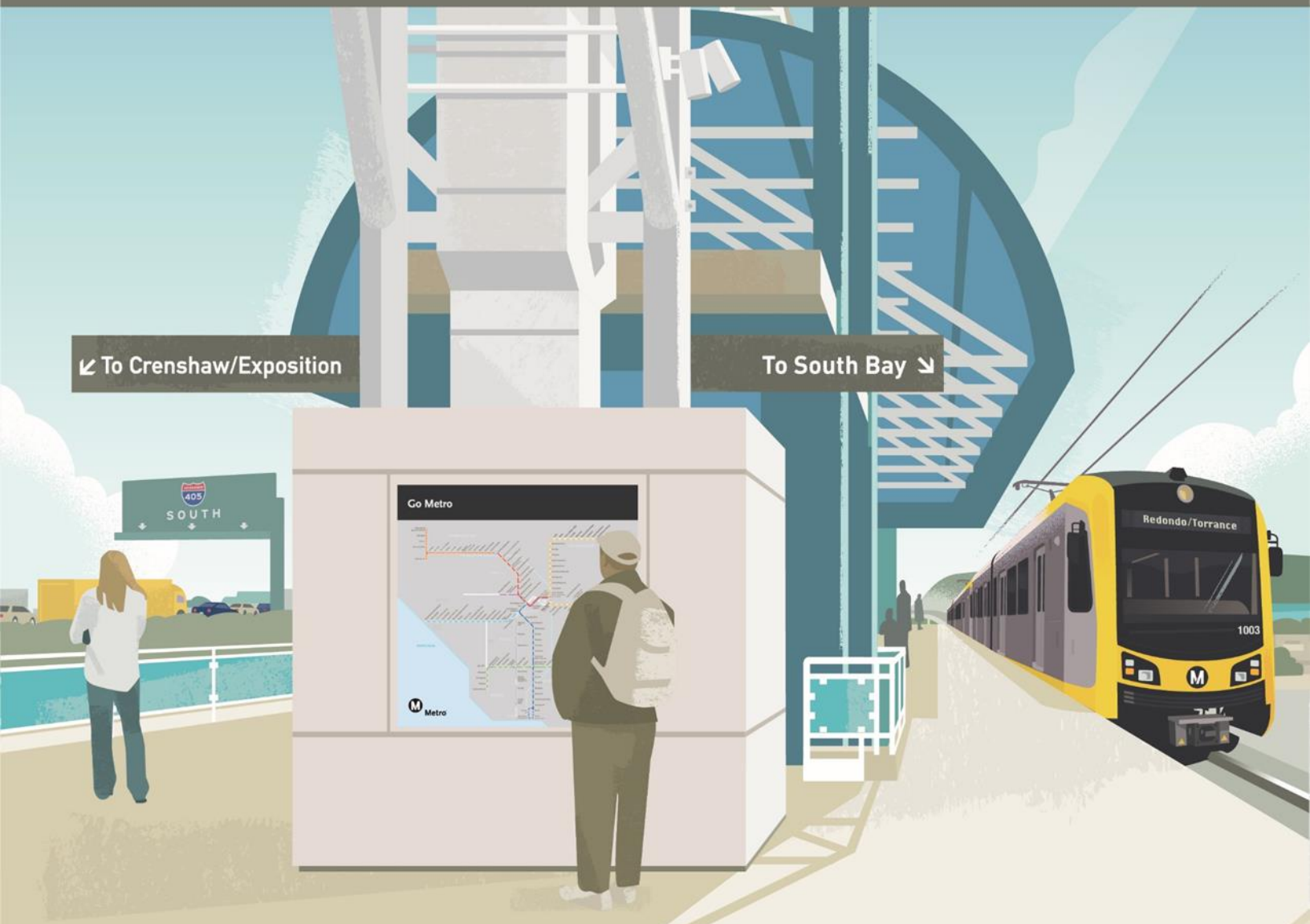
Los Angeles County
Metropolitan Transportation Authority

Final Environmental Impact Report

September 2025

C LINE (GREEN) EXTENSION TO TORRANCE



Metro

C Line (Green) Extension to Torrance

Final Environmental Impact Report

September 2025

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ES EXECUTIVE SUMMARY

ES.1 INTRODUCTION

The Executive Summary provides an overview of this Final Environmental Impact Report (EIR) for the C Line (Green) Extension to Torrance, which has been prepared in compliance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code. Regs., § 15000 et seq.). This Final EIR responds to comments received on the Draft EIR during the public comment period and incorporates revisions and clarifications where appropriate.

The project would extend the C Line (Green) from the existing Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center (Torrance TC) for approximately 4.5 miles and provide two new rail stations. The project is officially referred to as the C Line Extension to Torrance Project, though due to recent service changes, the project would now function as an extension of the K Line. Specifically, on June 6, 2025 (subsequent to the completion of the Draft EIR), Metro implemented service changes that redirected the C Line to terminate at the LAX/Metro Transit Center, with the K Line assuming operations along the C Line's former west segment, continuing south from the Aviation/Century Station to the Redondo Beach (Marine) Station. As a result, the segment proposed for extension would be part of the K Line's operational alignment, although the project's official name remains unchanged. Importantly, this change does not alter the adequacy of how the proposed alignment options and alternatives were studied in the Draft EIR, as the project was and still is proposed to include extension of light rail transit service from the existing Redondo Beach (Marine) Metro K Line (formerly C Line) Station to the Torrance TC.

After completion of the Final EIR, the Metro Board may certify the Final EIR, adopt a Mitigation Monitoring and Reporting Program (MMRP) for the project, issue findings of fact on the project's environmental impacts, adopt a statement of overriding considerations, and approve the project.

ES.1-1 Background

The project has evolved over the years based on several planning studies and the scoping process, which are discussed in greater detail in the Alternatives Considered and Eliminated Report (Metro, 2023). Metro completed an Alternatives Analysis (AA) Study in 2009, which studied transit alternatives along the Metro-owned Harbor Subdivision freight railroad right-of-way (Metro ROW) between downtown Los Angeles (LA), Los Angeles International Airport (LAX), and the Ports of Los Angeles and Long Beach. In 2010, Metro initiated a Draft EIS/EIR, but it was put on pause in 2012 due to funding concerns. Following the passage of Measure M in 2016, which provides additional funding for the project, in 2017, Metro reinitiated the project studies with the Supplemental Alternatives Analysis (SAA) that focused on further refining the previously identified alternatives based on feedback from stakeholders. On September 27, 2018, the Metro Board of Directors (Metro Board) voted to approve two alternatives to be carried forward into environmental analysis: the Metro ROW and the Hawthorne Boulevard alignment (both primarily at-grade alignments).

ES.1-2 Environmental Review Process

On January 29, 2021, Metro published a Notice of Preparation (NOP) to solicit public and agency comments on the scope, content, and information that should be considered as part of the Draft EIR for the proposed light rail that would extend approximately 4.5 miles from the end of the existing Metro C Line in Redondo Beach southeast to Torrance. Metro held an agency-specific scoping meeting and two public scoping meetings on February 24 and 27 during a 60-day comment period, which ended on March

29, 2021. All scoping meetings were held virtually due to Los Angeles (LA) County Safer at Home orders during the COVID-19 pandemic.

Following the public scoping review period and NOP release, Metro began developing the Draft EIR. A variety of potential alternatives that satisfy the project's purpose and need were assessed and refined during the screening and project refinement stages of the Draft EIR process. The Draft EIR identified and evaluated the Elevated/At-Grade Alignment as the Proposed Project, as well as two options: the Trench Option and Hawthorne Option. In accordance with CEQA guidelines Section 15126.6(a), the Draft EIR also included three Project Alternatives: No Project Alternative, High Frequency Bus Alternative, and 170th/182nd Grade-Separated Light Rail Transit Alternative (also referred to as the Hybrid Alternative).

Upon release of the Notice of Availability (NOA) on January 26, 2023, a 61-day comment period was initiated for public review and comment on the Draft EIR. During the public comment period, Metro conducted five public hearings, held during the weekday, weekend, and virtually. The public was able to provide comments regarding the content and conclusions of the Draft EIR. Approximately 400 stakeholders attended the public hearings. Additionally, information about the project was distributed through the following methods: 32,000 flyers delivered door-to-door; 47,231 postcards mailed; legal advertisements and display notices published in four newspapers; ads displayed on South Bay Metro bus lines; nine email blasts distributed; a blog post published in Metro's *The Source;* four surveys conducted in transit bus-stop intercept locations; and 250 businesses engaged in door-to-door outreach. Metro received approximately 2,200 comment submissions in the form of emails, voicemails, oral comments at public hearings, comment cards, letters, surveys, and petitions during the comment period (see Appendix C, Public Comments on the Draft EIR).

Following the completion of the Draft EIR public comment period, Metro and Director Holly J. Mitchell's office (LA County Supervisor of the second district) hosted additional community engagement. This included a community walk in the City of Lawndale along the proposed light rail alignments on December 16, 2023, and a community meeting on January 18, 2024 at Springhaven Apartments in Willowbrook near the Rosa Parks/Willowbrook Station, served by the Metro C and A Lines. Community members shared input on the project at these events, which was summarized and shared with the Metro Board prior to the selection of a Locally Preferred Alternative (LPA). See Appendix A for a summary of public engagement.

ES.1-3 Selection of LPA

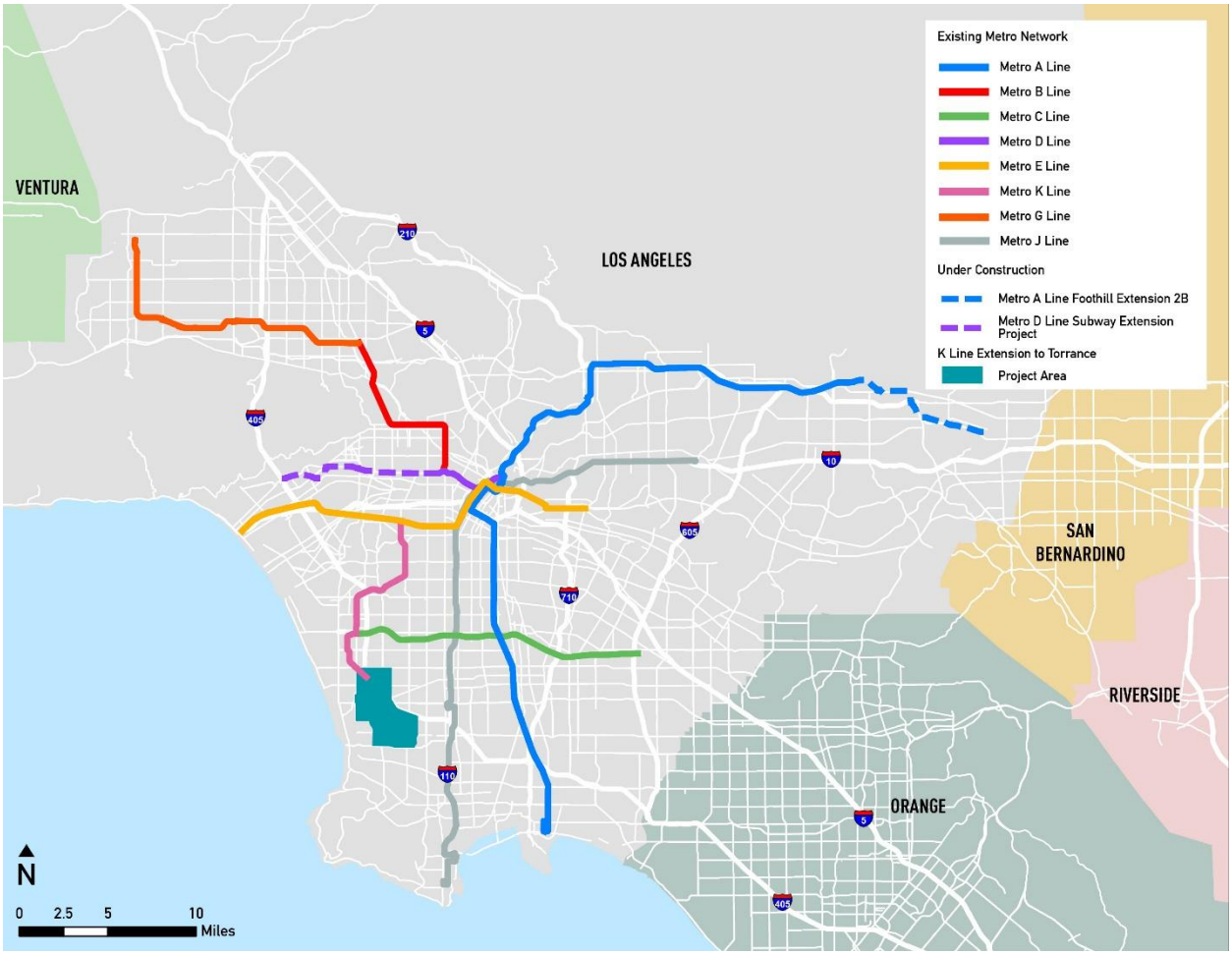
Based on the Draft EIR and supporting technical studies, comments on the Draft EIR, stakeholder input and additional community engagement in partnership with Director Mitchell, Metro staff recommended the 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative) as the LPA since it best provides local and regional benefits, meets project needs and objectives, and addresses community concerns. Metro presented the staff recommendation to the Metro Planning & Programming Committee in April 2024 and the full Metro Board in May 2024. Both meetings allowed for public comment. At the May 23, 2024 Board meeting, the Metro Board selected the Hybrid Alternative as the LPA to be evaluated in the Final EIR.

ES.2 PROJECT DESCRIPTION

Figure ES-1 shows the project location within LA County. The project historically has been envisioned as an extension of the existing Metro C Line (Green) and therefore the Draft EIR published in January 2023,

and this document refers to it as the C Line Extension. However, due to recent service changes, the project would now function as an extension of the K Line. Specifically, on June 6, 2025 (subsequent to the completion of the Draft EIR), Metro implemented service changes that redirected the C Line to terminate at the LAX/Metro Transit Center, with the K Line assuming operations along the C Line's former west segment from the Aviation/Century Station traveling south to the Redondo Beach (Marine) Station. As a result, the segment proposed for extension would be part of the K Line's operational alignment, although the project's official name remains unchanged. This change in system operations does not change the anticipated number of trains, their operations throughout the course of a typical day, maintenance schedules or facility needs, or infrastructure needs.

Figure ES-1. Project Location and Regional Vicinity



Source: Metro, STV, 2025

ES.2-1 Project Objectives

The underlying purpose of the project is to provide high-capacity transit service in the South Bay. Metro has identified the following project objectives:

> Improve mobility within the South Bay and encourage mode shift by:

- Introducing high-frequency transit service options from the current C Line terminus south to Torrance.

- Creating direct connections between the regional transit network and local transit hubs for convenient transfers.
- Providing an alternative mode of transportation for commuters traveling along congested arterials and Interstate 405 (I-405).
- Providing First-Last Mile facilities to connect neighborhoods to station areas.

> Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice.

> Avoid and minimize environmental impacts on environmental resources to the maximum extent feasible.

> Provide a cost-effective project.

> Provide more equitable access to regional destinations by improving connections to the Metro regional rail system.

ES.2-1.1 Project Alignments, Options & Alternatives Studied in the Draft EIR

The project was analyzed in the Draft EIR with the following design options:

> Elevated/At-Grade Alignment (referred to as the Proposed Project in the Draft EIR) – Follows the Metro ROW for the length of the project from the existing Redondo Beach (Marine) Station to the Torrance TC, with an elevated segment, followed by an at-grade segment. An elevated station is located along the Metro ROW adjacent to the Redondo Beach Transit Center (Redondo Beach TC).

> Trench Option – Follows the Metro ROW for the length of the project, with a below-grade trench segment between Inglewood Avenue and 170th Street, followed by at-grade segments with a short trench to cross under 182nd Street. A one-level station is located along the Metro ROW adjacent to the Redondo Beach TC.

> Hawthorne Option – Leaves the Metro ROW to run in an elevated guideway along I-405 and turns onto Hawthorne Boulevard near 162nd Street to travel in the center median of Hawthorne Boulevard before rejoining the Metro ROW south of 190th Street. An elevated station would be located in the median of Hawthorne Boulevard, adjacent to the South Bay Galleria.

South of 190th Street, there were no design options, and all alignments followed the Metro/BNSF ROW in the same configuration, primarily at-grade with a terminus station at the Torrance TC.

The Draft EIR evaluated three alternatives to the Project under CEQA in accordance with CEQA guidelines Section 15126.6(a) to avoid or minimize impacts:

> No Project Alternative

> High-Frequency Bus Alternative

> 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative and LPA).

ES.2-2 Locally Preferred Alternative

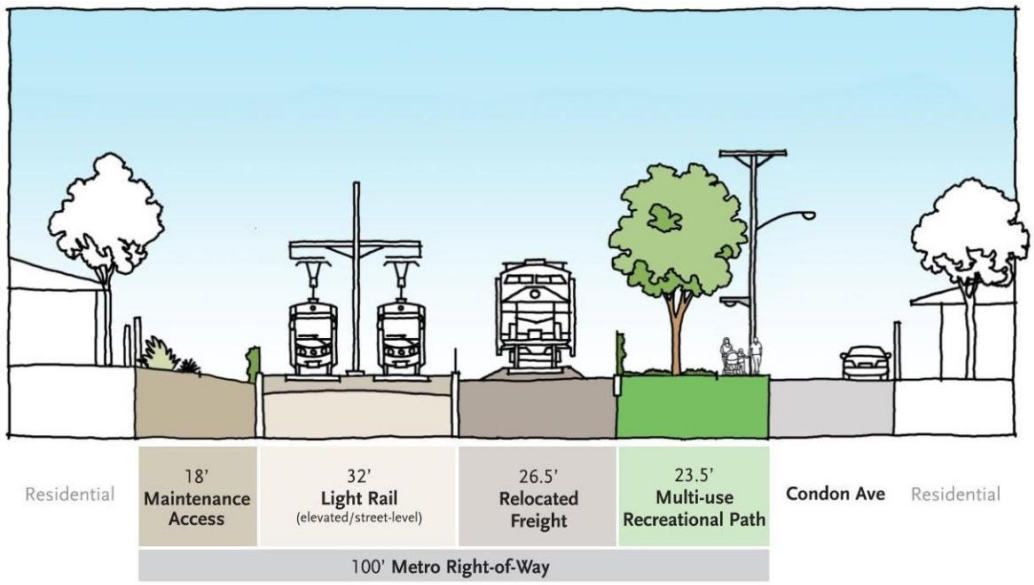
The LPA would extend the Metro light rail approximately 4.5 miles to the south along the existing Metro ROW for the length of the alignment. Two new light rail transit stations are proposed: the Redondo Beach TC Station and the Torrance TC Station. Figure ES-7 shows an overview of the LPA. BNSF operates freight service along the Metro ROW in the project area. As part of the LPA, Metro proposes

constructing two new light rail tracks and relocating the existing freight tracks in certain areas within the Metro ROW. The LPA also includes multi-use recreational paths within the Metro ROW, where there is sufficient room, in the cities of Lawndale and Redondo Beach as discussed further below. South of 190th Street, BNSF and Metro share ownership of the freight corridor and BNSF has several spur tracks to serve adjacent businesses. Metro owns approximately 15 feet in width and would acquire or lease additional ROW from BNSF to accommodate two new light rail tracks between 190th Street and the Torrance TC Station, while ensuring BNSF can maintain freight operations and deliveries via spur lines.

ES.2-3 Locally Preferred Alternative Alignment and Stations

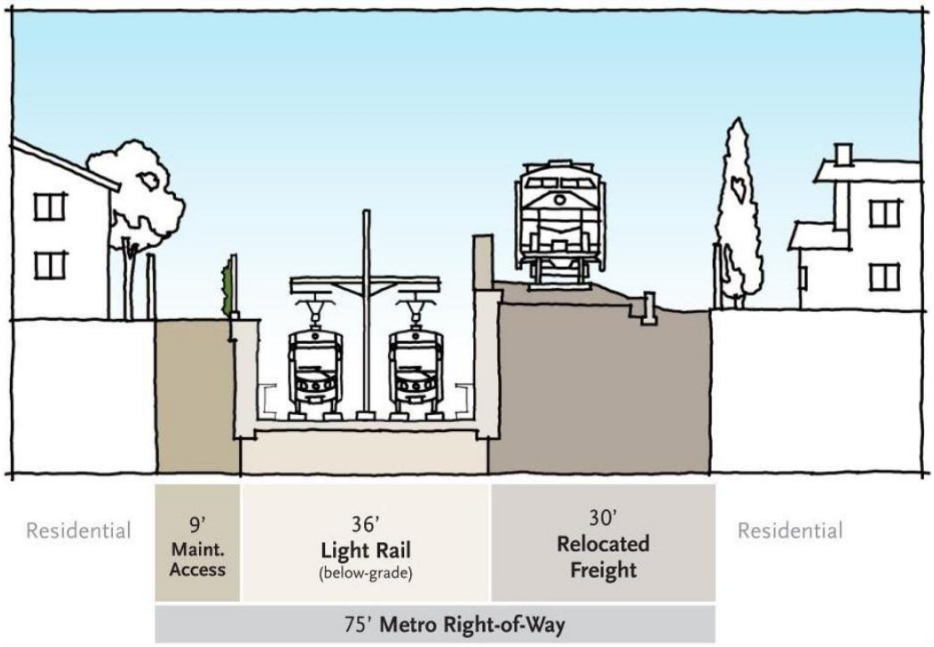
The LPA would begin at the existing elevated Redondo Beach (Marine) Station and continue south within the Metro ROW. The elevated alignment would continue about 400 feet south of the station before briefly descending to at-grade to avoid conflicts with overhead power lines before ascending to cross over Inglewood Avenue and Manhattan Beach Boulevard. South of Manhattan Beach Boulevard, the light rail would shift from the west side of the Metro ROW to the east side and cross 159th to 162nd Streets on an elevated structure before descending to street level near 165th Street, shown in Figure ES-2. Near 168th Street, the light rail would transition into an open-air trench to cross under 170th Street (Figure ES-3), then ascend to travel at-grade near 172nd Street and continue south into Redondo Beach. Between 170th Street and Artesia Boulevard, the Metro ROW narrows from 100 feet to 75 feet.

Figure ES-2. Locally Preferred Alternative – Looking South between 165th Street and 168th Street



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross-Section H in Appendix B.

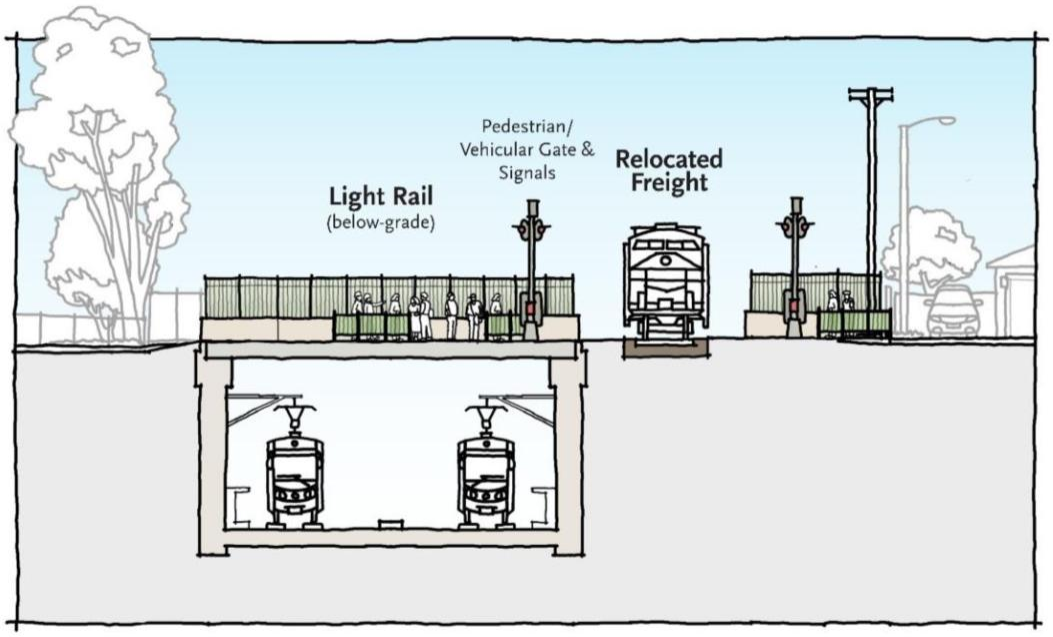
Figure ES-3. Locally Preferred Alternative – Looking South of 170th Street



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross-Section H.2 in Appendix B.

The alignment would cross over Artesia Blvd and Grant Avenue on new light rail bridges parallel to the existing freight bridges. In this segment, the Metro ROW is 100 feet wide; the freight tracks would remain in place, and the light rail would travel parallel to freight. South of Grant Avenue, the alignment would approach the Redondo Beach TC Station, then descend into a short trench to cross under 182nd Street, as shown in Figure ES-4.

Figure ES-4. Locally Preferred Alternative – Looking South at 182nd Street



Source: Cityworks Design, 2025
Corresponds with Cross-Section M in Appendix B.

South of 182nd Street, the light rail would ascend to at-grade to cross over Hawthorne Boulevard and 190th Street on new bridges parallel to existing freight bridges. South of 190th Street, the alignment would cross under Prairie Avenue, then rise to an elevated structure to allow freight movement below, before descending again to travel at-grade and cross under Del Amo Boulevard. The alignment would continue at-grade before terminating at a new station adjacent to the Torrance TC.

The LPA's light rail tracks would be grade-separated from all roadways that currently cross the Metro ROW. The freight tracks would remain at-grade throughout the length of the corridor where they currently travel at-grade, and would shift in some locations within the Metro ROW to accommodate the light rail tracks. All eight existing at-grade freight crossings from Inglewood Avenue to 182nd Street would be upgraded with safety infrastructure to be quiet-zone ready, which would allow local jurisdictions to implement a quiet zone policy for the corridor in the future. This would eliminate the need for freight trains to use their horn as they approach street crossings and reduce noise along the corridor.

The LPA would provide multi-use recreational paths for walking, cycling, etc. to enhance mobility and access within the neighborhoods and to stations, where feasible. In Lawndale, a multi-use path is proposed between 159th Street and Manhattan Beach Boulevard east of the Metro ROW and Manhattan Beach Boulevard and 170th Street west of the Metro ROW. In Redondo Beach, a multi-use path is proposed between Grant Avenue and 182nd Street west of the Metro ROW.

The following stations would be constructed under the LPA:

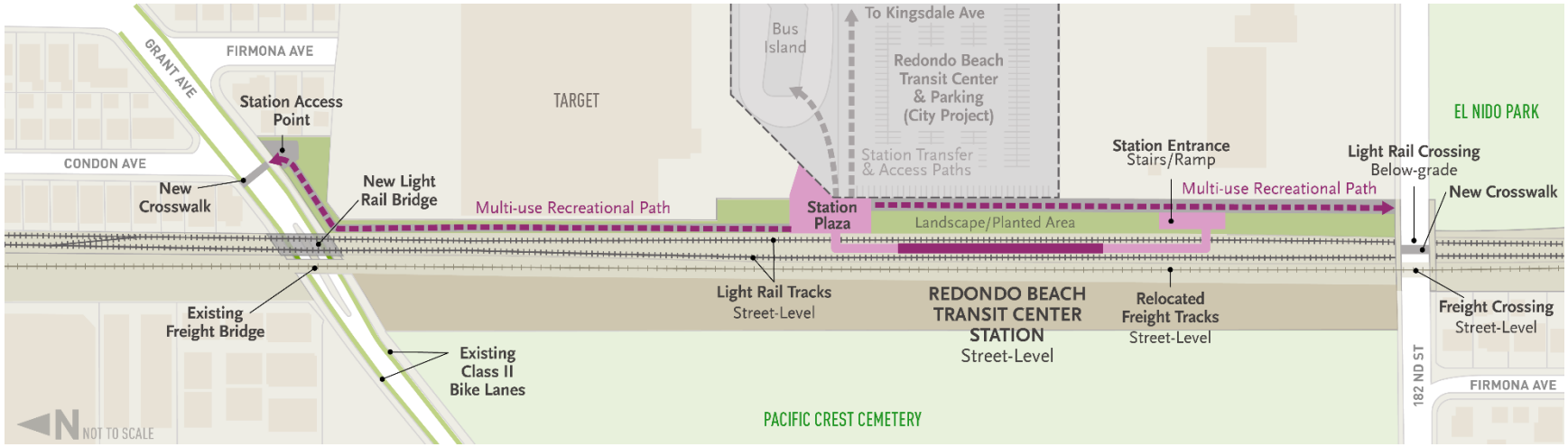
> Redondo Beach TC Station: The one-level Redondo Beach TC Station, shown in Figure ES-5, would be located south of Grant Avenue, west of the City of Redondo Beach's transit center with the platform

located approximately 10 feet below the existing ground level. Light rail riders would connect to a station plaza via pedestrian pathways, ramps, and stairs to access the adjacent city's transit center. Access to the station would be enhanced with a multi-use path connecting the station between Grant Avenue and 182nd Street.

> Torrance TC Station: The at-grade Torrance TC Station, shown in Figure ES-6, would be located northwest of Crenshaw Boulevard and west of the City of Torrance's bus transit center. The light rail station would be accessible by pedestrian pathways and crosswalks from the Torrance TC bus plaza and parking areas. This would be the southern terminus station.

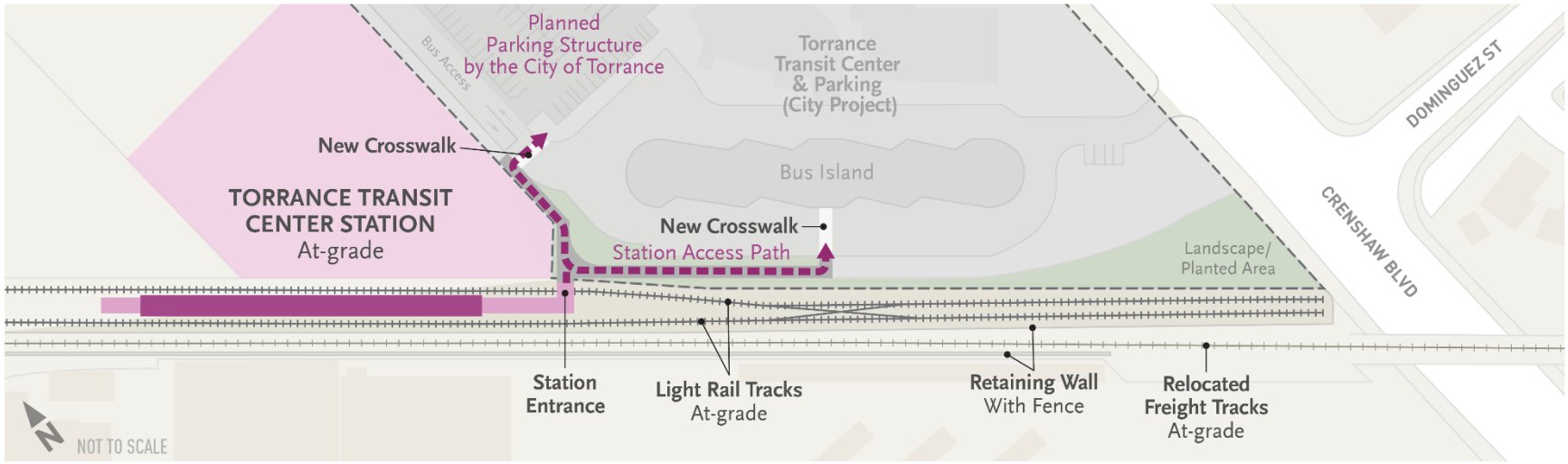
Detailed drawings of the LPA are provided in Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of this Final EIR. An overview of the LPA is shown in Figure ES-7.

Figure ES-5. Locally Preferred Alternative – Redondo Beach TC Station Layout



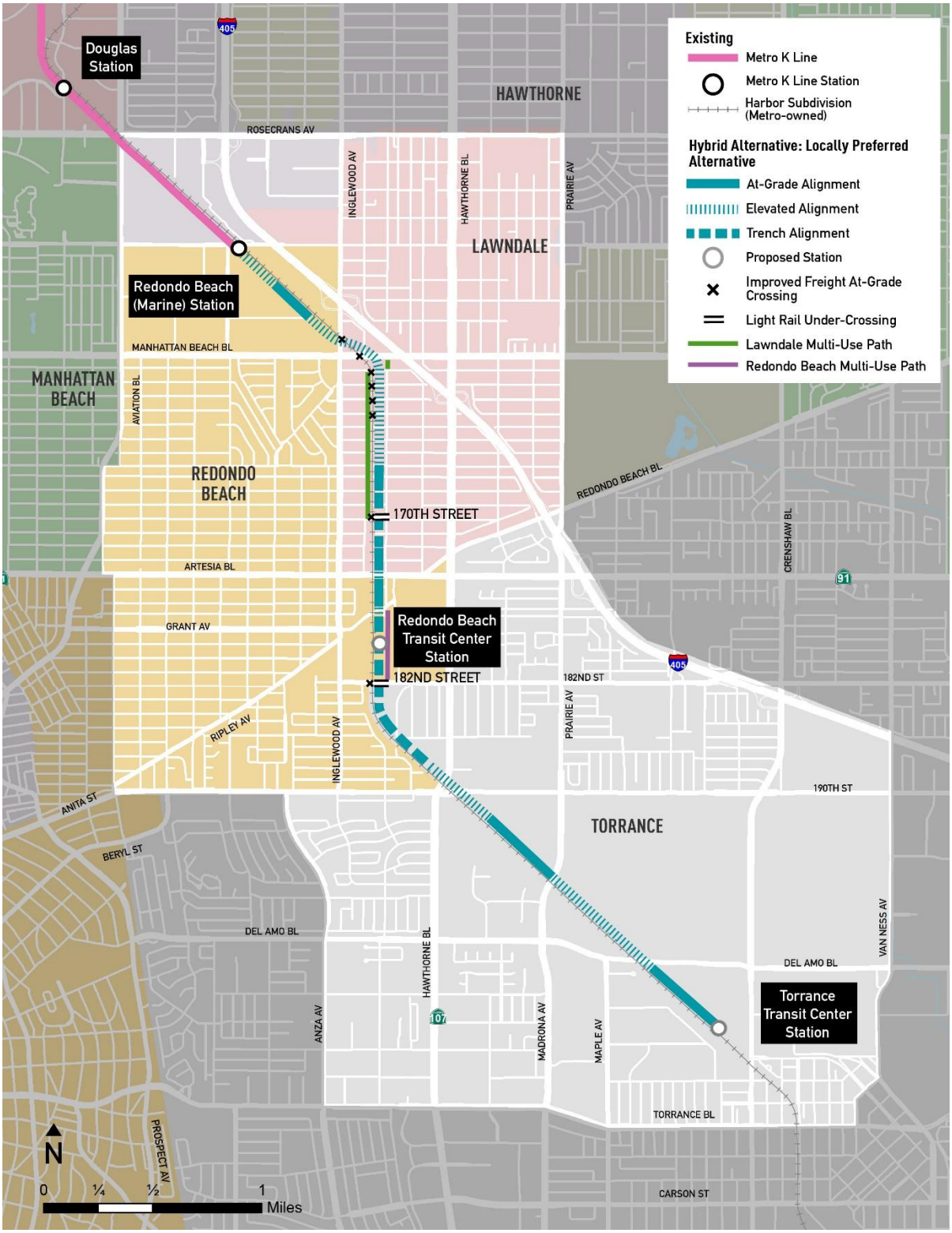
Source: Cityworks Design, 2025
Not to scale

Figure ES-6. Locally Preferred Alternative – Torrance TC Station Layout



Source: Cityworks Design, 2025
Not to scale

Figure ES-7. Locally Preferred Alternative – Overview



Source: STV, 2025

ES.2-4 System Components and Ancillary Facilities

The light rail system components would adhere to the Metro Rail Design Criteria and would use a similar design as used on existing Metro light rail lines. The LPA would require an overhead contact system (OCS), traction power substations (TPSS), and communications and signaling buildings. The OCS poles would be located every 90 to 170 feet apart, and in some locations, the poles would be located on both sides of the track. The TPSSs would be spaced approximately one mile apart along the alignment and require 4,800 square feet of land. Six TPSSs would be needed for the LPA. Communications and signaling buildings would contain train control and communications equipment, which would require approximately 500 square feet and 100 square feet, respectively.

An additional five light rail vehicles would need to be added to Metro's fleet to operate the LPA. The light rail vehicles would be serviced, maintained, and stored at the existing Division 16 Southwestern Yard in the City of Los Angeles or the El Segundo Yard Division 22 in the City of Hawthorne.

ES.2-5 Construction, Operations, and Permit Requirements for the LPA

ES.2-5.1 Construction

The major construction activities include clearing and demolition of existing structures; utility relocations; embankment work; freight track at-grade street crossings; bridges and elevated structures; trenches; retaining walls; stations; railroad and light rail track; and systems construction.

Construction of the LPA is anticipated to last approximately six years, which is longer than the estimated timeframe in the Draft EIR for Elevated/At-Grade Alignment in order to construct two trenches at 170th Street and 182nd Street and shorter than the Trench Option, which has more extensive trenches. Construction activities would primarily occur during daytime hours on weekdays, although some night construction may be required at times to avoid congested freeways and surface streets or due to the nature of certain construction processes, such as the construction of freight tracks to avoid disruption to BNSF operations or the construction of bridges over major arterials. The construction equipment that would be used for the LPA is typical of that found engaged in contemporary highway, building, bridge, and utility work, plus some specialized railroad track and OCS construction equipment. All equipment would conform to current applicable safety and environmental regulations. Off-site construction staging locations would be for temporary use during construction for the laydown of tools, materials, equipment, and vehicles.

ES.2-5.2 Construction Staging and Acquisitions

Construction would be primarily staged within the Metro ROW. Metro has designed the project to avoid displacement of residents. North of 190th Street, the LPA would have limited permanent property acquisitions for non-residential properties to locate the TPSSs. South of 190th Street, the LPA would require partial permanent property acquisitions for non-residential properties along the Metro ROW to build the light rail tracks and accommodate multiple relocated or new freight tracks, storage tracks, spurs, and access roads. For any properties that may have existing contamination, Metro would conduct a Phase II site investigation and implement remediation as needed. Additional details are provided in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR and in Chapter 4, Corrections and Additions, of this Final EIR. The LPA would also include potential off-site locations for temporary use during construction for the laydown of tools, materials, equipment, and vehicles, as well as temporary construction easements. Temporary easements, as well as permanent real estate needs, are identified

in Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of this Final EIR.

ES.2-5.3 Operations

The operating hours and schedules would be comparable to the other operating patterns of Metro's current rail lines. The proposed hours of operation are 4:00 a.m. to 1:00 a.m. On weekdays, trains would operate during early morning hours from 4:00 a.m. to 6:00 a.m. and late-night hours from 7:00 p.m. to 1:00 a.m. every 15 minutes. On weekdays, trains would operate every five minutes during peak travel hours, which are typically during the commuting periods. Weekend system headways would be reduced compared to weekdays due to reduced commuter demand.

ES.2-5.4 Project Features

As a part of the LPA, several project features would be implemented during construction or included in the project design plans to ensure compliance with applicable laws, guidelines, and agency guidelines. These project features include design elements, best management practices, and other measures that are either required by law, permit conditions, or approvals from federal, state, regional or local agencies or that reflect industry best practices in transit construction and operations. Unlike CEQA mitigation measures, which are adopted to reduce or avoid significant environmental impacts identified in the EIR, project features are incorporated into the project as standard components of its design and implementation. The project features are described further in each respective section within Chapter 3, as well as in Appendix 2-C, Project Features in the Draft EIR, and Chapter 4, Corrections and Additions, of this Final EIR.

ES.2-5.5 Required Permits and Approvals

Construction and implementation of the LPA would require permits and approvals from responsible agencies such as the City of Lawndale, City of Redondo Beach, and the City of Torrance, and other departments and owners with jurisdiction over protected resources. Metro will comply with all applicable federal, state, and local environmental regulations and will responsibly mitigate significant environmental impacts resulting from the LPA in accordance with Metro policies and applicable laws. The anticipated permits and approvals are listed in Table ES-1.

Table ES-1. Permits and Approvals

Agency/Jurisdiction		Permit/Approval Required
State	California Department of Transportation	Approvals for modifications to Caltrans lease agreement (Artesia Boulevard and Hawthorne Boulevard bridges)
	State Department of Toxic Substances Control	Hazardous materials cleanup
	State Water Resources Control Board	Construction General Permit and SWPPP
		NPDES Dewatering Permit
		LA County MS4 NPDES Package
	California Public Utilities Commission	Grade separations, crossings, state safety oversight
	California Department of Fish and Wildlife	Consultation on protected species
Regional	Metro Board	Certification of the Final EIR, adoption of CEQA Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, and approval of the project
	Regional Water Quality Control Board	Construction General Permit and SWPPP
	Southern California Edison	Permits for utility relocation
	LA County Department of Public Works	Permits for utility relocation
	LA County Fire Department	Discretionary actions
	BNSF Railroad	Approval of track relocations
Local	City of Lawndale City of Redondo Beach City of Torrance	Permits (traffic, street use, lighting, landscape, building demolition)[1]
	Redondo Beach Fire Department Torrance Fire Department	Discretionary actions

Caltrans = California Department of Transportation

[1]Necessary permits from the cities of Lawndale, Redondo Beach, and Torrance include only those related to work within the cities' rights-of-way. Metro would not require local permits for activities within the Metro ROW.

ES.3 DESIGN REFINEMENTS

Following the action of the Metro Board and receipt and review of public comments on the Draft EIR, the conceptual engineering of the project has continued to progress. The following design refinements were made after circulation of the Draft EIR and include minor adjustments to the alignments, support structure design, construction staging areas, and optional locations for light rail support facilities. These refinements were made to enhance compliance with design or environmental requirements and to respond to comments received on the Draft EIR.

The design refinements are discussed further in Chapter 3, Design Refinements, which includes an evaluation of the refinements and determines that the refinements would *not* result in any new significant environmental impact or change the intensity of the impacts disclosed in the Draft EIR.

The design refinements apply to all rail alignments studied in the Draft EIR, unless otherwise noted, as shown in Table ES-2.

Table ES-2. Design Refinements since the Draft EIR Publication

ID	Location	City/ Jurisdiction	Reason for Refinement	Description of Refinement	Reference
1	Private Property: South of the Redondo Beach (Marine) Station, north of Santa Fe Avenue, west of Metro ROW	Redondo Beach	Based on further analysis of power needs and site access, an additional optional location for a Traction Power Substation (TPSS) was identified at the north end of the project. The new option would provide greater flexibility for maintenance operations and address potential challenges related to crane access at TPSS No. 1A.	The new TPSS option would be located on a parcel identified in the Draft EIR for permanent easement. The larger footprint required for the TPSS at this location could necessitate a larger partial acquisition or, if needed to accommodate all the elements of the project that impact the parcel, full acquisition of the property.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-302
2	Public Property: Manhattan Beach Boulevard crossing[1]	Lawndale	In response to comments from the Metropolitan Water District (MWD) on the Draft EIR regarding a potential utility conflict with a cast-in-drilled-hole (CIDH) pile proposed in the center of Manhattan Beach Boulevard—specifically, its location above a MWD water pipeline—an alternate support location for the elevated light rail structure is proposed at this location.	The refined design for the elevated light rail structure would eliminate the CIDH pile within Manhattan Beach Boulevard and shift the proposed straddle bents—located within the Metro ROW—to the north and south of the boulevard. This change would avoid any potential conflict with the underground MWD pipeline, allowing it to remain in place during both project construction and operation.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page TC-302 and RW-304
3	Private Properties: Between 190th Street and south of Del Amo Boulevard	Torrance	Based on coordination with BNSF regarding the proposed freight track realignment, the design was refined to include a maintenance access path to serve the relocated freight tracks.	South of 190th Street, the railroad corridor would be widened by approximately five feet beyond what was included in the Draft EIR, to the southwest of the Metro ROW, to accommodate a maintenance access path for the freight tracks. This refinement would increase the area of partial acquisitions from industrial properties.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-313 through RW-318, T-314 through T-318

ID	Location	City/ Jurisdiction	Reason for Refinement	Description of Refinement	Reference
4	Private Properties: North of Prairie Avenue, west of Metro ROW	Torrance	More detailed modeling of power demand for light rail operations indicated that minimum traction power voltage requirements may not be met with TPSS No. 5A, located near the Prairie Avenue overcrossing. To ensure adequate system performance, the design was refined to identify an alternate location (TPSS No. 5B) farther south, adjacent to the Del Amo Boulevard bridge.	TPSS No. 5B would be located to the north side of the Del Amo Boulevard bridge, on a parcel previously identified for acquisition as part of the project.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-318
5	Private Properties: Parcels (APN: 7352-015-005, 7352-015-006, and 7352-015-004) between Prairie Avenue and Del Amo Boulevard	Torrance	In response to comments from both Torrance Refining Company (TORC) and Torrance Logistics Company (TLC), the project design was refined to minimize the partial acquisition of the TORC property. This refinement addresses safety, security, and property concerns related to the TORC facility operations and compliance with applicable regulations.	Between north of Prairie Avenue and Del Amo Boulevard, the project footprint (including freight, light rail, and access roads) has shifted westward to avoid the TORC parcel. As a result, a larger partial acquisition would be required from the adjacent vacant parcel west of the rail corridor. This shift would also require additional modifications to the existing Prairie Avenue and Del Amo Boulevard bridges. At Prairie Avenue, a new box tunnel would be constructed to allow a realigned freight track and access road to pass beneath the roadway. At Del Amo Boulevard, the area beneath the bridge would be widened on the west to accommodate light rail and realigned freight and to provide sufficient clearance.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-315 through RW-318

ID	Location	City/ Jurisdiction	Reason for Refinement	Description of Refinement	Reference
6	City Property: City of Torrance Transit Center (APN: 7352-002-912)	Torrance	In response to comments from the City of Torrance, an alternative construction staging location has been identified, which would avoid potential conflicts with the City of Torrance's proposed parking garage.	An alternate construction staging site has been identified on a parcel (APN: 7352-002-911) adjacent to the Torrance Transit Center on Crenshaw Boulevard. This adjustment would allow construction staging to proceed without interfering with the City of Torrance's planned parking garage development.	Chapter 2, Description of the Locally Preferred Alternative, Page 2-36
7	City Property: Torrance Transit Center Station Path	Torrance	In response to comments from the City of Torrance, the design was refined to address pedestrian safety and security concerns related to a segment of the proposed path connecting Crenshaw Boulevard to the Torrance Transit Center Station area. Specifically, the City raised concerns that the path could encourage pedestrians to cross Crenshaw Boulevard outside of signalized intersections.	The proposed path would provide pedestrian access from the light rail platform to the proposed bus plaza within the Torrance Transit Center. The segment of the proposed path that would have extended from the bus plaza to Crenshaw Boulevard has been removed from the design.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page T-321

Source: STV, 2025

[1]This refinement only applies to the Elevated/At-Grade Alignment and LPA.

APN = Assessor's Parcel Number; BNSF= BNSF Railway; CIDH= cast-in-drilled-hole; MWD = Metropolitan Water District; ROW = right-of-way; TLC = Torrance Logistics Company; TORC = Torrance Refining Company; TPSS = Traction power substation

ES.4 Corrections and Additions

This Final EIR includes the corrections and additions to the Draft EIR, specifically addressing subject matter presented in the Draft EIR that has been corrected or added. Pursuant to Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5, these changes do not constitute "significant new information" that would require recirculation of the Draft EIR. These revisions do not disclose a new significant and unavoidable environmental impact, a substantial increase in the severity of an impact, or identify a new feasible mitigation measure or alternative considerably different from those provided in the Draft EIR, which would considerably lessen a significant impact, but that Metro has declined to implement. Rather, the EIR's corrections and additions clarify, amplify, or make insignificant modifications to the Draft EIR.

ES.5 Response to Comments on the Draft EIR

The Final EIR includes responses to all comments made on the Draft EIR during the comment period described in Section ES.2. Written responses to comments are included in Chapter 5 of this Final EIR, and copies of emails, letters, comment cards, voicemails, and transcribed spoken comments are included in Appendix C of this Final EIR. The responses to comments are organized by commenters: agencies, organizations, groups and businesses, public hearings, and individuals. Several topics were mentioned frequently by commenters. To address these efficiently and consistently, and to ensure accuracy, major topic responses (MR) were developed for the following topics and are included in Section 5.2 of this Final EIR:

- MR-1: Selection of Alternatives
- MR-2: Operational Noise Analysis Methodology and Impact Thresholds
- MR-3: Operational Noise Project Features and Mitigation Measures
- MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality
- MR-5: Vibration Impact Types and Impact Thresholds
- MR-6: Vibration Analysis During Final Design
- MR-7: Utility Relocation and Hazardous Materials Safety
- MR-8: Light Rail and Freight Train Safety
- MR-9: Light Rail Security
- MR-10: Changes to Community Character
- MR-11: Traffic Delay and Level-of-Service
- MR-12: Emergency Access
- MR-13: Soil Stability and Sinkholes
- MR-14: Property Values and Impacts to Businesses
- MR-15: Metro Ridership Forecasting Methodology
- MR-16: Response to Lawndale and Redondo Beach Community Letter
- MR-17: Response to Torrance Community Letter
- MR-18: Homelessness
- MR-19: Project Benefits
- MR-20: Proximity Impacts of Relocated Freight Tracks
- MR-21: Cost Estimates and Schedule

ES.6 Alternatives Considered in the Draft EIR

CEQA requires that a range of reasonable project alternatives are considered that could meet most of the basic project objectives and substantially reduce or eliminate significant impacts associated with the project. CEQA Guidelines Section 15126.6(a) states, in part:

> *"An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation."*

- No Project Alternative – The No Project Alternative is required by CEQA Guidelines Section 15126.6(e) and assumes that Metro would not implement the project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.
- High Frequency Bus Alternative – The HFB Alternative would implement a rapid bus service instead of a light rail extension.
- 170th/182nd Grade-Separated Light Rail Transit Alternative – As discussed previously, this alternative was selected as the LPA by the Metro Board.

ES.7 Environmental Impact Analysis

The Draft EIR identifies potential environmental impacts due to the construction and operation of the Options and Alternatives and analyzes any significant impacts and implementation of feasible mitigation measures. Project features are incorporated as part of the project and consist of design features, best management practices, or other measures required by law and/or permit approvals that avoid or minimize potential effects. Mitigation measures are additional actions, not otherwise part of the project, that are designed to avoid, minimize, or compensate for significant impacts.

Table ES-3 below provides a high-level overview of the topic areas where environmental impacts have been identified for the LPA in the Draft EIR and this Final EIR.

Table ES-3. Summary of Environmental Impacts for the Locally Preferred Alternative

Level of Impact	Environmental Topic Areas
No Impact/Less than Significant Impact	Transportation During Construction & Operation Aesthetics During Operation Air Quality During Construction & Operation Land Use and Planning During Construction & Operation Greenhouse Gas Emissions During Construction & Operation Hazards and Hazardous Materials During Construction & Operation Geology, Soils, and Paleontological Resources During Operation Hydrology and Water Quality During Construction & Operation Utilities and Service Systems During Construction & Operation Energy During Construction & Operation Cultural Resources During Operation Tribal Cultural Resources During Operation Public Services During Construction & Operation
Less than Significant Impact with Mitigation	Aesthetics During Construction Noise and Vibration During Operation Biological Resources During Construction & Operations Geology, Soils, and Paleontological Resources During Construction Cultural Resources During Construction Tribal Cultural Resources During Construction
Significant and Unavoidable Impact	Noise and Vibration During Construction

ES.8 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines under Section 15216(b) require EIRs to include a discussion of any significant environmental impacts that cannot be avoided if the project is implemented. The Draft EIR identifies environmental resources with significant and unavoidable impacts and presents feasible mitigation measures to reduce impacts to a less than significant level. If a specific impact cannot be reduced to a less than significant level, it is considered a significant and unavoidable impact. As concluded in the Draft and Final EIR and shown in Table ES-3, the following impacts would be significant and unavoidable, even after implementation of mitigation measures:

- Air Quality (construction – Trench Option only)
- Noise (construction – all alignments; operation – Elevated/At-Grade Alignment only)
- Vibration (construction – all alignments)

ES.8-1 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

As discussed in the Draft EIR Table ES-4, the No Project Alternative would avoid many of the construction impacts identified for the light rail project, but it would have significant and unavoidable impacts during operation related to transportation, land use and planning, air quality, greenhouse gas emissions, and energy as it would conflict with plans and programs that assumed the project would be

built. The HFB Alternative would reduce all construction and operational impacts identified for a light rail project. Therefore, the HFB Alternative is the environmentally superior alternative as it would avoid or reduce all impacts to a less than significant level. However, the HFB Alternative would not realize the same level of benefits from vehicle miles traveled reduction, air quality improvements, greenhouse gas emissions reduction, and energy savings as the light rail alignments.

ES.9 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table ES-4 summarizes the impacts of all alignments and project alternatives considered in the EIR process. Table ES-5 through Table ES-19 identify the environmental impacts, mitigation measures, and level of significance after mitigation, if applicable. Detailed analyses of these topics are provided in Chapter 3, Environmental Impacts, of the Draft EIR, with corrections, additions, and clarifications to the Draft EIR analysis provided in Chapter 4, Corrections and Additions, of this Final EIR.

Table ES-4. Summary of Alternatives' Environmental Impacts

		Elevated/At-Grade Alignment	Trench Option	Hawthorne Option	No Project Alternative	HFB Alternative	LPA
Transportation	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Land Use and Planning	Construction	LTS	LTS	LTSM	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Aesthetics	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Air Quality	Construction	LTS	SUI	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Greenhouse Gas Emissions	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Noise	Construction	SUI	SUI	SUI	LTS	LTS	SUI
	Operation	SUI	SUI/LTSM[1]	LTS	LTS	LTS	SUI/LTSM[1]
Vibration	Construction	SUI	SUI	SUI	LTS	LTS	SUI
	Operation	LTSM	LTSM	LTSM	LTS	LTS	LTSM
Biological Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTSM	LTSM	LTSM	LTS	LTS	LTSM
Geology, Soils, and Paleontological Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Hazards and Hazardous Materials	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS

		Elevated/At-Grade Alignment	Trench Option	Hawthorne Option	No Project Alternative	HFB Alternative	LPA
Hydrology and Water Quality	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Utilities and Service Systems	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Energy	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Cultural Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Tribal Cultural Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Public Services	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS

[1] With the establishment of quiet zones by the Cities of Lawndale, Redondo Beach, and Torrance (MM-NOI-4), the Trench Option and LPA would have a less than significant impact with mitigation for operational noise.

HFB = High Frequency Bus; LPA = Locally Preferred Alternative; LTS = Less than significant; LTSM = Less than significant with mitigation; SUI = Significant and unavoidable impact

Table ES-5. Summary of Transportation Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Transportation				
A. Will the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Will the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Will the Project substantially increase hazards due to a geometric design feature or incompatible uses?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Transportation				
D. Will the Project result in inadequate emergency access?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-6. Summary of Land Use Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Land Use				
A. Would the Project physically divide an established community?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-LU-1: Temporary Crossings	Construction: Less than Significant Operations: Less than Significant

Table ES-7. Summary of Visual and Aesthetics Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Visual & Aesthetics				
A. Would the Project have a substantial effect on a scenic vista?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
B. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Visual & Aesthetics				
C. In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point such as a sidewalk). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
D. Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LPA	**Construction: Significant** Operations: Less than Significant	Construction: MM-AES-1: Construction Lighting	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: Less than Significant	Construction: MM-AES-1: Construction Lighting	Construction: Less than Significant Operations: Less than Significant
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-AES-1: Construction Lighting	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-AES-1: Construction Lighting	Construction: Less than Significant Operations: Less than Significant

Table ES-8. Summary of Air Quality Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Air Quality				
A. Would the Project conflict with or obstruct implementation of the applicable air quality plan?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-AQ-1: Cleaner Haul Trucks	**Construction: Significant and Unavoidable** Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-AQ-1: Cleaner Haul Trucks	**Construction: Significant and Unavoidable** Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Would the Project expose sensitive receptors to substantial pollutant concentrations?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Air Quality				
D. Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-9. Summary of Greenhouse Gas Emissions Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Greenhouse Gas Emissions				
A. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-10. Summary of Noise and Vibration Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Noise and Vibration				
A. Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the FTA, in the local general plan or noise ordinance, or applicable standards of other agencies?	LPA	**Construction: Significant** **Operations: Significant**	Construction: MM-NOI-1: Noise Control Plan Operations: MM-NOI-2: Soundwalls MM-NOI-3: Low Impact Frogs MM-NOI-4: Quiet Zone Establishment	**Construction: Significant and Unavoidable** Operations: Less than Significant[1]
	Elevated/At-Grade Alignment	**Construction: Significant** **Operations: Significant**	Construction: MM-NOI-1: Noise Control Plan Operation: MM-NOI-2: Soundwalls MM-NOI-3: Low Impact Frogs MM-NOI-4: Quiet Zone Establishment	**Construction: Significant and Unavoidable** **Operations: Significant and Unavoidable**
	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-NOI-1: Noise Control Plan Operations: MM-NOI-2: Soundwalls MM-NOI-3: Low Impact Frogs MM-NOI-4: Quiet Zone Establishment	**Construction: Significant and Unavoidable** Operations: Less than Significant[1]

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Noise and Vibration				
	Hawthorne Option	**Construction: Significant** **Operations: Significant**	Construction: MM-NOI-1: Noise Control Plan Operations: MM-NOI-2: Soundwalls MM-NOI-3: Low Impact Frogs MM-NOI-5: Wheel Squeal Noise Monitoring	**Construction: Significant and Unavoidable** Operations: Less than Significant
B. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Noise and Vibration				
C. Would the Project result in generation of excessive ground-borne vibration?	LPA	**Construction: Significant** **Operations: Significant**	Construction: MM-VIB-1: Vibration Control Plan MM-VIB-2: Construction Equipment Location Operations: MM-VIB-4: Low-Impact Frogs MM-VIB-5: Resilient Fasteners MM-VIB-6: Ballast Mats	**Construction: Significant and Unavoidable** Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** **Operations: Significant**	Construction: MM-VIB-1: Vibration Control Plan MM-VIB-2: Construction Equipment Location MM-VIB-3: Pre- and Post-Construction Surveys Operations: MM-VIB-4: Low-Impact Frogs MM-VIB-5: Resilient Fasteners MM-VIB-6: Ballast Mats	**Construction: Significant and Unavoidable** Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Noise and Vibration				
	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-VIB-1: Vibration Control Plan MM-VIB-2: Construction Equipment Location Operations: MM-VIB-4: Low-Impact Frogs MM-VIB-5: Resilient Fasteners MM-VIB-6: Ballast Mats	**Construction: Significant and Unavoidable** Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-VIB-1: Vibration Control Plan MM-VIB-2: Construction Equipment Location	**Construction: Significant and Unavoidable** Operations: Less than Significant

[1]With the establishment of quiet zones by the Cities of Lawndale, Redondo Beach, and Torrance (MM-NOI-4), the Trench Option and LPA would have a less than significant impact with mitigation for operational noise.

Table ES-11. Summary of Biological Resources Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
A. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	LPA	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
A. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Elevated/At-Grade Alignment	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
A. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
			MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	
B. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
C. Would the Proposed Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
D. Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
E. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LPA	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
			Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	
	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Hawthorne Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant
F. Would the Project conflict with the provisions of an adopted HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Table ES-12. Summary of Geology, Soils, and Paleontological Resources Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Geology, Soils, and Paleontological Resources				
A. Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo (AP) Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ii. Strong seismic ground shaking iii. Seismic-related ground failure, including liquefaction iv. Landslides	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project result in substantial soil erosion or the loss of topsoil?	LPA	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Geology, Soils, and Paleontological Resources				
	Trench Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
C. Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
D. Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial direct or indirect risks to life or property?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Geology, Soils, and Paleontological Resources				
E. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
F. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LPA	**Construction: Significant** Operations: No Impact	Construction: MM-GEO-1: Engage a Qualified Paleontological Resources Specialist	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: No Impact	Construction: MM-GEO-1: Engage a Qualified Paleontological Resources Specialist	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-GEO-1: Engage a Qualified Paleontological Resources Specialist	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	**Construction: Significant** Operations: No Impact	Construction: MM-GEO-1: Engage a Qualified Paleontological Resources Specialist	Construction: Less than Significant Operations: No Impact

Table ES-13. Summary of Hazards and Hazardous Materials Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hazards and Hazardous Materials				
A. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hazards and Hazardous Materials				
D. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Trench Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project Area?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
F. For a project located within the vicinity of a private airstrip, as a result, create a safety hazard for people residing or working in the project area.	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hazards and Hazardous Materials				
G. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
H. Would the Project expose people or structures to a significant risk of loss, injury or death involving wildfires, including where wildland fires are adjacent to urbanized areas or where residences are intermixed with wildlands?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Table ES-14. Summary of Hydrology and Water Quality Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hydrology and Water Quality				
A. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hydrology and Water Quality				
D. Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
E. Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-15. Summary of Utilities and Service Systems Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Utilities and Service Systems				
A. Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Utilities and Service Systems				
C. Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Trench Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
D. Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LPA	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Trench Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
E. Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Table ES-16. Summary of Energy Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Energy				
A. Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-17. Summary of Cultural Resources Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Cultural Resources				
A. Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	LPA	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training	Construction: Less than Significant Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Cultural Resources				
			MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan	
	Hawthorne Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan	Construction: Less than Significant Operations: No Impact
C. Would the Project disturb any human remains, including those interred outside of formal cemeteries?	LPA	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact

Table ES-18. Summary of Tribal Cultural Resources Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
A. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	LPA	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
A. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
B. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	LPA	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
B. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant

Table ES-19. Summary of Public Services Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Public Services				
A. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: i. fire protection; ii. police protection; iii. schools; iv. parks; v. libraries?	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Public Services				
B. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact

1. INTRODUCTION

This Final Environmental Impact Report (EIR) has been prepared in compliance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code. Regs., § 15000 et seq.). This Final EIR responds to comments received on the Draft EIR and incorporates revisions and clarifications where appropriate. The complete EIR will consist of the Draft EIR and the Final EIR, including responses to comments.

After completion of the Final EIR, the Metro Board of Directors (Board) may certify the Final EIR, adopt a Mitigation Monitoring and Reporting Program (MMRP) for the project, issue findings on the project's environmental impacts following the implementation of mitigation measures, adopt a statement of overriding considerations, and approve the project.

1.1. BACKGROUND

On May 23, 2024, the Metro Board identified the 170th/182nd Grade-Separated Light Rail Transit Alternative, also known as the Hybrid Alternative, as the Locally Preferred Alternative (LPA) for the C Line Extension to Torrance Project. This Final EIR reflects the identification of the Hybrid Alternative as the LPA and includes a summary of refinements made to the design of the project in Chapter 3, Design Refinements, of this Final EIR.

The project would extend light rail transit service approximately 4.5 miles from the existing Redondo Beach (Marine) Station southeast along the Metro-owned Harbor Subdivision freight railroad right-of-way (Metro ROW) to the Mary K. Giordano Regional Transit Center in Torrance with two new stations.

The project historically has been envisioned as an extension of the existing Metro C Line (Green), and therefore the Draft EIR and this Final EIR refer to it as the C Line Extension. However, based on operating plans approved by the Metro Board in Fall 2024, the project would ultimately operate as a southern extension of the Metro K Line, further connecting the Metro system further into the South Bay. The project would provide direct connections between local transit hubs and the regional transit network. The Project Area is primarily urbanized and includes portions of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance.

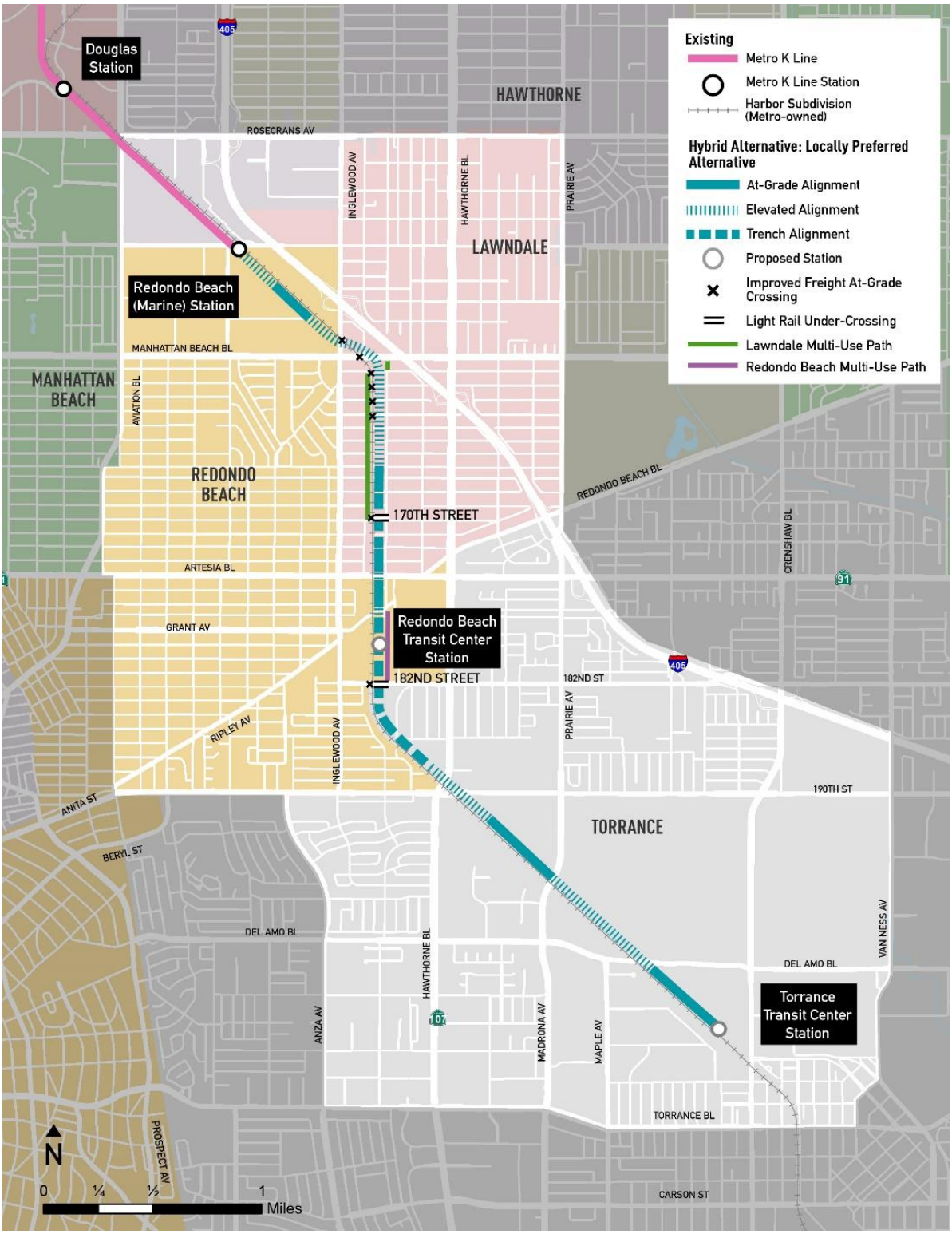
While the project extends the K Line, rather than the C Line, this change in system operations does not change the anticipated number of trains, their operations throughout the course of a typical day, maintenance schedules or facility needs, or infrastructure needs.

The project has evolved over the years based on several planning studies and the scoping process, which are discussed in greater detail in the Alternatives Considered and Eliminated Report, published concurrently with the Draft EIR (Metro, 2023). A variety of potential alternatives that satisfy the project's purpose and need were assessed and refined during the screening and project refinement stages of the Draft EIR process. The Draft EIR identified and evaluated the Elevated/At-Grade Alignment as the Proposed Project with two options north of 190th Street: the Trench Option and Hawthorne Option. In accordance with CEQA guidelines Section 15126.6(a), the Draft EIR also included three Project Alternatives (No Project Alternative, High Frequency Bus Alternative, and 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative)).

The Draft EIR was released to the public in January 2023. During a 61-day public comment period, Metro received approximately 2,200 comment submissions in the form of emails, voicemails, oral comments at public hearings, comment cards, letters, surveys, and petitions. After reviewing technical studies and comments on the Draft EIR, Metro staff recommended the 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative) as the LPA since it best provides local and regional benefits, meets project needs and objectives, and addresses community concerns. Metro presented the staff recommendation to the Metro Planning & Programming Committee in April 2024 and the full Metro Board in May 2024. Both meetings allowed for public comment. At the May 2024 meeting, the Metro Board selected the Hybrid Alternative as the LPA and directed Metro to complete a Final EIR.

An overview of the LPA is shown in Figure 1-1.

Figure 1-1. Hybrid Alternative/Locally Preferred Alternative



Source: STV, 2025

2 DESCRIPTION OF THE LOCALLY PREFERRED ALTERNATIVE

2.1 OVERVIEW AND HISTORY

The Los Angeles County Metropolitan Transportation Authority (Metro) proposes extending its existing light rail transit system to the South Bay. The project is officially referred to as the C Line (Green) Extension to Torrance Project, though due to recent service changes, the project would now function as an extension of the K Line. Specifically, on June 6, 2025 (subsequent to the completion of the Draft EIR), Metro implemented service changes that redirected the C Line to terminate at the LAX/Metro Transit Center, with the K Line assuming operations along the C Line's former west segment from the Aviation/Century Station to the Redondo Beach (Marine) Station. As a result, the segment proposed for extension would be part of the K Line's operational alignment, although the project's official name remains unchanged. Importantly, this change does not alter the adequacy of how the proposed alignment options and alternatives were studied in the Draft EIR, as the project was and still is proposed to include extension of light rail transit service from the existing Redondo Beach (Marine) Metro K Line (formerly C Line) Station to the Mary K. Giordano Regional Transit Center (Torrance TC).

The Draft EIR evaluated the Proposed Project (referred to in this Final EIR as the Elevated/At-Grade Alignment), and two options north of 190th Street called the Trench Option and the Hawthorne Option. It also evaluated three alternatives under the California Environmental Quality Act (CEQA): the No Project Alternative, the High-Frequency Bus Alternative, and the 170th/182nd Grade-Separated Light Rail Transit Alternative (also referred to as the Hybrid Alternative).

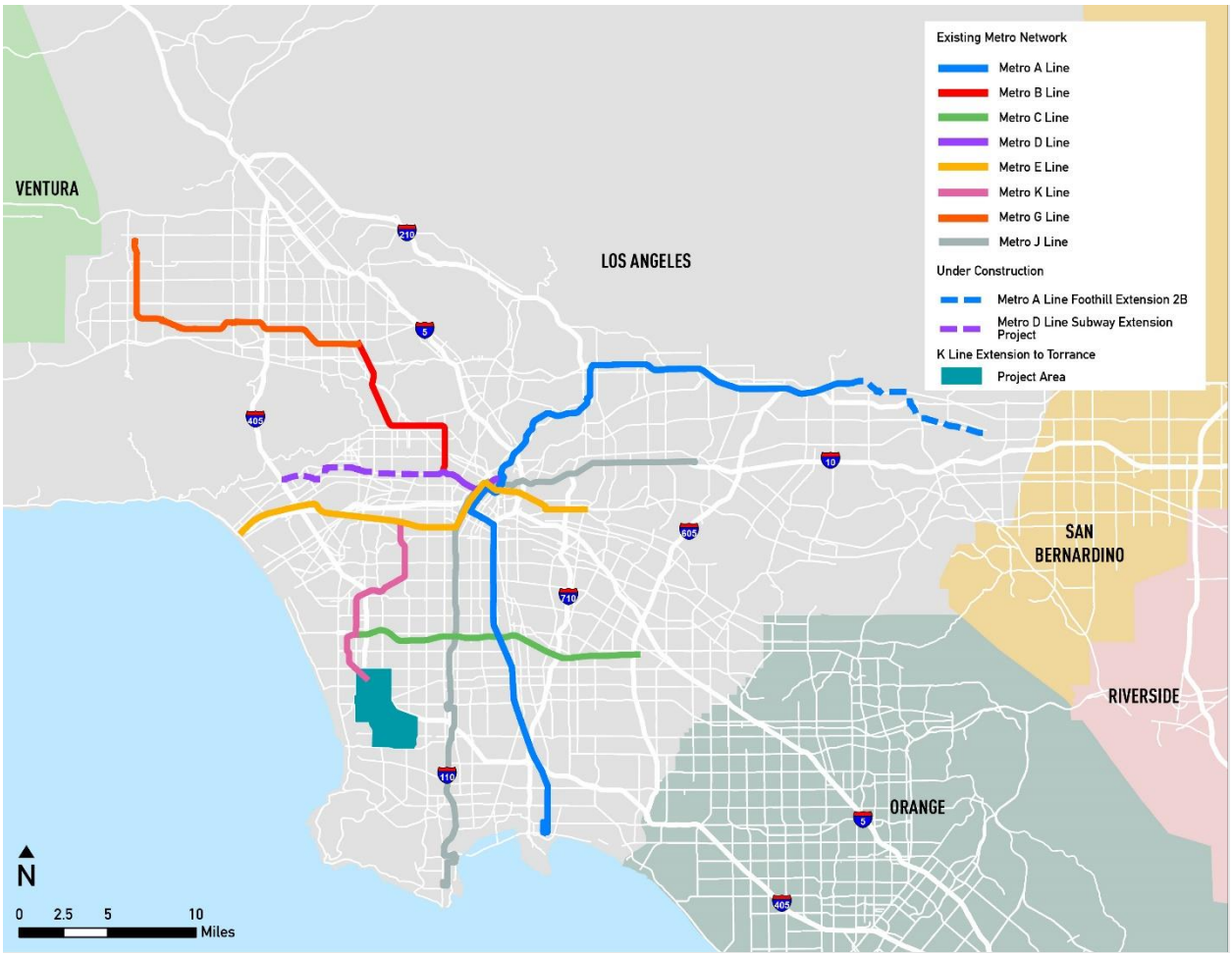
On May 23, 2024, the Metro Board of Directors (Metro Board) selected the 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative) as the Locally Preferred Alternative (LPA). At the same meeting, the Metro Board adopted a motion to prepare the Final EIR under CEQA, complete studies to respond fully to public comments received on the Draft EIR, and refine cost estimates and the funding plan for the LPA. Since then, Metro completed studies, continued stakeholder coordination and progressed conceptual engineering on the LPA, which resulted in design refinements. This chapter provides updated details on the LPA. Refer also to Chapter 3, Design Refinements, of this Final EIR for additional information on the design refinements made during this process.

2.1-1 Project Location and Surrounding Uses

Figure 2.1-1 shows the project location within the South Bay region of Los Angeles County. Figure 2.1-2 shows the Project Area, which follows the Metro-owned railroad right-of-way (Metro ROW) along a 4.5-mile north-south corridor from the existing Redondo Beach (Marine) Metro K Line Station traveling southeast to the Torrance TC. The LPA would travel through the cities of Lawndale, Redondo Beach, and Torrance. The boundaries of the Project Area form roughly a one-mile buffer around the Metro ROW, with the borders generally following city limits and/or major roadways. A one-mile buffer is generally the area in which potential benefits and ridership of a major transportation project are likely to be focused.

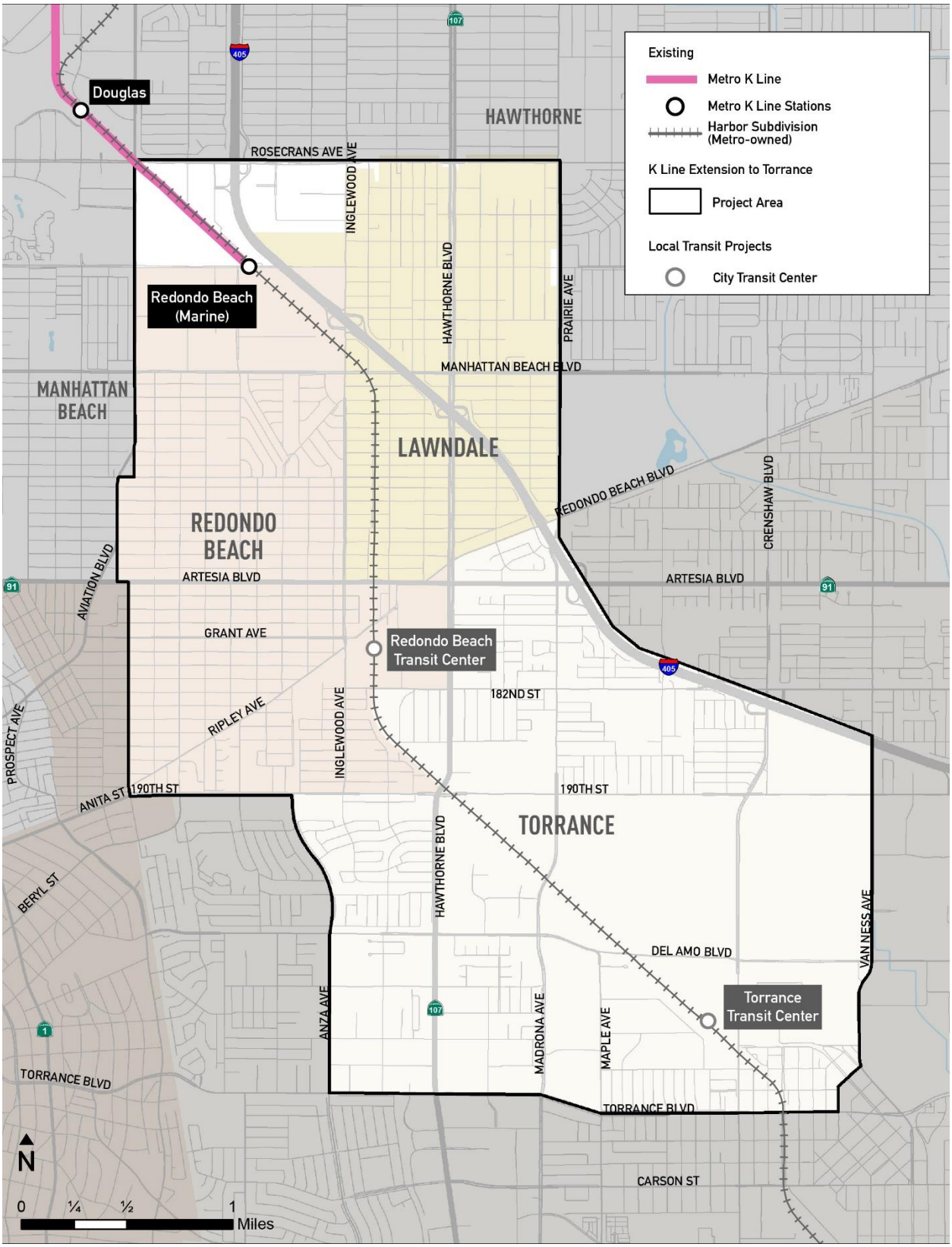
The land uses of the Project Area are comprised of single-family and multi-family residential neighborhoods, industrial and institutional uses, as well as commercial and recreational areas. The Project Area includes two high-capacity bus transit centers, the Redondo Beach Transit Center (Redondo Beach TC) and the Torrance TC.

Figure 2.1-1. Project Location and Regional Vicinity



Source: Metro, STV, 2025

Figure 2.1-2. Project Area



Source: Metro, STV, 2025

2.1-2 Project History

Metro purchased the Harbor Subdivision railroad corridor from the precursor to the BNSF Railway in the early 1990s. It currently carries limited freight traffic through the Study Area, typically one or two trains a day. A number of studies have examined the potential for transit service along all or portions of the Metro ROW, which are described below.

- **Metro Harbor Subdivision Transit Corridor Alternatives Analysis (AA) Study (2009)** – Metro completed an AA study evaluating various transit options along the Metro ROW between Downtown Los Angeles, Los Angeles International Airport (LAX), and the Ports of Los Angeles and Long Beach. The 2009 Study analyzed various transit modal options such as light rail transit, bus rapid transit, self-propelled railcar, electric multiple unit vehicles, and commuter rail transit. The segment between the Redondo Beach (Marine) Station and the Torrance TC emerged as the highest-priority project, with light rail as the preferred mode. The Freight Track Alternative was also recommended for further study. In December 2009, the Metro Board approved the preparation of a Draft Environmental Impact Statement (EIS)/EIR for the Project.
- **South Bay Metro Green Line Extension Draft EIS/EIR (2010 to 2014)** – Metro held scoping meetings for the South Bay Metro Green Line Extension EIS/EIR in 2010 and began conducting environmental analysis on the two alternatives recommended in the 2009 AA (a light rail alternative and a freight track alternative). Several alternatives and alignment options were considered during the preparation of the Draft EIS/EIR, but were removed from further study for several reasons, including poor cost effectiveness, lack of public support, and/or substantial environmental impacts. Alternatives and options removed from further study included the Freight Track Alternative, several light rail alignment options, and several maintenance facility options. After the failure of Measure J in November 2012, the Project was put on hold due to funding uncertainty.
- **Green Line Extension to Torrance Supplemental Alternatives Analysis (SAA) (2017 to 2018)** – Measure M was passed in November 2016, which provided a source of funding for the Project in addition to the previously allocated funding from Measure R, passed in 2008. In spring 2017, Metro reinitiated the Project with an SAA, which renamed the Project as the Green Line Extension to Torrance Project. With the elimination of the Freight Track Alternative in 2011, the Project Area was reduced to focus on the area potentially affected by the light rail alternative. The revised Project Area boundaries focused on the 4.5-mile segment of the Metro ROW from the existing Redondo Beach (Marine) Station to the Torrance TC. The SAA study focused on soliciting feedback from corridor cities and stakeholders to refine and update alternatives previously identified in the 2009 AA and 2010-2014 Draft EIS/EIR. Its goal was to gain consensus on revised alternatives for the Project. On September 27, 2018, the Metro Board voted to approve two alternatives to be carried forward for environmental analysis: the Metro ROW and the Hawthorne Boulevard alignment (both primarily at-grade alignments).
- **C Line (Green) Extension to Torrance Draft EIR (2018 to 2024)** – A Notice of Completion and Availability of the Draft EIR was issued on January 26, 2023, initiating a 61-day public comment period, ending March 27, 2023. During the public comment period, Metro received over 2,000 comment submissions in the form of emails, voicemails, oral comments at public hearings, comment cards, letters, surveys, and petitions. See Appendix C. These comments reflected a wide range of perspectives from community members, stakeholders, and agencies. After reviewing the extensive public input and the findings from technical studies presented in the Draft EIR, Metro staff recommended that the Metro Board select the 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative) as the LPA. This recommendation was based on several factors,

including the Hybrid Alternative's local and regional benefits, its ability to meet the project objectives, and its responsiveness to community concerns and preferences.[1]

> **C Line (Green) Extension to Torrance Final EIR (2024 to present)** – The Final EIR provides additional details on the LPA and describes project design refinements developed in response to feedback received during the Draft EIR comment period through coordination with stakeholders, including public agencies, and as part of the ongoing advancement of the project design. Project design refinements and analysis of their potential environmental impacts are described in Chapter 3, Design Refinements, of the Final EIR. As discussed therein, the design refinements do not change the impact conclusions of the Draft EIR.

2.2 Project Objectives

The underlying purpose of the project is to provide high-capacity transit service in the South Bay. Metro has identified the following project objectives:

> Improve mobility within the South Bay and encourage mode shift by:
  - Introducing high-frequency transit service options from the current C Line terminus south to Torrance.
  - Creating direct connections between the regional transit network and local transit hubs for convenient transfers.
  - Providing an alternative mode of transportation for commuters traveling along congested arterials and I-405.
  - Providing first-last mile facilities to connect neighborhoods to station areas.

> Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice.

> Avoid and minimize environmental impacts on environmental resources to the maximum extent feasible.

> Provide a cost-effective project.

> Provide more equitable access to regional destinations by improving connections to the Metro regional rail system.

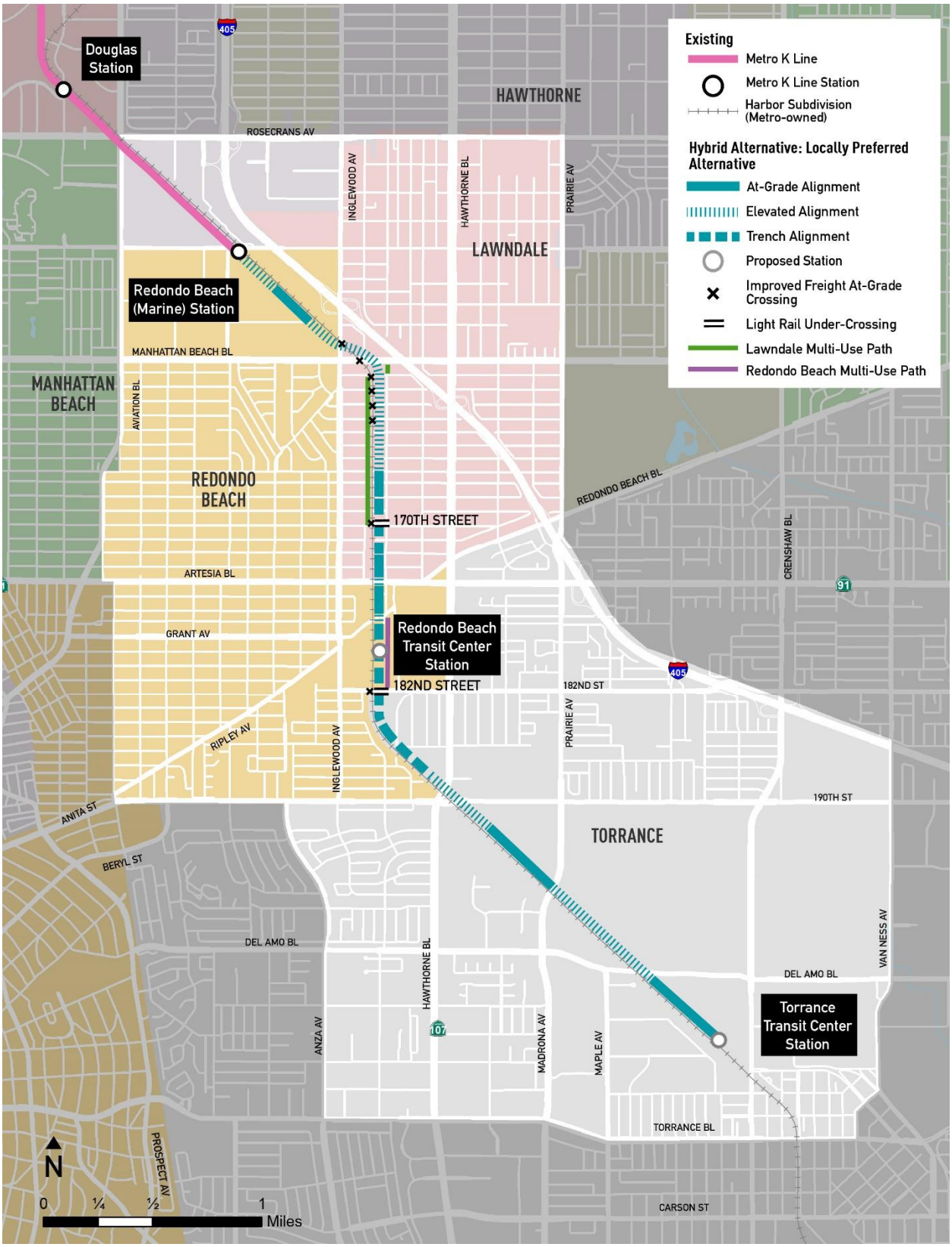
2.3 Description of the Locally Preferred Alternative

As previously discussed, the 170th/182nd Grade-Separated Light Rail Transit Alternative evaluated in Chapter 4, Evaluation of Alternatives, in the Draft EIR was selected by the Metro Board as the LPA. The LPA would extend the Metro K Line (formerly C Line) approximately 4.5 miles to the south by providing a light rail line that follows the existing Metro ROW for the length of the alignment. Two new light rail transit stations are proposed: the Redondo Beach TC Station and the Torrance TC Station. Figure 2.3-1 shows an overview of the LPA. Between the existing Redondo Beach (Marine) Station and 190th Street, within the Metro ROW, BNSF operates a single freight track. As part of the LPA, Metro proposes constructing two new light rail tracks and relocating the existing freight track in certain areas within the

[1] The Board Report for the May 23, 2024 Metro Regular Board Meeting describing the reasons supporting staff's recommendation for the LPA is available at: https://datamade-metro-pdf-merger.s3.amazonaws.com/2024-0272.pdf (as of August 26, 2025).

Metro ROW. This is discussed in greater detail below. The LPA also includes multi-use recreational paths within the Metro ROW, where there is sufficient room, as discussed further below. South of 190th Street, BNSF and Metro share ownership of the freight corridor. Metro owns a strip of land in the railroad ROW approximately 15 feet in width, and would acquire or lease additional ROW from BNSF to accommodate two new light rail tracks between 190th Street and the Torrance TC Station, while ensuring BNSF can maintain freight operations. Detailed drawings of the LPA are provided in Appendix B, Select Advanced Conceptual Engineering Drawings for the Hybrid/Locally Preferred Alternative, of this Final EIR.

Figure 2.3-1. Locally Preferred Alternative – Overview

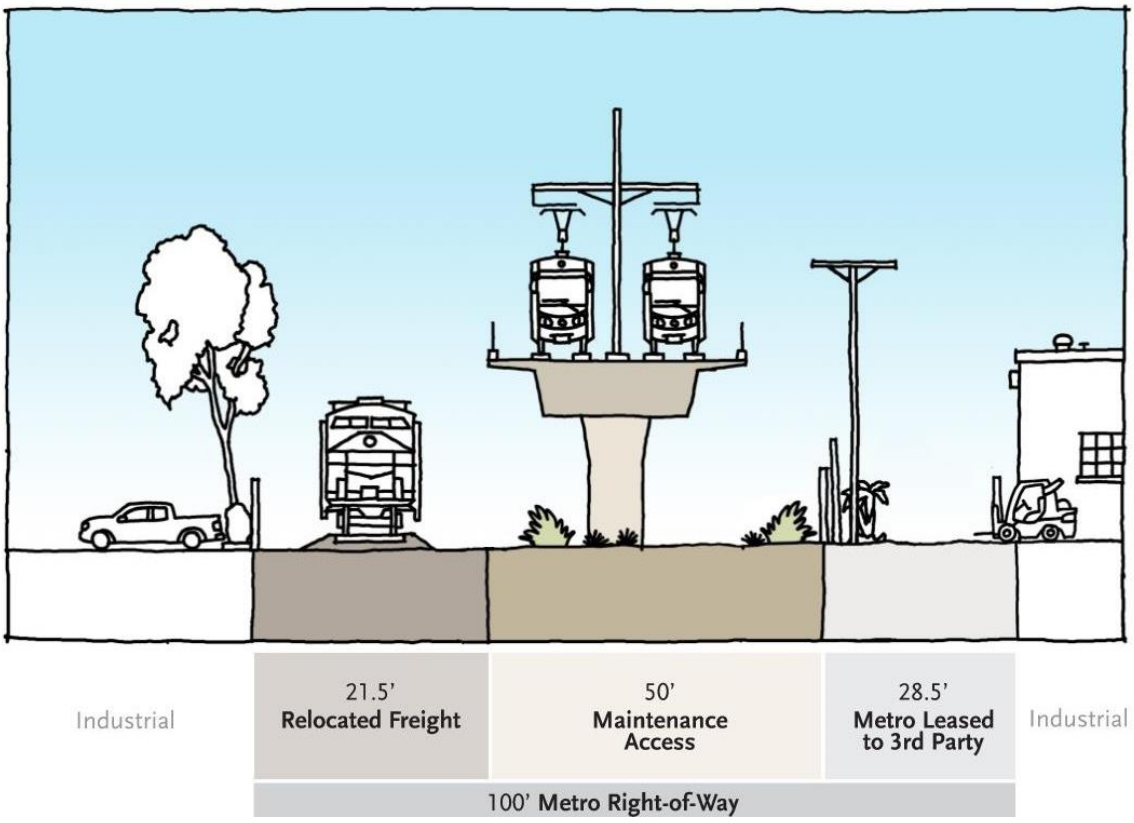


Source: STV, 2025

2.3-1 Alignment

The LPA would begin at the existing Redondo Beach (Marine) Station, where the existing light rail tracks and station are elevated above street level in a guideway supported by columns. The LPA would continue south in an elevated configuration within the existing Metro ROW, running parallel to and west of the existing freight tracks, which run at-grade (street level). Approximately 400 feet south of the station, the light rail tracks would descend and travel at-grade for approximately 800 feet to avoid overhead power lines. The light rail would then ascend back up to an elevated structure to cross over Inglewood Avenue and Manhattan Beach Boulevard into the City of Lawndale (Figure 2.3-2). Just south of Manhattan Beach Boulevard, the light rail guideway would cross over the existing freight tracks and shift to travel along the east side of the Metro ROW as it continues south. The existing freight track crossings at Inglewood Avenue and Manhattan Beach Boulevard would be rebuilt and shifted to the east within the Metro ROW while remaining at-grade.

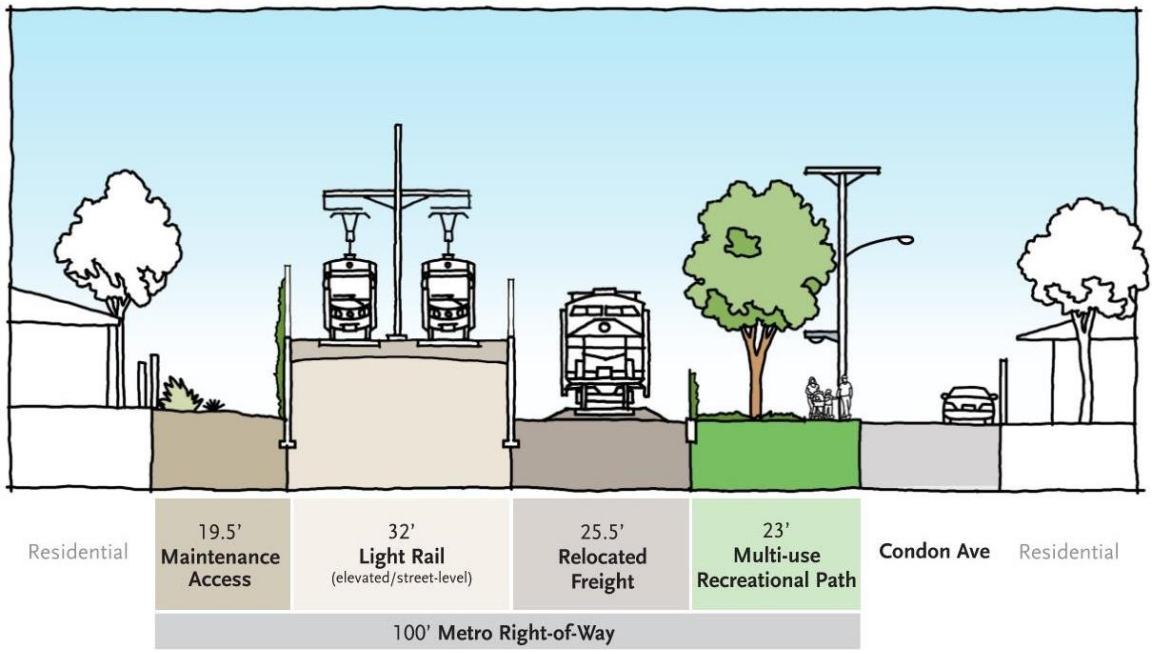
Figure 2.3-2. Locally Preferred Alternative – Looking South Between Inglewood Avenue and Manhattan Beach Boulevard



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds to Cross-Section D in Appendix B.
Area of Metro ROW leased to 3rd party varies in this area.

Continuing south, the light rail tracks would cross over 159th Street, 160th Street, 161st Street, and 162nd Street on an elevated structure supported by columns, and then would descend on retained fill[2] until it reaches street level to near 165th Street. The retained fill section is shown in Figure 2.3-3. The light rail alignment would travel at-grade from 165th to 168th Street, as shown in Figure 2.3-4. South of 168th Street, the light rail would transition into an open-air trench configuration to pass below 170th Street at a depth of up to approximately 20 feet, as shown in Figure 2.3-5.

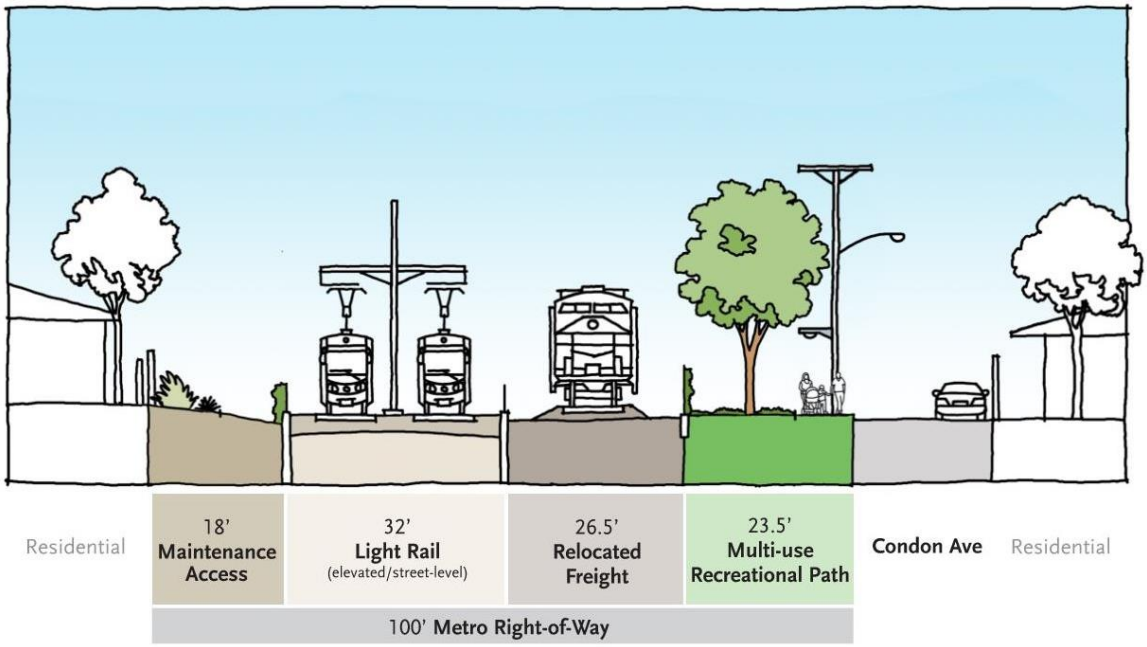
Figure 2.3-3. Locally Preferred Alternative – Looking South of 162nd Street



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross Section G in Appendix B.

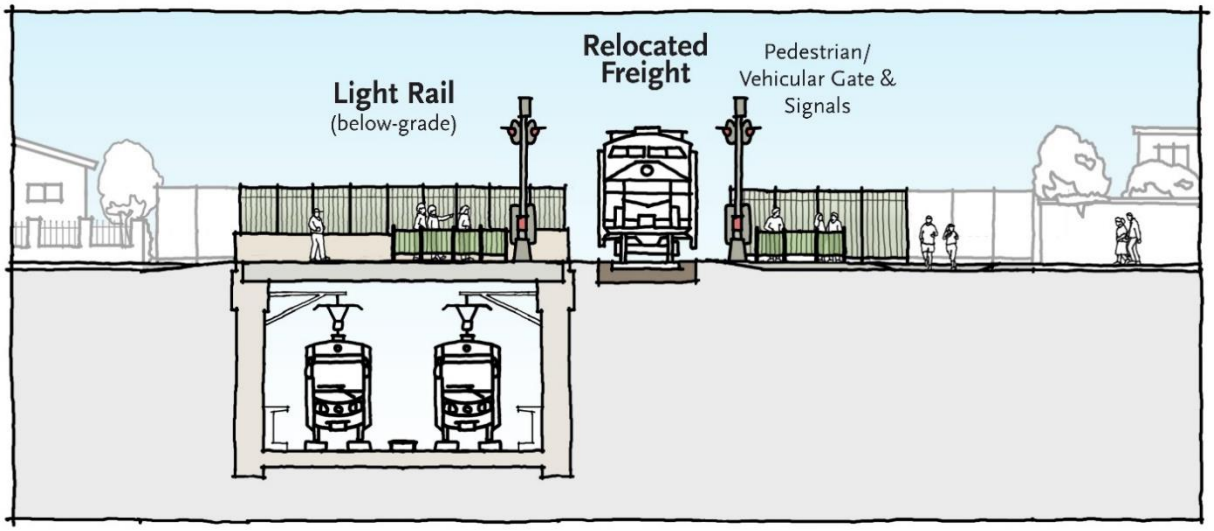
[2] The retained fill would be an elevated platform made of reinforced walls, which are filled with soil material.

Figure 2.3-4. Locally Preferred Alternative – Looking South Between 165th Street and 168th Street



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross-Section H in Appendix B.

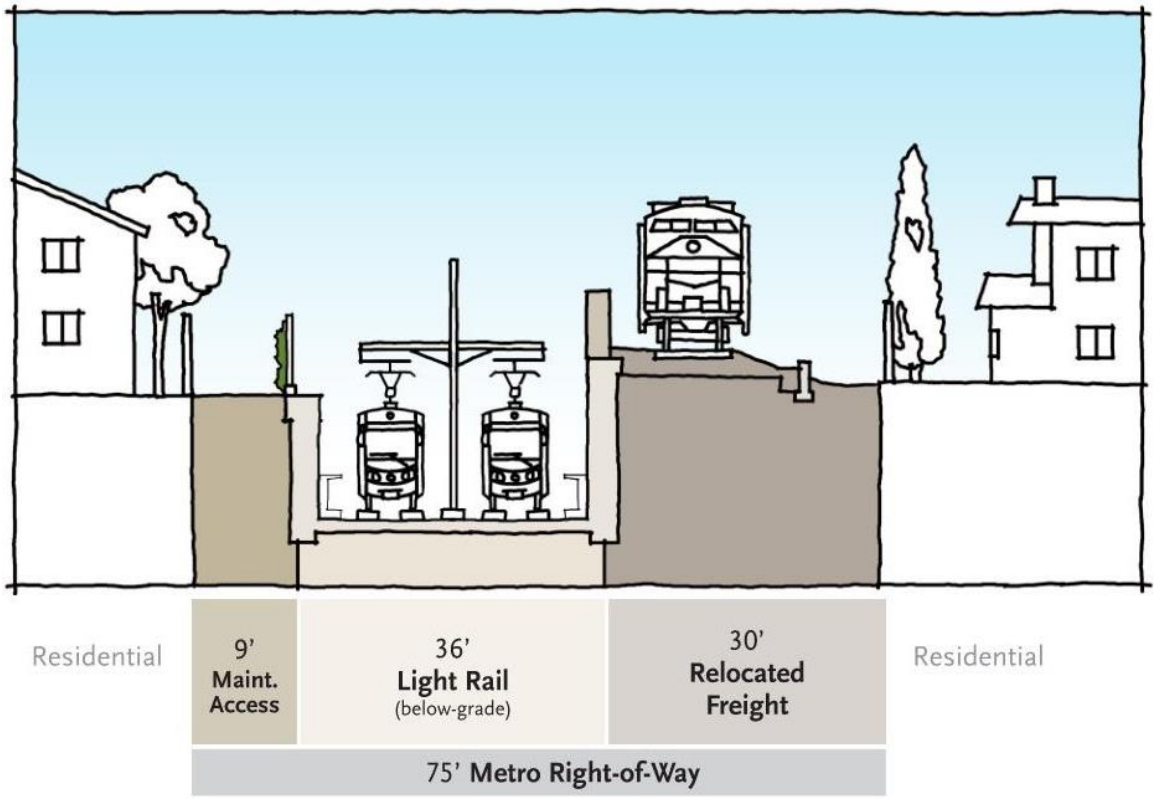
Figure 2.3-5. Locally Preferred Alternative – Looking South at 170th Street Bridge



Source: Cityworks Design, 2025
Corresponds with Cross-Section H.1 in Appendix B.

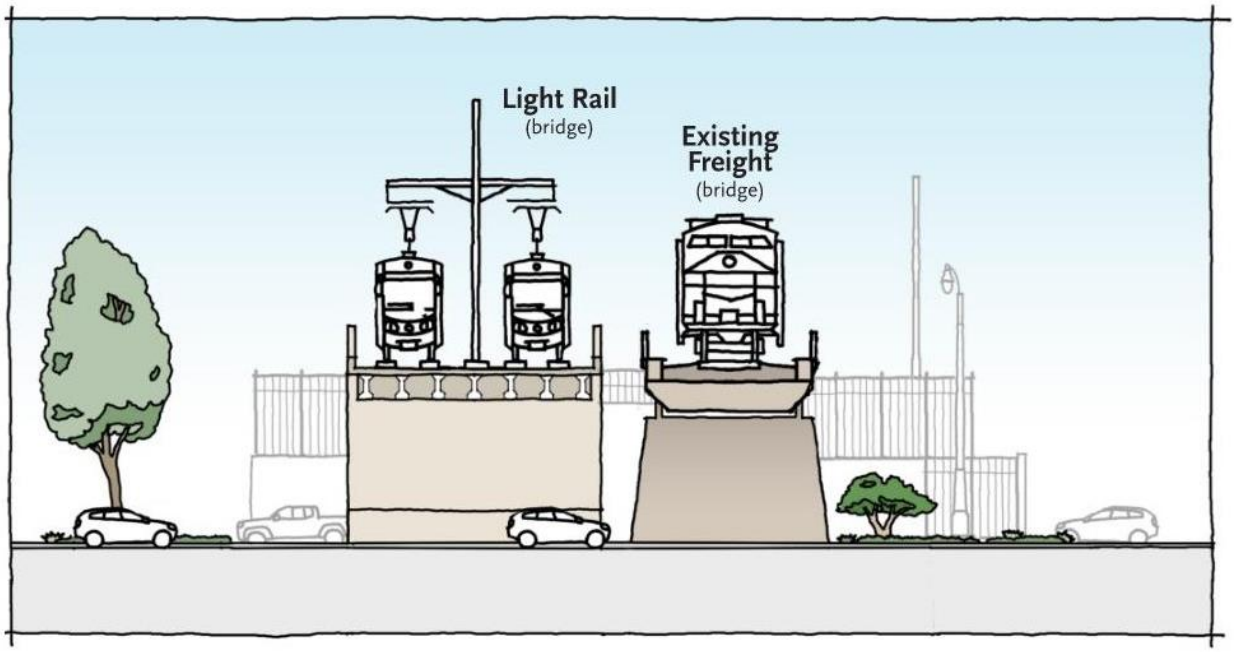
After crossing under 170th Street (Figure 2.3-6), the light rail tracks would ascend to at-grade, near 172nd Street before crossing Artesia Boulevard into the City of Redondo Beach on a new light rail bridge adjacent to the existing freight bridge (seen in Figure 2.3-7). South of 170th Street, the ROW width narrows from 100 feet to 75 feet.

Figure 2.3-6. Locally Preferred Alternative – Looking South of 170th Street



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross-Section H.2 in Appendix B.

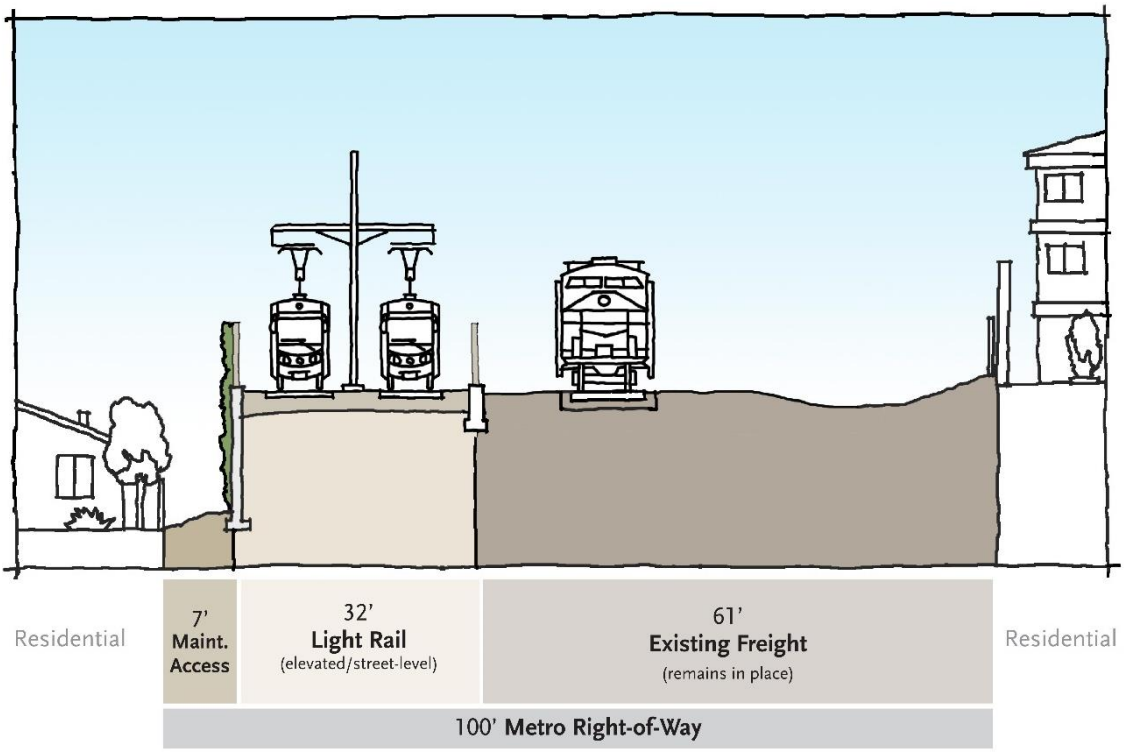
Figure 2.3-7. Locally Preferred Alternative – Looking South at Artesia Boulevard Bridge



Source: Cityworks Design, 2025
Corresponds with Cross-Section I in Appendix B.

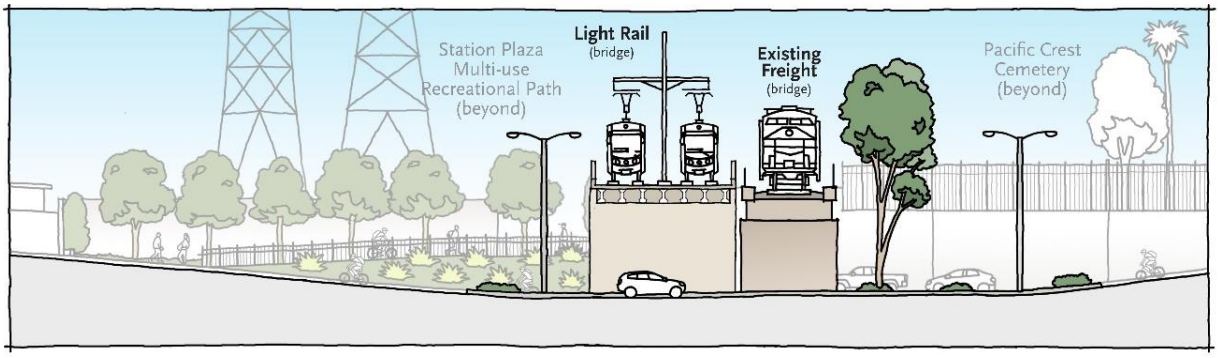
South of Artesia Boulevard, the light rail tracks would continue at-grade, as shown in Figure 2.3-8. The light rail tracks would cross over Grant Avenue on a new light rail bridge parallel to the existing freight rail bridge, as shown in Figure 2.3-9, before descending to reach the Redondo Beach TC Station.

Figure 2.3-8. Locally Preferred Alternative – Looking South between Artesia Boulevard and Grant Avenue



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross-Section J in Appendix B.

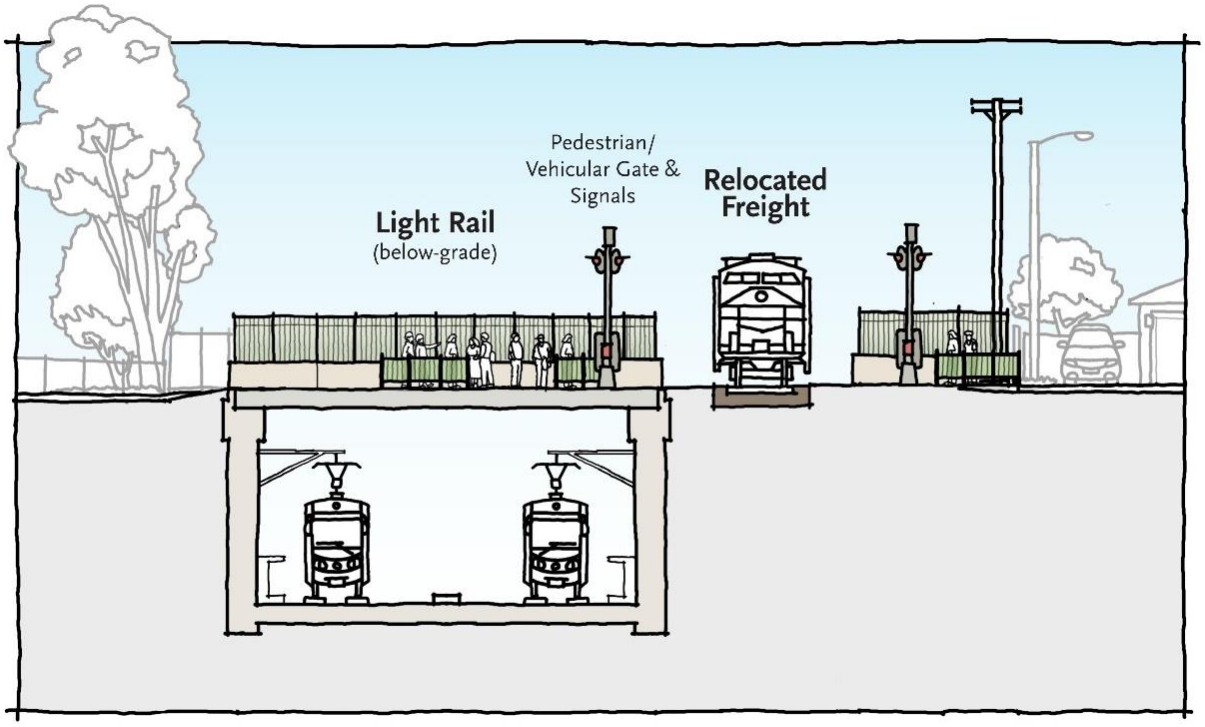
Figure 2.3-9. Locally Preferred Alternative – Looking South at Grant Avenue Bridge



Source: Cityworks Design, 2025
Corresponds with Cross-Section K in Appendix B.

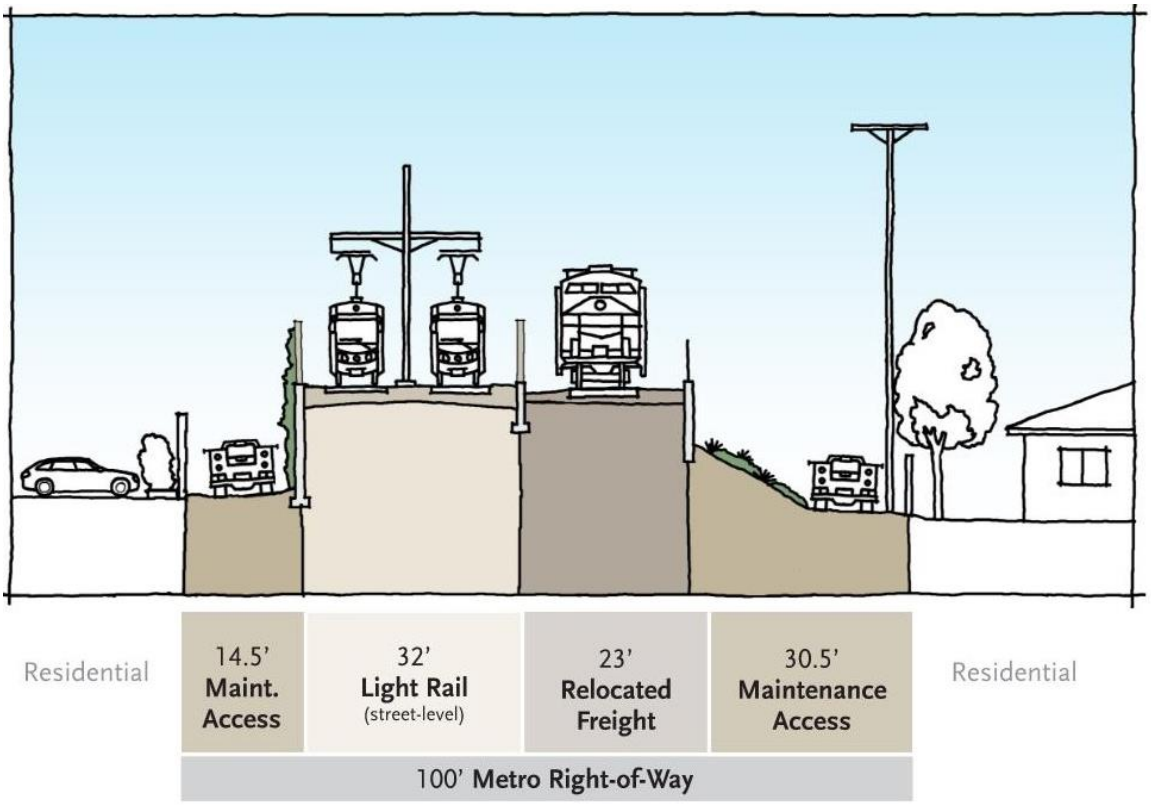
The Redondo Beach TC Station would be below street level to accommodate the light rail tracks crossing under 182nd Street, as shown in Figure 2.3-10, discussed in more detail in Section 2.3-4. From the Redondo Beach TC Station, the light rail tracks would continue descending in a trench to cross under 182nd Street. The trench would descend as low as approximately 20 feet deep at this crossing before the light rail tracks ascend back to at-grade, as shown in Figure 2.3-11.

Figure 2.3-10. Locally Preferred Alternative – Looking South at 182nd Street



Source: Cityworks Design, 2025
Corresponds with Cross-Section M in Appendix B.

Figure 2.3-11. Locally Preferred Alternative – Looking South Along ROW Between 186th Street and Hawthorne Boulevard



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross-Section P in Appendix B.

South of 182nd Street, the light rail continues south along the ROW, then crosses over Hawthorne Boulevard and 190th Street on new bridges parallel to the existing freight bridges. South of 190th Street, the light rail tracks would travel at-grade within the Metro ROW, pass under the Prairie Avenue bridge, and ascend onto an elevated structure to accommodate freight movements below. This elevated light rail structure is required to maintain freight operations, as described in more detail in Section 2.3-1.1. The tracks would then begin to descend toward grade in order to travel under Del Amo Boulevard. South of Del Amo Boulevard, the light rail tracks would continue at-grade and end at a terminus station adjacent to the Torrance TC, just west of where the Metro ROW meets Crenshaw Boulevard. Tail tracks, which can be used for train car parking, storing, or reversing the direction of the light rail trains, would extend beyond the station platform and end west of Crenshaw Boulevard.

The entire light rail guideway would be secured, either with a fence, a combination of a fence on top of a low wall, or a sound wall, in areas where noise mitigation is proposed.

Utility lines, including oil, gas, and electrical, currently run underneath the Metro ROW. The LPA would relocate these lines within the Metro ROW in several areas or protect them in place. Utilities are discussed further in Section 3.11, Utilities and Service Systems, of the Draft EIR.

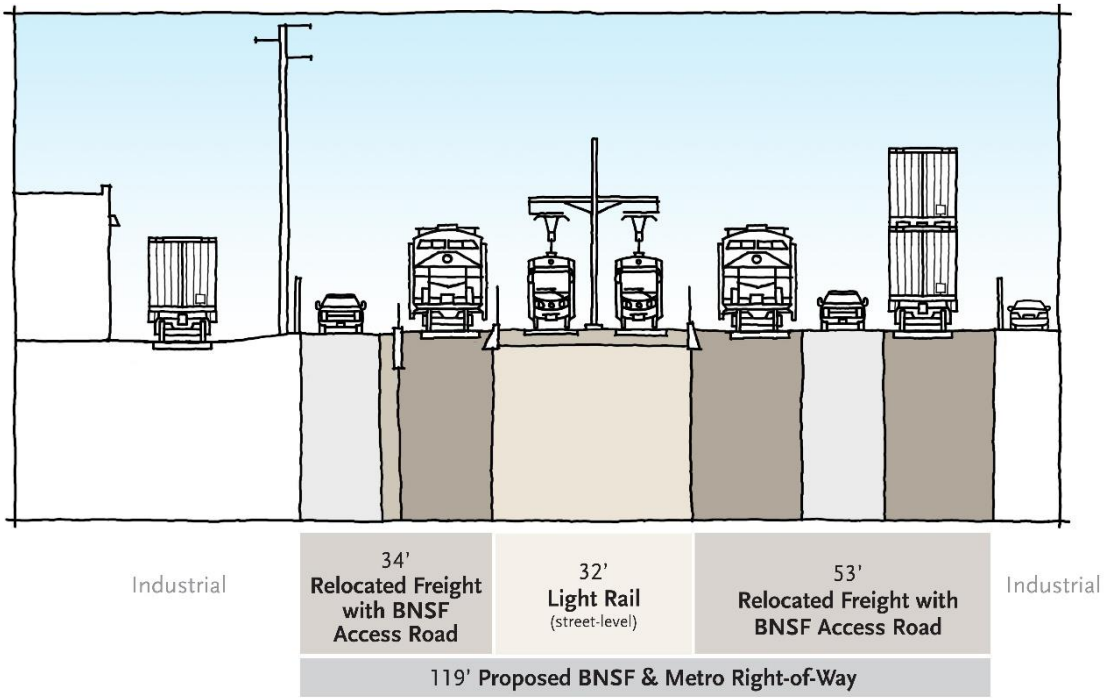
2.3-1.1 Freight Track Modifications

The width of the Metro ROW varies throughout the project area. This section discusses where the existing freight track would be shifted within the Metro ROW as part of the LPA to accommodate the light rail tracks.

Just south of the Redondo Beach (Marine) Station, the two existing freight tracks would be shifted slightly to the east within the existing Metro ROW. Two new maintenance-of-way tracks and an access road would be added to the east of the new siding tracks, within the Southern California Edison ROW where overhead power lines are located. The existing siding tracks near Inglewood Avenue would be removed to accommodate the new light rail tracks. The two mainline freight tracks would merge into a single track at Inglewood Avenue. At Manhattan Beach Boulevard, the freight track would cross the street at-grade below the elevated light rail structure and shift from the east side to the west side of the Metro ROW, running west of the light rail tracks. Between Manhattan Beach Boulevard and 170th Street, the existing freight track would be relocated to the west up to approximately 15 feet within the Metro ROW. In this segment, the freight trains would continue to cross streets at-grade as they do today. The at-grade freight crossings would be upgraded to be quiet zone ready, as discussed in the following pages. Between 173rd Street and Grant Avenue, the freight track would remain in its current general location, crossing both Artesia Boulevard and Grant Avenue on existing freight bridges. Between Grant Avenue and Hawthorne Boulevard, the freight track would be relocated to the west, shifting up to seven feet. Just north of Hawthorne Boulevard, the existing freight track would remain in its existing location to cross Hawthorne Boulevard and 190th Street on existing freight bridges as it does today.

South of 190th Street, the character of the Metro ROW changes from a single freight track to a denser network of freight tracks, storage tracks to stage cargo, and spur tracks serving adjacent properties along the Metro ROW. To accommodate the light rail, the existing freight tracks would be shifted on both sides (east and west) of the Metro ROW to allow the light rail tracks to travel in between freight tracks to cross under two bridges: Prairie Avenue and Del Amo Boulevard. In various areas throughout this segment, the BNSF ROW would be expanded on both sides of the existing corridor, to accommodate the freight tracks and new access roads. Figure 2.3-12 shows the light rail and freight track configuration in this area. To provide access for freight track maintenance, there would be crossover tracks between Prairie Avenue and Del Amo Boulevard. The light rail tracks in this section would be elevated on an aerial structure to cross over the freight tracks. There would be a structure at Prairie Avenue to accommodate the BNSF track to the west of the abutment. The Del Amo Boulevard bridge span would be demolished and reconstructed with a wider span to accommodate an additional BNSF track underneath and to allow BNSF to maintain access to adjacent properties.

Figure 2.3-12. Locally Preferred Alternative – Looking South between 190th Street and Prairie Avenue



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross-Section S in Appendix B.

2.3-1.2 Multi-Use Recreational Paths

Where there is sufficient room within the Metro ROW, the LPA would provide multi-use recreational paths for walking, cycling, etc. On the east side of the light rail tracks between Manhattan Beach Boulevard and 159th Street and on the west side of the freight tracks parallel to Condon Avenue between 159th Street and 170th Street, a multi-use path would be provided. This path and its associated landscaped area would vary in width and be approximately 20 feet wide. It would allow residents and visitors to safely walk or cycle along the Metro ROW next to Condon Avenue, which does not currently have a sidewalk. A fence would be provided between this multi-use path and freight track for safety. An example cross-section of the alignment and the multi-use path is shown in Figure 2.3-3.

Between Grant Avenue and 182nd Street, a multi-use recreational path would be provided on the east side of the light rail tracks, as shown in Figure 2.3-15. This path would range between approximately 10 to 20 feet wide and provide access to the Redondo Beach TC Station, as well as enhance access within the neighborhood.

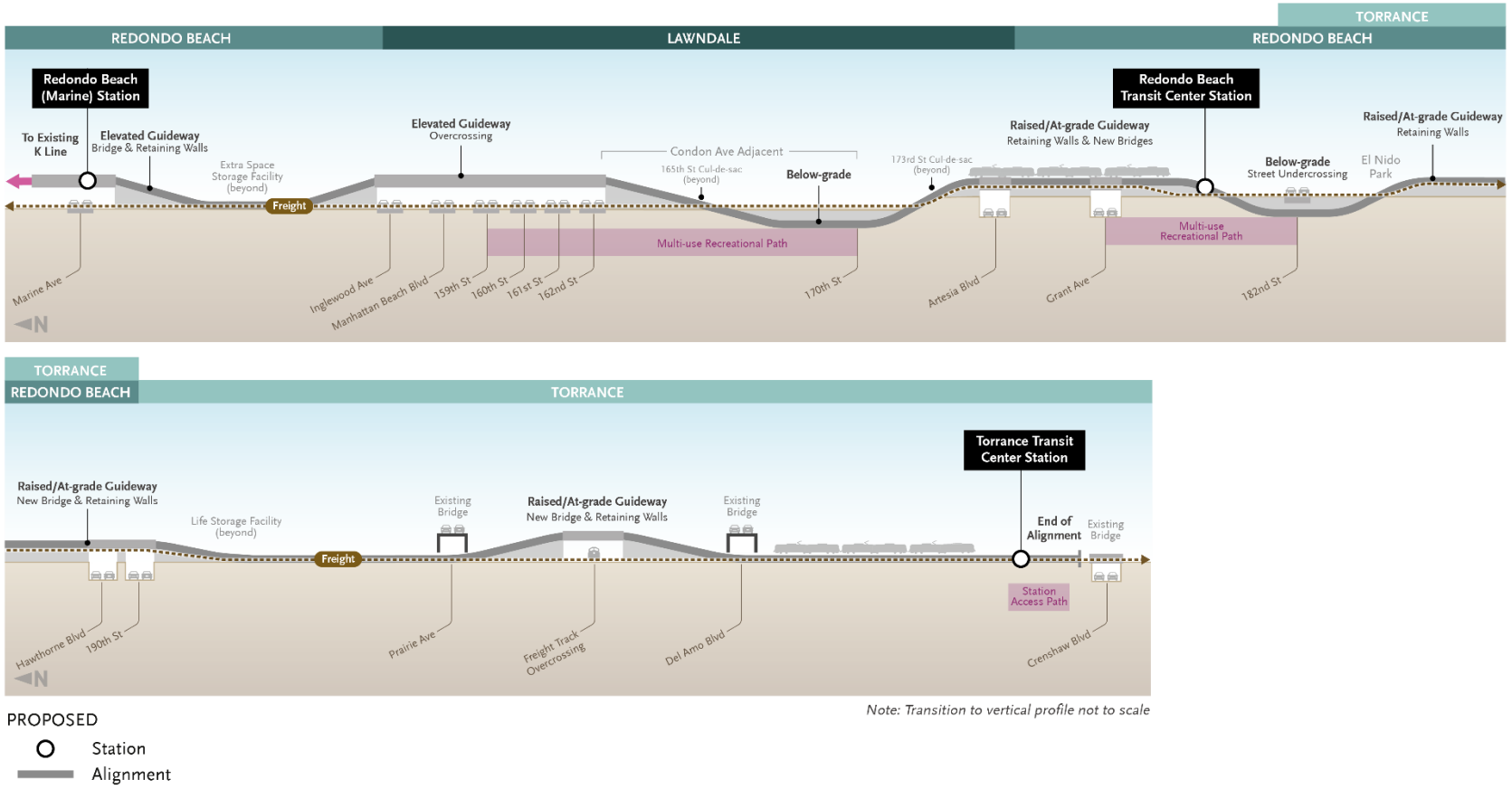
2.3-2 Roadway Modifications

Figure 2.3-13 shows the vertical profile of the LPA and all the roadways that the light rail would cross. The light rail tracks would be separated from all roadways. The freight tracks would remain at-grade throughout the length of the corridor where they are currently at-grade (see Figure 2.3-1). The roadway crossings are described below from north to south, and would include the following modifications:

> Inglewood Avenue: The roadway would cross under the elevated light rail structure, and the freight track would remain an at-grade crossing. New pedestrian gates and warning devices would be upgraded and installed on both sides of the freight track crossing. A new median and new vehicular safety gates would also be installed.

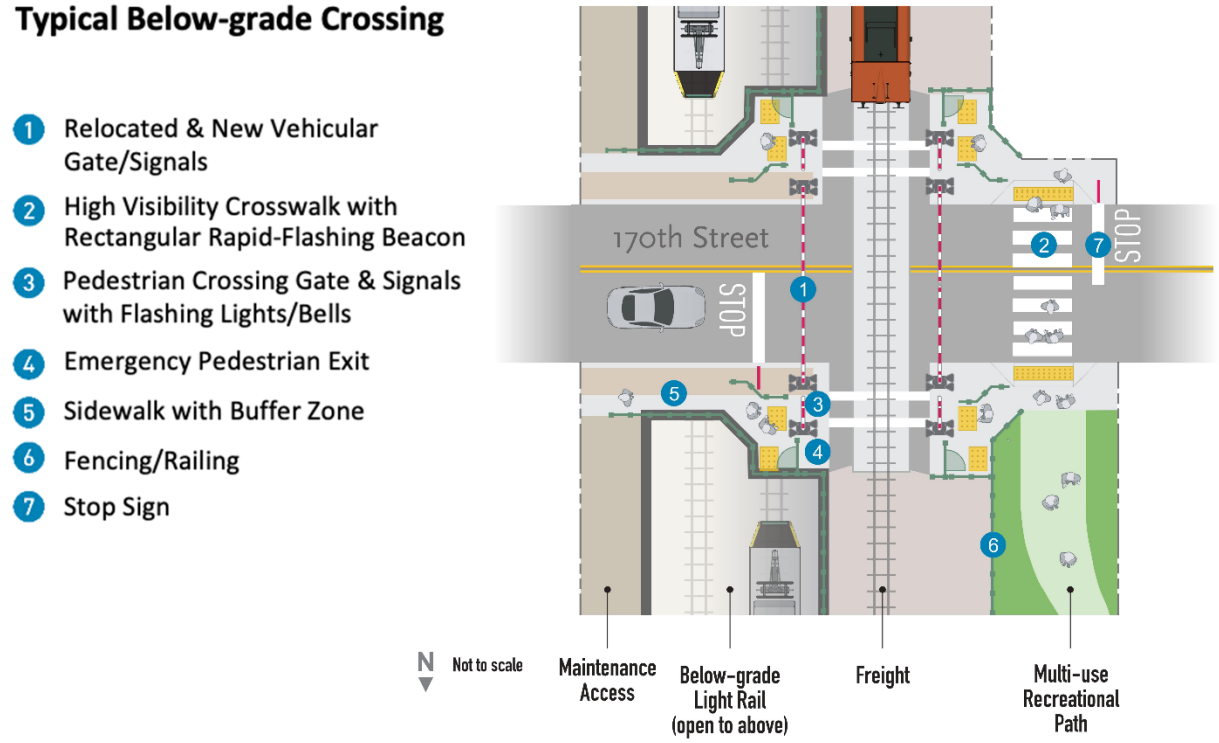
- Manhattan Beach Boulevard: The roadway would cross under the elevated light rail structure, and the freight track would remain an at-grade crossing. The pedestrian crossings would be reconfigured and include gates on both sides of the freight track crossing. The vehicular gates and signals would be relocated.
- 159th, 160th, 161st and 162nd Streets: These roadways would cross under the elevated light rail structure, and the freight track would remain as at-grade crossings. The multi-use recreational path would run at-grade parallel to the freight track, and at each roadway crossing, pedestrian gates and signals would be provided on both sides of the freight track, on both sides of each street. The multi-use path would cross each street with a signed and continental ("zebra") striped crosswalk. The vehicular gates and signals would be relocated.
- 170th Street: The roadway would be reconstructed as a bridge over the light rail trench, and the freight track would remain an at-grade crossing. The vehicular gates and signals would be relocated. Figure 2.3-14 shows the elements of a typical light rail trench crossing.
- Artesia Boulevard: Both the light rail and freight tracks would cross over the roadway on bridges. This would require minor modifications to the roadway to build new columns in the existing median to support the new light rail bridge.
- Grant Avenue: Both the light rail and freight track would cross over Grant Avenue on bridges. This would require minor modifications to the roadway to build new columns within the existing median to support the new light rail bridge. A new pedestrian crossing would be provided at Grant Avenue and Condon Avenue, to provide access to the multi-use path that connects to the Redondo Beach TC station and would include advanced pedestrian signals to warn approaching drivers.
- 182nd Street: The roadway would be reconstructed as a bridge over the light rail trench, and the freight track would remain an at-grade crossing. New pedestrian gates and warning devices would be upgraded and installed on both sides of the freight track crossing, including a continental ("zebra") striped crosswalk on the east side of the Metro ROW. New vehicular safety gates would also be installed.
- Hawthorne Boulevard and 190th Street: These roadways would cross under the new light rail and existing freight bridges. The light rail bridges would require new columns in the median of Hawthorne Boulevard and 190th Street.
- Prairie Avenue: The roadway would cross over the light rail and freight tracks on the existing roadway bridge. The south embankment would be cut back with a retaining wall to make room for the relocated freight track. A proposed box structure would be constructed south of the existing abutment to accommodate the relocated freight track and access road, but modifications to the roadway above the bridge structure are not required.
- Del Amo Boulevard: The bridge span would be reconstructed to make room for new light rail and freight tracks that travel below the roadway bridge.

Figure 2.3-13. Locally Preferred Alternative – Vertical Profile Diagram



Source: Cityworks Design, 2025

Figure 2.3-14. Typical Below Grade Crossing for Light Rail and At-Grade Freight Crossing 170th Street



Source: Cityworks Design, 2025
182nd Street has similar condition for light rail and freight crossing as 170th Street. However, the multi-use recreational path is on the east side of the rail corridor rather than the west side.

2.3-3 Quiet Zones

All at-grade roadway crossings would comply with California Public Utilities Commission (CPUC) regulations to ensure they are safely designed, constructed, and maintained. The existing at-grade freight crossings would be designed and upgraded to be "quiet zone ready", which would allow local jurisdictions to implement a quiet zone policy for the corridor in the future. A quiet zone would reduce noise along the corridor by allowing freight trains to eliminate the use of horns when approaching at-grade crossings, which would have safety gates and enhancements for trains, vehicles, and pedestrians. The quiet zone ready design includes site-specific safety infrastructure such as vehicle gates, pedestrian gates, signals such as lights and bells, and sidewalks and ramps that are all compliant with the Americans with Disabilities Act (ADA). Figure 2.3-14 shows the elements of a crossing where freight tracks are at-grade. Implementation of a quiet zone would result in the elimination of freight horns for approximately 1.7 miles, from north of Inglewood Avenue to south of 182nd Street.

2.3-4 Station Sites

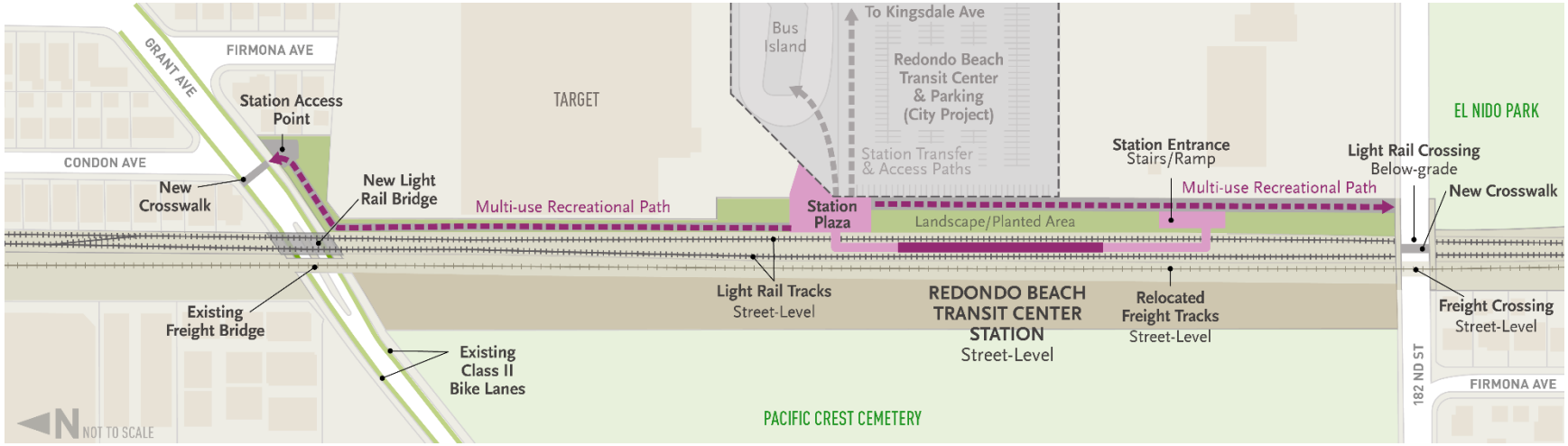
The LPA includes two new light rail stations. The stations would follow Metro's Systemwide Station Design Standards consistent with the Metro Board's Systemwide Station Design Policy. Pursuant to Metro Board Policy, stations shall be required to have a consistent canopy design, station entrance, signage, communications equipment, fare collection equipment, and safety and security systems. Metro's Systemwide Station Design Standards include elements of variability, such as landscaping and integrated site-specific artwork that connects the station within the broader community context. All the stations are proposed as a center-platform configuration, allowing passengers to access trains from

either direction from the same platform. The station platforms would be capable of accommodating three-car trains. The stations would allow level-boarding and full accessibility to comply with the ADA. Bicycle parking would be provided at all station sites.

Redondo Beach TC Station

The City of Redondo Beach's regional transit center, Redondo Beach TC, is located between Kingsdale Avenue and the Metro ROW, south of Grant Avenue and the existing Target store. The City's Redondo Beach TC is a regional hub for local and regional bus lines and includes vehicular and bike parking for transit riders. The LPA would include a one-level light rail station, with the platform located approximately 10 feet below the existing ground level (shown in Figure 2.3-15 and Figure 2.3-16). The lower station configuration allows the light rail to cross under 182nd Street. Light rail riders would arrive at the station platform, and connect to a station plaza via pedestrian pathways, ramps, and stairs to access the adjacent city's transit center. As described in Section 2.3-1, the LPA would also include a multi-use recreational path that would provide direct access to the light rail station from Grant Avenue and 182nd Street.

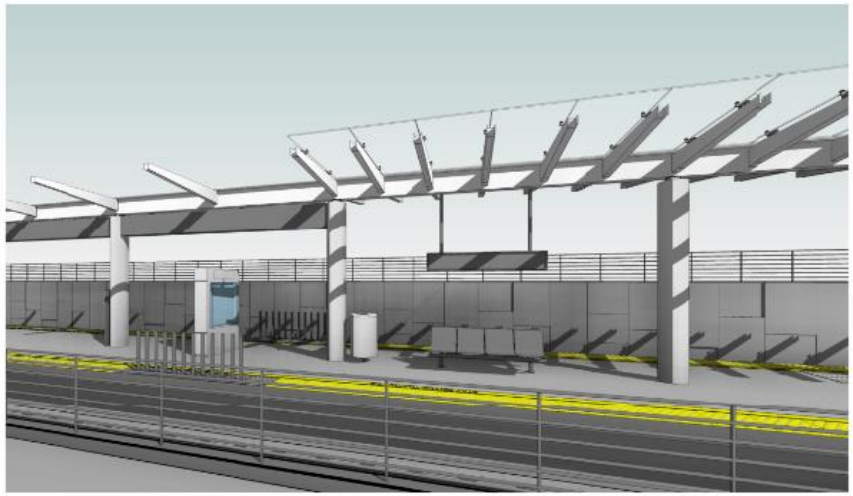
Figure 2.3-15. Locally Preferred Alternative – Redondo Beach TC Station Layout



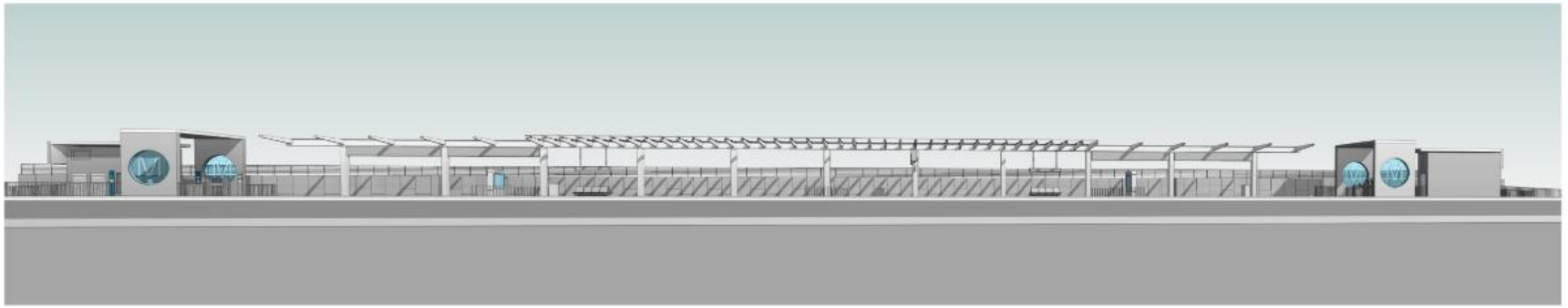
Source: Cityworks Design, 2025
Not to scale

Figure 2.3-16. Locally Preferred Alternative – Renderings of At-Grade Station at Redondo Beach TC

W FACING - TICKETING AREA



NW FACING - PLATFORM AREA



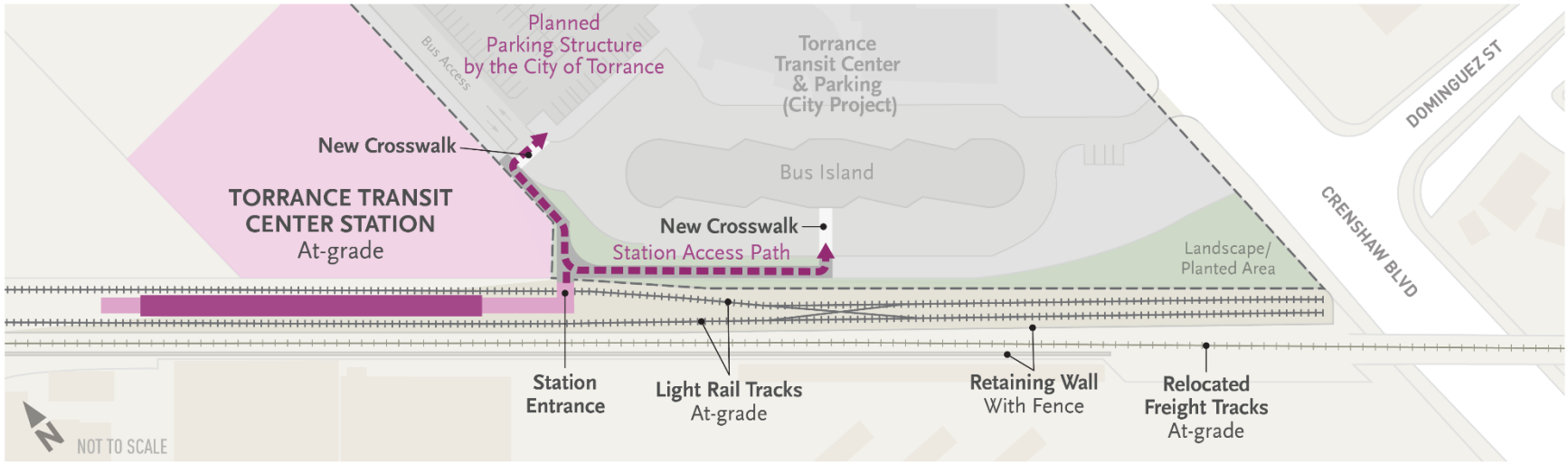
W FACING - OVERALL PLATFORM

Source: STV, 2022

Torrance TC Station

The City of Torrance's regional bus transit center is located west of Crenshaw Boulevard and east of the Metro ROW to the south of Del Amo Boulevard. The LPA would include an at-grade light rail station adjacent to the transit center, slightly north of the bus plaza (shown in Figure 2.3-17 and Figure 2.3-18). As part of the LPA terminus station, Metro would lease parking from the City of Torrance's transit center parking. The light rail station platform would be accessible by pedestrian pathways and crosswalks from the bus plaza and parking areas. This would be the southern terminus station for the LPA.

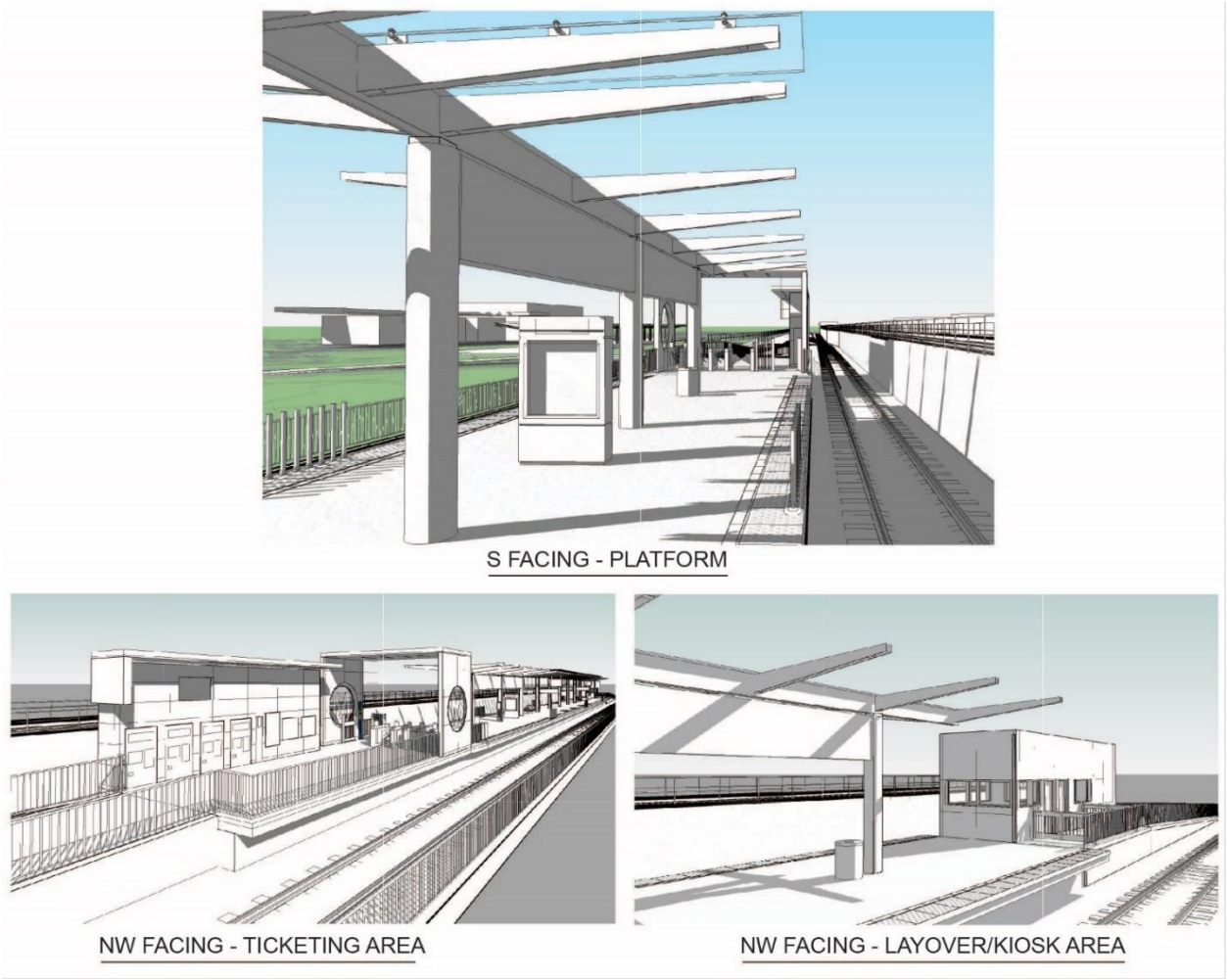
Figure 2.3-17. Locally Preferred Alternative – Torrance TC Station Layout



Source: Cityworks Design, 2025

Not to scale

Figure 2.3-18. Locally Preferred Alternative – Renderings of Torrance TC Station (Terminus)



Source: STV, 2022

2.4 System Components and Ancillary Facilities

The following section describes the required system components for the LPA. The light rail system components would adhere to the Metro Rail Design Criteria and would use a similar design as existing Metro light rail lines.

2.4-1 Light Rail Guideways

At-grade light rail guideways would run at or close to the grade of the existing ground, with some variation in heights to accommodate changes in topography. The distance between the at-grade light rail track centerlines would be a minimum of 14 feet. Figure 2.3-4 shows a typical cross-section of at-grade light rail tracks.

Elevated light rail guideways would be supported by structures including retained fill embankments, columns, or straddle bents. Retained fill guideways would be constructed where there is a transition between the at-grade and elevated guideway. They would be raised above the existing ground level on a platform made of reinforced walls.

The two under-crossings at 170th Street and 182nd Street would consist of the light rail tracks within an open trench, with depth varying based on site conditions and the location of underground utilities. Near

170th Street and 182nd Street, the trench would be up to 20 feet deep. The trench guideways would be approximately 30 feet wide to accommodate the two light rail tracks and associated infrastructure.

2.4-2 Light Rail Vehicles

It is assumed that existing Metro light rail vehicles would be used for this Project. For purposes of this analysis, the model P3010 light rail cars, manufactured by Kinkisharyo, are assumed. An example vehicle is shown in Figure 2.4-1. These vehicles are typically six-axle, double ended and articulated, and can be combined in trains up to three cars in length. The light rail vehicles would operate at speeds of up to 65 miles per hour and would carry approximately 70 seated passengers per car. The light rail vehicles are configured with a driver's cab at either end so that the train could run in either direction without the need to turn around. An additional five light rail vehicles would need to be added to Metro's fleet to operate the LPA.

Figure 2.4-1. Example Metro Light Rail Vehicle

Source: Kinkisharyo

2.4-3 Maintenance Facility

The LPA would not include a new or modified maintenance facility. The light rail vehicles would be serviced, maintained, and stored at the existing Division 16 Southwestern Yard in the City of Los Angeles or the El Segundo Yard Division 22 in the City of Hawthorne.

2.4-4 Ancillary and Support Facilities

Multiple additional elements are required to support light rail vehicle operations, including an overhead contact system (OCS), traction power substations (TPSS), and communications and signaling buildings. The light rail system components would adhere to the Metro Rail Design Criteria and would use a similar design as existing Metro light rail lines. At the Redondo Beach (Marine) Station, the project would tie into the existing systems infrastructure of the Metro C/K Lines.

2.4-4.1 Overhead Contact System

An OCS is a network of overhead wires that distributes electricity to light rail vehicles. The OCS poles for the LPA would be approximately 25 feet tall with a base of approximately 15 inches, generally located

between the two light rail tracks and spaced 90 to 170 feet apart. In some locations, the poles would be located on both sides of the tracks. Figure 2.4-2 shows an example of an OCS pole and wires.

Figure 2.4-2. Typical Overhead Contact System

Source: STV, 2022

2.4-4.2 Traction Power Substations

TPSSs supply the electricity for light rail operations by receiving high voltage power from utility companies and converting the alternating current power to direct current for distribution to the light rail vehicles. The TPSSs for the LPA would be enclosed structures spaced approximately one mile apart along the alignment and would require approximately 4,800 square feet of land. The siting and screening of TPSSs would follow principles of urban design. A representative example of a TPSS is shown in Figure 2.4-3. Six TPSSs would be needed for the LPA, with several options available for some locations. Access would be provided to each via maintenance roadways from the nearest public street and shielded with landscaping where possible. Table 2.4-1 lists the locations that have been identified as possible TPSS sites, which are also shown in Figure 2.4-4.

Figure 2.4-3. Typical TPSS Facility

Source: STV, 2012

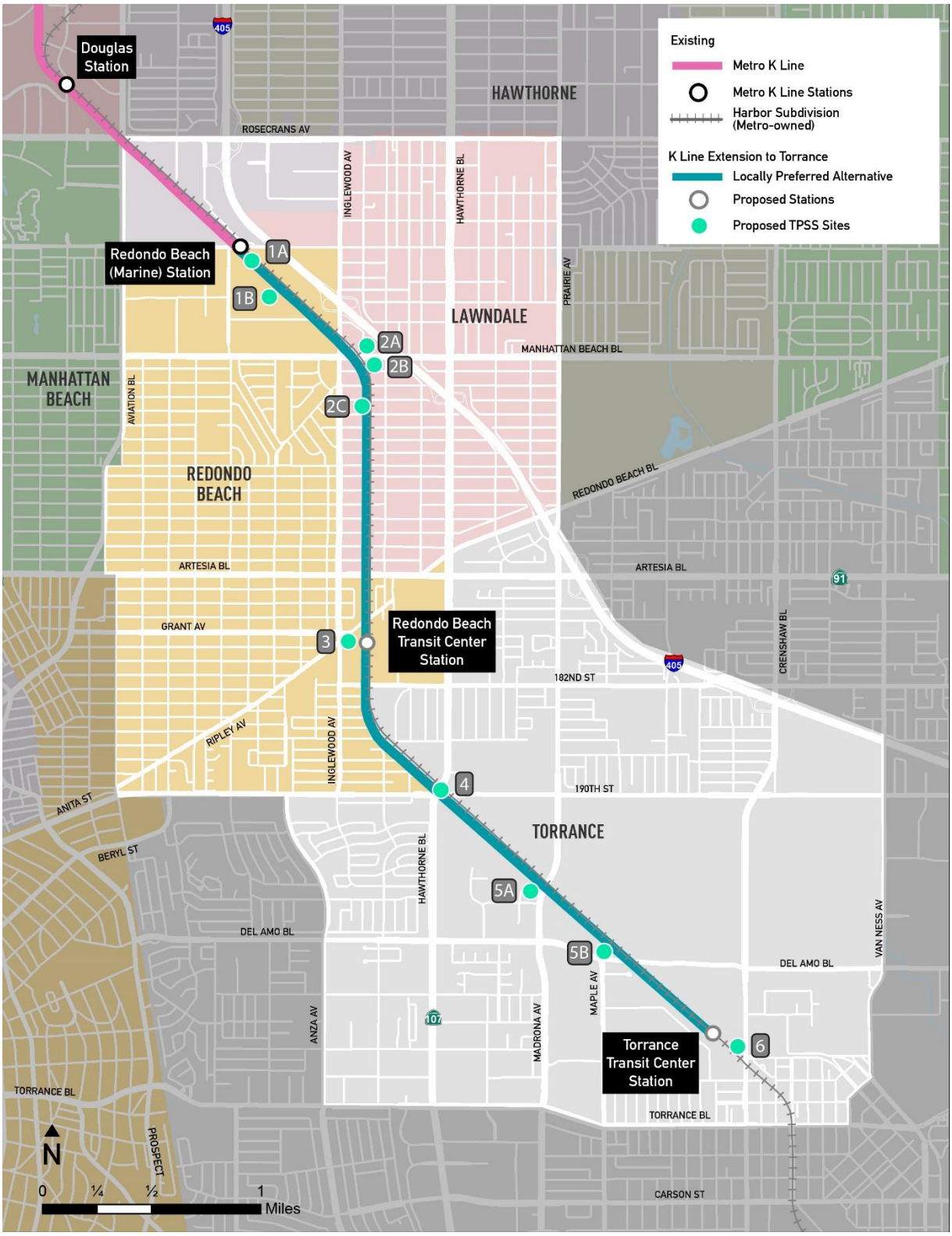
Table 2.4-1. TPSS Sites

TPSS ID[1]	Description
1A	South of the Redondo Beach (Marine) Station within Metro ROW
1B	South of the Redondo Beach (Marine) Station, north of Santa Fe Avenue, west of Metro ROW within private property
2A	North of Manhattan Beach Boulevard, west of Condon Avenue within private property
2B	Between Manhattan Beach Boulevard and 159th Street, west of the Metro ROW within private property
2C	North of 162nd Street, within Metro ROW
3	South of Grant Avenue, west of Metro ROW within private property
4	North of 190th Street, east of Hawthorne Boulevard, west of Metro ROW within private property
5A	North of Prairie Avenue, west of Metro ROW within private property
5B	North of Del Amo Boulevard, west of Metro ROW within private property
6	West of Crenshaw Boulevard, east of Metro ROW within private property

Source: STV, 2025

[1]TPSS ID number corresponds with Figure 2.4-4.

Figure 2.4-4. TPSS Locations



Source: STV, 2025
Not to scale

2.4-4.3 Communications and Signaling Buildings

Communications and signaling buildings contain train control and communications equipment. They would be located at each station of the LPA. These facilities are typically constructed as enclosures either underneath the station platforms or as small stand-alone structures along the guideway away from major pedestrian access; however, the project would not include such facilities underneath station platforms. The communications buildings would require approximately 500 square feet of area and signaling buildings would require approximately 100 square feet. Figure 2.4-5 shows an example of a train communications and signaling building.

Figure 2.4-5. Typical Train Communications and Signaling Building

Source: Metro, 2019

2.5 CONSTRUCTION SCENARIOS

Construction of the LPA would employ conventional construction techniques and equipment typically used (and permitted) in Southern California for highway, bridge, utility, transit, and railroad projects. The following section summarizes the construction assumptions and requirements for the LPA.

2.5-1 Construction Activities

Construction of the LPA is anticipated to last approximately six years, which is longer than the estimated timeframe in the Draft EIR for Elevated/At-Grade Alignment and shorter than the Trench Option. The construction schedule is longer than the Elevated/At-Grade Alignment due to the need to construct two under-crossings at 170th and 182nd Streets. However, it is shorter than the estimated timeframe required to construct the Trench Option, which would involve extensive excavation for a trench up to 30 feet deep (between Inglewood Avenue and 170th Street and near 182nd Street).

Construction would typically occur during daytime hours on weekdays. Some construction may be required to avoid congested freeways and surface streets, or due to the nature of certain construction processes, such as construction of freight track to avoid disruption to BNSF operations or construction of bridges over major arterials. Key construction elements required to construct the LPA are summarized below, generally in the order in which they would occur.

- **Clearing and Demolition of Existing Structures** – The ground would be cleared of vegetation in an early stage of the construction work. In some locations, the demolition of existing structures (or parts thereof) would be required to shift the freight track and/or to install the light rail tracks,

stations, and facilities. The debris generated from demolition would be recycled in part and disposed of in part.

- **Utility and Freight Infrastructure Relocations** – Construction would require some existing utilities to be protected in place or relocated. Utility relocation work would generally occur within the affected ROW and on adjacent and nearby streets. Affected utilities would include storm drains, sanitary sewers, power lines, gas pipelines, electrical duct banks, oil pipelines, electrical transmission lines, lighting, irrigation pipelines, water lines, fiber optic lines, telephone, and cable lines, among other things. Aboveground and underground utilities would be relocated or protected in place, if possible, to prevent damage or interruption of use of these facilities. Aboveground utilities, such as poles, would be relocated, or removed with the utility line relocated underground. Underground utilities would require soil excavation to varying depths, and disturbed ground would be backfilled with the same material or clean material. Construction activities for the relocated BNSF tracks would be coordinated with BNSF.
- **Embankment Work** – The embankment that would support the new or relocated tracks and stations would require the removal of vegetation and debris, shaping and compacting the soil, importing, or exporting soil as needed to achieve the required embankment and compacting the soil and importing crushed rock base material to support the track and structure foundations.
- **Freight Track At-Grade Street Crossings** – The existing freight track at the at-grade crossings would be relocated to accommodate the new light rail tracks. The subgrade would first be constructed and then the new track would be installed. Temporary street and lane closures would be coordinated to ensure no two adjacent streets would be closed concurrently.
- **Bridges and Elevated Structures** – Bridges and elevated structures would be constructed by first installing piles and then the columns and piers that support the superstructure. The horizontal support of the elevated guideway would then be constructed, typically using cast-in-place concrete temporarily supported by falsework. Where new light rail bridges are adjacent to existing freight track bridges, a portion of the abutment/retaining walls would be demolished before construction of the new structure.
- **Trenches** – Trenches could be constructed with different methods depending on the trench depth. Shallow guideway trenches (in the southern segment near 170th and 182nd Streets) would likely be constructed with secant piles or cast-in-drilled hole soldier piles and lagging and then excavating between them to construct a U-shaped reinforced concrete trench structure. Where necessary, ground replacement or improvement would be undertaken to strengthen the base of the trench, and any gaps between pile and trench walls would be backfilled with self-compacting material. The LPA's trenches would likely utilize drilled hole piles backfilled with concrete to form the trench walls, with alternating large and small secant piles. Existing soil would then be excavated to form the trench void and construction of the concrete base of the trench structure would follow. The deepest sections of the trench would have supporting concrete strut beams installed near the tops of the walls. The top of the pile walls would be capped by a cast-in-place longitudinal reinforced concrete beam. During excavation and construction of the trench, groundwater pumps would be used to remove excess water. All trench walls would be waterproofed and constructed with drainage systems behind the walls to adequately remove water and prevent the buildup of hydrostatic pressure. Long-term groundwater would be managed with either a gravity system or sump pumps located at the low points of the trench.
- **Retaining Walls** – Retaining walls would be constructed in different ways, depending on the location and wall type. Mechanically Stabilized Earth (MSE) walls are generally used in fill areas and would be

constructed by first building a "leveling pad" foundation, followed by placement of prefabricated concrete facing panels and steel geo-reinforcing straps as the wall is backfilled. When the walls have been built to the finished elevations, concrete caps would be placed over the top panels. Soldier pile or secant pile walls would be used in cut areas, and would be constructed by first drilling shafts, placing steel piles, and backfilling the holes. The area would be excavated from top-down, and then the cast-in-place concrete facing would be placed. Cast-in-place retaining walls may be used in some areas, which consist of first constructing the foundation, followed by cast-in-place concrete walls. All walls would be constructed with drainage systems behind the walls to adequately remove water and prevent the buildup of hydrostatic pressure.

- **Stations** – The construction approach varies according to the proposed station location and layout. The Redondo Beach TC Station would be constructed following a similar sequence as described for trenches and retaining walls, with the walls constructed first, followed by the foundation and track bed and then construction of platforms. Platforms would involve cast-in-place concrete or pre-cast panels. The at-grade Torrance TC Station would involve cast-in-place concrete or pre-cast panels to construct the station platform with ramps and stairs. For all station types, the station operational equipment and furnishings (e.g., vertical circulation elements, lighting, seating, signage, artwork, and fare vending equipment) would be added after the station platform is constructed.
- **Railroad/Light Rail Track** – Construction activities for at-grade light rail track would include preparation of the track bed and installation of the supporting base, followed by installation of the rails and ties. Rails would be flash-butt and thermite welded either on site or in a nearby staging yard. On-track regulators and tampers would be utilized to set and align the tracks, with grinders used to adjust the rail heads to match train wheel profiles. For elevated guideways, the light rail track would be installed via direct fixation (i.e., rail fastened directly to a bridge superstructure).
- **Systems Construction** – This would include the installation of wayside signals, crossing warning signals, conduits, control houses, the OCS, and TPSSs. The OCS construction would start with the foundations for the OCS poles, followed by duct banks and conduit for the electrical feeder lines from the TPSS, and then the OCS poles. TPSS construction would involve first grading the site and then installing the TPSS structure and connecting it to the utilities. Signal houses are typically prefabricated metal-clad buildings, which are placed upon a concrete foundation.
- **Property Acquisitions** – Construction would be primarily staged within the Metro ROW. The LPA would require acquisitions (full or partial) and easements (temporary or permanent) of nearby properties during construction and operation. Metro has designed the project to avoid displacement of residents. North of 190th Street, the LPA would have limited property acquisitions for non-residential properties to locate the TPSSs. South of 190th Street, the LPA would require partial property acquisitions of non-residential properties along the Metro ROW to build the light rail tracks and accommodate multiple relocated or new freight tracks, storage tracks, spurs, and access roads. For any properties that may have existing contamination, Metro would conduct a Phase II site investigation and implement remediation as needed. Additional details are provided in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR and in Chapter 4, Corrections and Additions, of this Final EIR.

2.5-2 Construction Equipment

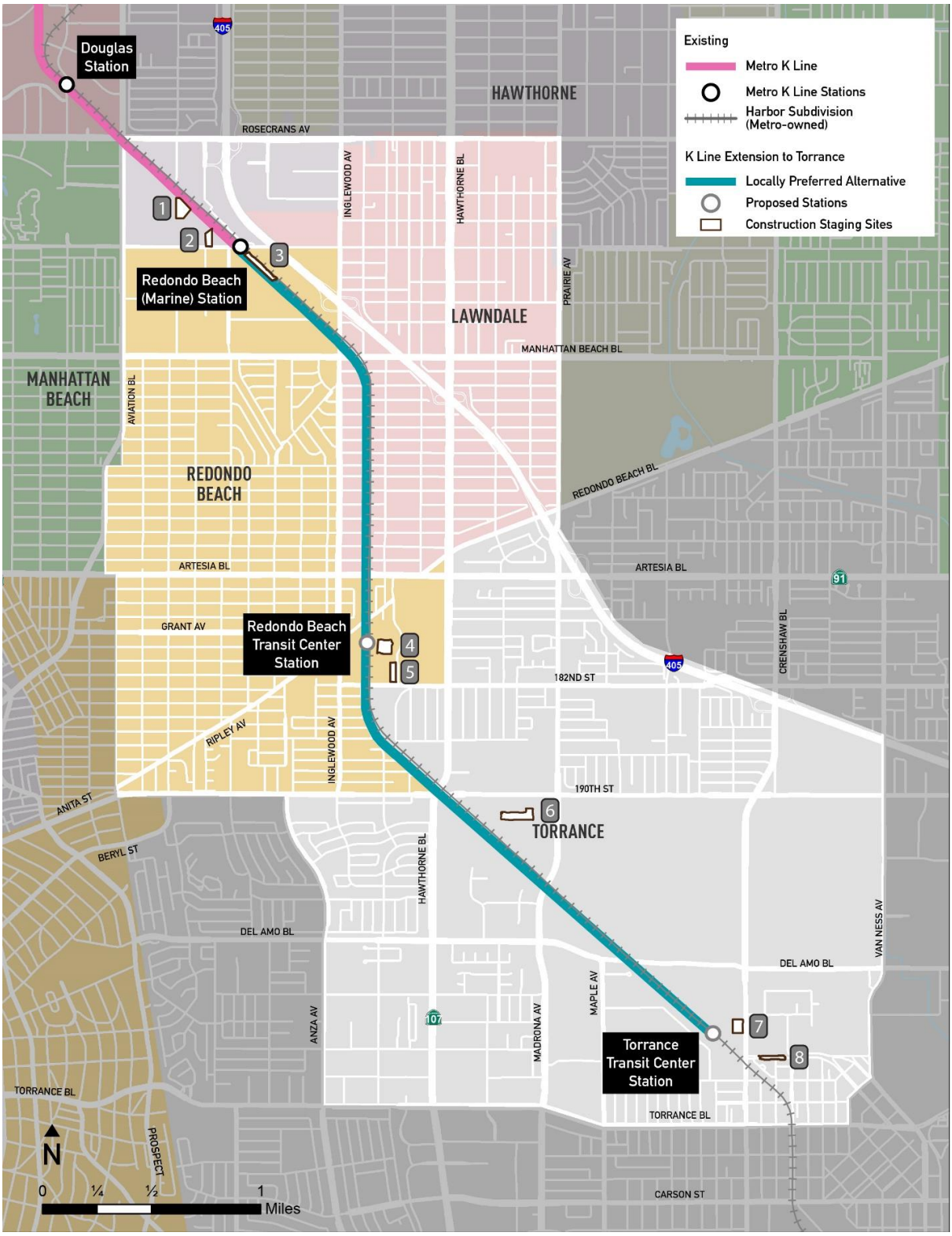
The construction equipment that would be used for the LPA is typical of that found engaged in contemporary highway, building, bridge and utility work plus some specialized railroad track and OCS construction equipment. All equipment would conform to current applicable safety and environmental

regulations. The general construction equipment (subject to final selection by the contractor) could include the following:

- Aerial Lifts
- Air Compressors
- Bore/Drill Rigs
- Cement and Mortar Mixers
- Concrete/Industrial Saws
- Cranes
- Crawler Tractors
- Crushing/Processing Equipment
- Dumpers/Tenders
- Excavators
- Forklifts & Rough Terrain Forklifts
- Generator Sets
- Graders
- Pavers & Paving Equipment
- Plate Compactors
- Pressure Washers
- Pumps
- Rollers
- Rubber Tired Dozers
- Rubber Tired & Skid Steer Loaders
- Signal Boards
- Surfacing Equipment
- Sweepers/Scrubbers
- Tractors/Loaders/Backhoes
- Trenchers
- Welders
- Support vehicles, including employee personal transportation, fuel delivery trucks, mechanics' trucks, and utility trucks used by supervisors and inspectors

The LPA would also include potential off-site locations for temporary use during construction for the laydown of tools, materials, equipment, and vehicles. A map of the potential locations is shown in Figure 2.5-1, and images of each site are included in Figure 2.5-2 and Figure 2.5-3.

Figure 2.5-1. Construction Staging Sites



Source: STV, 2025
Site numbers correspond with Figures 2.5-2 and 2.5-3.

Figure 2.5-2. Construction Staging Locations: Sites 1-5

Source: STV, 2025

Figure 2.5-3. Construction Staging Locations: Sites 6-8

Source: STV, 2024

2.5-3 Construction Durations

Table 2.5-1 shows the approximate construction schedules, as well as amount of soil that would be moved per construction activity for the LPA.

Table 2.5-1. LPA – Construction Durations

Phase Name	Total Duration	Activity Frequency (days/week)	Maximum Soil Import/ Export	Approx. Maximum Daily Truck Loads
Early Utility Relocation	18 months	5	13,600 CY	2
Project Start Up	6 months	5	49,800 CY	35
Utility Relocation	15 months	5	3,400 CY	2
Retaining Walls, Grading and Embankment for Freight Track Relocation	18 months	5	105,500 CY	54
Freight Railroad At-Grade Crossings	4 months	5	4,200 CY	4
Freight Trackwork (By BNSF)	25 months	5	71,100 CY	21
Stations and Access	18 months	5	15,100 CY	1
Retaining Walls, Grading and Embankment for Light Rail Guideway	8 months	5	110,000 CY	50
Light Rail Guideway Bridges	25 months	5	66,500 CY	6
Light Rail Guideway Trench	19 months	5	111,300 CY	50
Light Rail Trackwork	15 months	5	80,000 CY	21
Systems Construction	12 months	5	-	-
Contingency	15 months	-	-	-
Testing/Commissioning	9 months	5	-	-
Revenue Service	-	-	-	-

CY = cubic yard

Note: The LPA is anticipated to take approximately six years to construct, based on updated construction assumptions and parameters. Some of the construction durations listed above and their associated truck loads hauled may occur concurrently and should not be interpreted as sequential or cumulative.

2.6 PROJECT FEATURES

As a part of the LPA, several project features would be implemented during construction or included in the project design plans to ensure compliance with applicable laws, guidelines, and agency guidelines. These project features include design elements, best management practices, and other measures that are either required by law, permit conditions, or approvals from federal, state, regional or local agencies, or that reflect industry best practices in transit construction and operations. Unlike CEQA mitigation measures, which are adopted to reduce or avoid significant environmental impacts identified in the EIR, project features are incorporated into the project as standard components of its design and implementation.

The project features are listed below. They are described further in each respective section within Chapter 3 in the Draft EIR, as well as in Appendix 2-C, Project Features in the Draft EIR, and Chapter 4, Corrections and Additions, of this Final EIR.

> Transportation

- PF-T-1. Construction Traffic Management Plan

> Aesthetics

- PF-AES-1. Local Zoning Ordinances
- PF-AES-2. Metro Design Standards

> Air Quality

- PF-AQ-1. Metro Green Construction Policy Compliance
- PF-AQ-2. SCAQMD Rule 403 Compliance
- PF-AQ-3. Metro 2020 Moving Beyond Sustainability Strategic Plan Compliance
- PF-AQ-4. Metro Rail Design Guidelines

> Noise and Vibration (subject to future agency approval)

- PF-NV-1. Quiet Zone Equipment Installation

> Biological Resources

- PF-BIO-1. Metro Tree Policy

> Geology and Soils

- PF-GEO-1. Metro Geotechnical Design Standards

> Hazards and Hazardous Materials

- PF-HHM-1. Handling, Storage, and Transport of Hazardous Materials and Wastes
- PF-HHM-2. Demolition Plans
- PF-HHM-3. Property Acquisition Phase II Site Investigation
- PF-HHM-4. Soil, Soil Vapor, and Groundwater Management Plans
- PF-HHM-5. Disposal of Groundwater

> Hydrology and Water Quality

- PF-HWQ-1. SWPPP Implementation per Construction General Permit and MS4 Permit
- PF-HWQ-2. Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements for Construction Dewatering
- PF-HWQ-3. Trench Construction Groundwater Pressure Control
- PF-HWQ-4. Trench Construction Runoff Collection and Treatment
- PF-HWQ-5: Temporary Storm Drain Inflow Rerouting
- PF-HWQ-6. LID BMPs per Regional Requirements
- PF-HWQ-7. Trench Option Runoff Collection and Treatment
- PF-HWQ-8. City of Torrance Flood Zone Requirements

> Utilities and Service Systems

- PF-US-1. Utility identification and Coordination
- PF-US-2. Service Interruption Notification

> Public Services

- PF-PS-1: Coordination with Torrance Refining Company and Emergency Responders

2.7 PERMITS AND APPROVALS

This EIR may be used in connection with permits and other discretionary approvals necessary for construction implementation of the LPA. Construction and implementation of the LPA would require permits and approvals from responsible agencies such as the City of Lawndale, City of Redondo Beach, and the City of Torrance, and other departments and owners with jurisdiction over protected resources. The anticipated permits and approvals required for the LPA are listed in Table 2.7-1.

Table 2.7-1. Permits and Approvals

Agency/Jurisdiction		Permit/Approval Required
State	California Department of Transportation	Approvals for modifications to Caltrans lease agreement (Hawthorne Boulevard bridge)
	State Department of Toxic Substances Control	Hazardous materials cleanup
	State Water Resources Control Board	Construction General Permit and SWPPP
		NPDES Dewatering Permit
		LA County MS4 NPDES Package
	California Public Utilities Commission	Grade separations, crossings, state safety oversight
	California Department of Fish and Wildlife	Consultation on protected species
Regional	Metro Board	Certification of the Final EIR, adoption of CEQA Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, and approval of the Project
	Regional Water Quality Control Board	Construction General Permit and SWPPP
	Southern California Edison	Permits for utility relocation
	LA County Department of Public Works	Permits for utility relocation
	LA County Fire Department	Discretionary actions
	BNSF Railroad	Approval of track relocations
Local	City of Lawndale City of Redondo Beach City of Torrance	Permits (traffic, street use, lighting, landscape, building demolition)[1]
	Redondo Beach Fire Department Torrance Fire Department	Discretionary actions

[1] Necessary permits from the cities of Lawndale, Redondo Beach, and Torrance include only those related to work within the cities' rights-of-way. The project would not require local permits for activities within the Metro ROW.

3 DESIGN REFINEMENTS

The Draft EIR analyzed a Proposed Project with two design options in the north–the Trench Option and the Hawthorne Option–and evaluated three CEQA alternatives: the No Project Alternative, the High Frequency Bus Alternative, and the 170th/182nd Grade-Separated Light Rail Transit Alternative. At its May 23, 2024 regular public meeting, the Metro Board of Directors chose the Hybrid Alternative, referred to in the Draft EIR as the "170th/182nd Grade-Separated Light Rail Transit Alternative," as the Locally Preferred Alternative (LPA). The LPA combines elements of the Elevated/At-Grade Alignment (referred to as the "Proposed Project" in the Draft EIR) and the Trench Option. Specifically, the LPA includes two grade separations at 170th Street and 182nd Street, which were studied as part of the Trench Option. This chapter identifies additional design refinements made following circulation of the Draft EIR.

3.1 DESIGN REFINEMENTS SINCE DRAFT EIR PUBLICATION

Table 3.1-1 summarizes the project design refinements made after circulation of the Draft EIR. These refinements apply to all alignments studied in the Draft EIR, including the LPA, unless otherwise noted, and are shown in Figure 3.1-1. Environmental analysis of these refinements is provided in this chapter.

The design refinements include minor adjustments to the alignments, support structure design, construction staging areas, and optional locations for light rail support facilities. These refinements were made to enhance compliance with design or environmental requirements, respond to comments received on the Draft EIR, and incorporate additional stakeholder coordination, analysis, and fieldwork.

Table 3.1-1. Design Refinements since the Draft EIR Publication

ID[1]	Location	City/ Jurisdiction	Reason for Refinement	Description of Refinement	Reference
1	Private Property: South of the Redondo Beach (Marine) Station, north of Santa Fe Avenue, west of Metro ROW	Redondo Beach	Based on further analysis of power needs and site access, an additional optional location for a Traction Power Substation (TPSS) was identified at the north end of the project. The new option would provide greater flexibility for maintenance operations and address potential challenges related to crane access at TPSS No. 1A.	The new TPSS option would be located on a parcel identified in the Draft EIR for permanent easement. The larger footprint required for the TPSS at this location could necessitate a larger partial acquisition or, if needed to accommodate all the elements of the project that impact the parcel, full acquisition of the property.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-302
2	Public Property: Manhattan Beach Boulevard crossing[2]	Lawndale	In response to comments from the Metropolitan Water District (MWD) on the Draft EIR regarding a potential utility conflict with a cast-in-drilled-hole (CIDH) pile proposed in the center of Manhattan Beach Boulevard—specifically, its location above a MWD water pipeline—an alternate support location for the elevated light rail structure is proposed at this location.	The refined design for the elevated light rail structure would eliminate the CIDH pile within Manhattan Beach Boulevard and shift the proposed straddle bents—located within the Metro ROW—to the north and south of the boulevard. This change would avoid any potential conflict with the underground MWD pipeline, allowing it to remain in place during both project construction and operation.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page TC-302 and RW-304
3	Private Properties: Between 190th Street and south of Del Amo Boulevard	Torrance	Based on coordination with BNSF regarding the proposed freight track realignment, the design was refined to include a maintenance access path to serve the relocated freight tracks.	South of 190th Street, the railroad corridor would be widened by approximately five feet beyond what was included in the Draft EIR, to the southwest of the Metro ROW, to accommodate a maintenance access path for the freight tracks. This refinement would increase the area of partial acquisitions from industrial properties.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-313 through RW-318, T-314 through T-318

ID[1]	Location	City/ Jurisdiction	Reason for Refinement	Description of Refinement	Reference
4	Private Properties: North of Prairie Avenue, west of Metro ROW	Torrance	More detailed modeling of power demand for light rail operations indicated that minimum traction power voltage requirements may not be met with TPSS No. 5A, located near the Prairie Avenue overcrossing. To ensure adequate system performance, the design was refined to identify an alternate site (TPSS No. 5B) farther south, adjacent to the Del Amo Boulevard bridge.	TPSS No. 5B would be located to the north side of the Del Amo Boulevard bridge, on a parcel previously identified for acquisition as part of the project.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-318
5	Private Properties: Parcels (APN: 7352-015-005, 7352-015-006, and 7352-015-004) between Prairie Avenue and Del Amo Boulevard	Torrance	In response to comments from both Torrance Refining Company (TORC) and Torrance Logistics Company (TLC), the project design was refined to minimize the partial acquisition of the TORC property. This refinement addresses safety, security, and property concerns related to the TORC facility operations and compliance with applicable regulations.	Between north of Prairie Avenue and Del Amo Boulevard, the project footprint (including freight, light rail, and access roads) has shifted westward to avoid the TORC parcel. As a result, a larger partial acquisition would be required from the adjacent vacant parcel west of the rail corridor. This shift would also require additional modifications to the existing Prairie Avenue and Del Amo Boulevard bridges. At Prairie Avenue, a new box tunnel would be constructed to allow a realigned freight track and access road to pass beneath the roadway. At Del Amo Boulevard, the area beneath the bridge would be widened on the west to accommodate light rail and realigned freight and to provide sufficient clearance.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-315 through RW-318
6	City Property: City of Torrance Transit Center (APN: 7352-002-912)	Torrance	In response to comments from the City of Torrance, an alternative construction staging location has been identified, which would avoid potential conflicts with the City of Torrance's proposed parking garage.	An alternate construction staging site has been identified on a parcel (APN: 7352-002-911) adjacent to the Torrance Transit Center on Crenshaw Boulevard. This adjustment would allow construction staging to proceed without interfering with the City of Torrance's planned parking garage development.	Chapter 2, Description of the Locally Preferred Alternative, Page 2-36

ID[1]	Location	City/ Jurisdiction	Reason for Refinement	Description of Refinement	Reference
7	City Property: Torrance Transit Center Station Path	Torrance	In response to comments from the City of Torrance, the design was refined to address pedestrian safety and security concerns related to a segment of the proposed path connecting Crenshaw Boulevard to the Torrance Transit Center Station area. Specifically, the City raised concerns that the path could encourage pedestrians to cross Crenshaw Boulevard outside of signalized intersections.	The proposed path would provide pedestrian access from the light rail platform to the proposed bus plaza within the Torrance Transit Center. The segment of the proposed path that would have extended from the bus plaza to Crenshaw Boulevard has been removed from the design.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page T-321

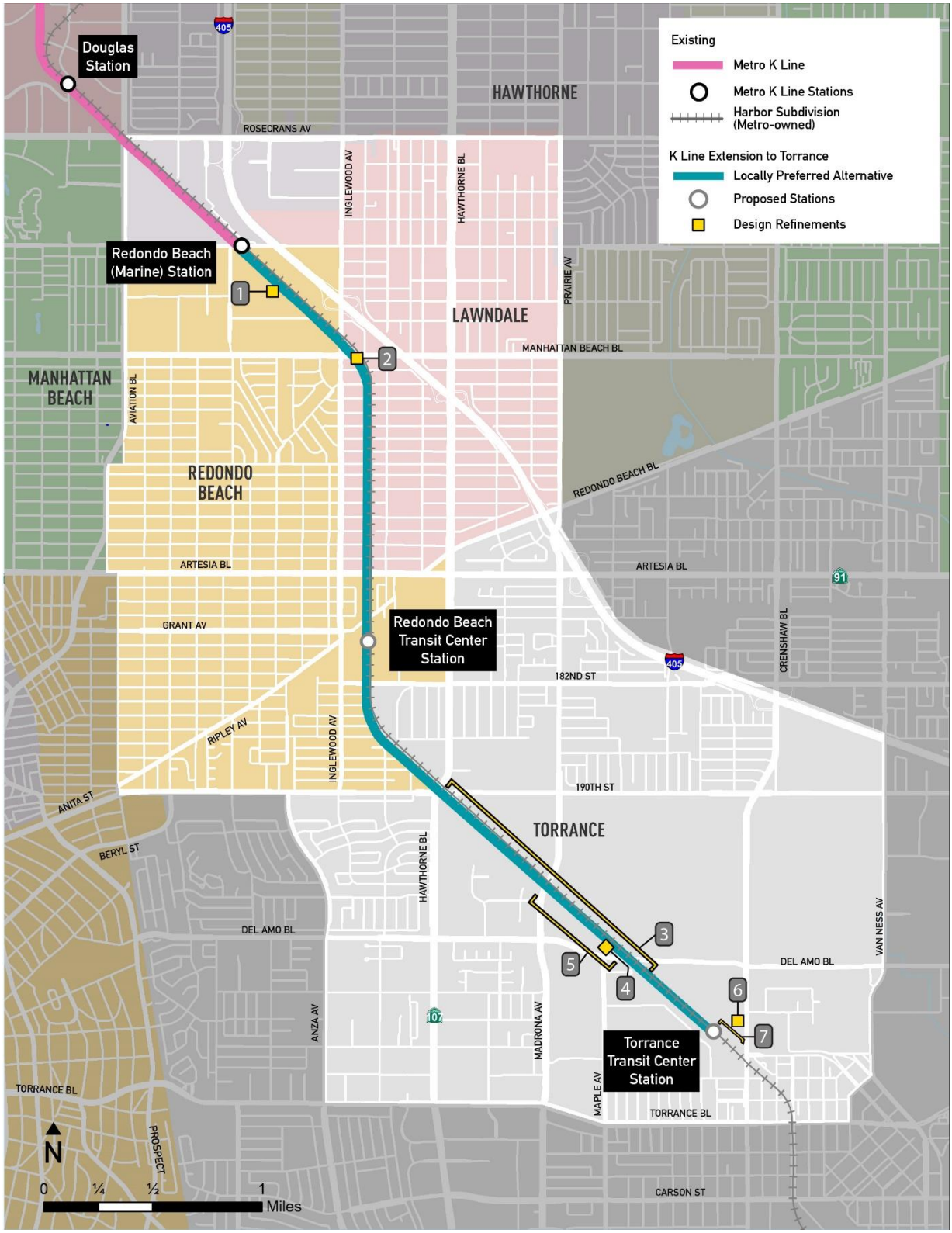
Source: STV, 2025

[1]ID number corresponds with Figure 3.1-1.

[2]This refinement only applies to the Elevated/At-Grade Alignment and LPA.

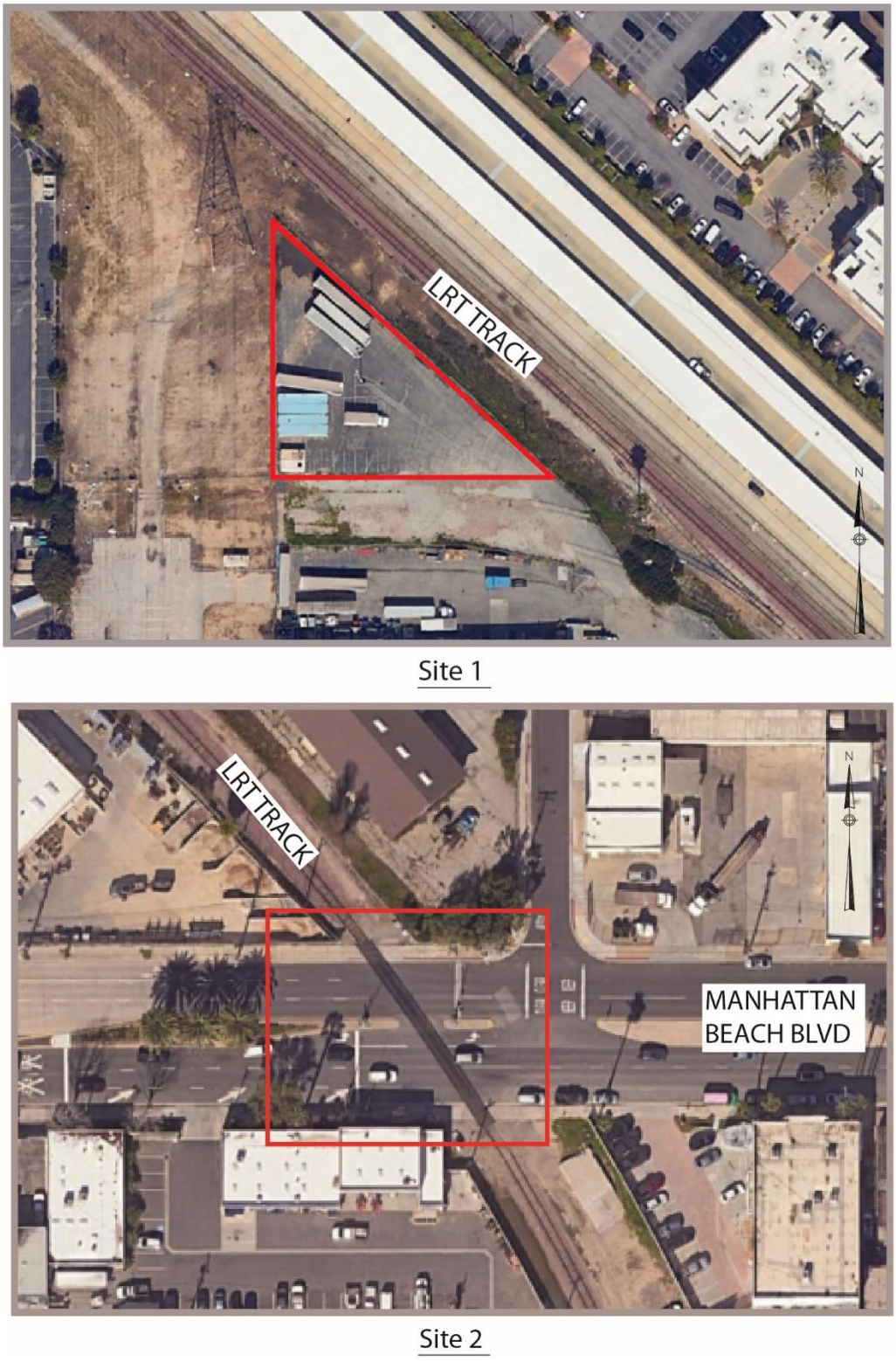
APN = Assessor's Parcel Number; BNSF= BNSF Railway; CIDH= cast-in-drilled-hole; MWD = Metropolitan Water District; ROW = right-of-way; TLC = Torrance Logistics Company; TORC = Torrance Refining Company; TPSS = Traction power substation

Figure 3.1-1. Design Refinements since the Draft EIR Publication



Source: STV, 2025
Not to Scale

Figure 3.1-2. Design Refinements since the Draft EIR Publication Locations: Sites 1-2



Source: STV, 2025

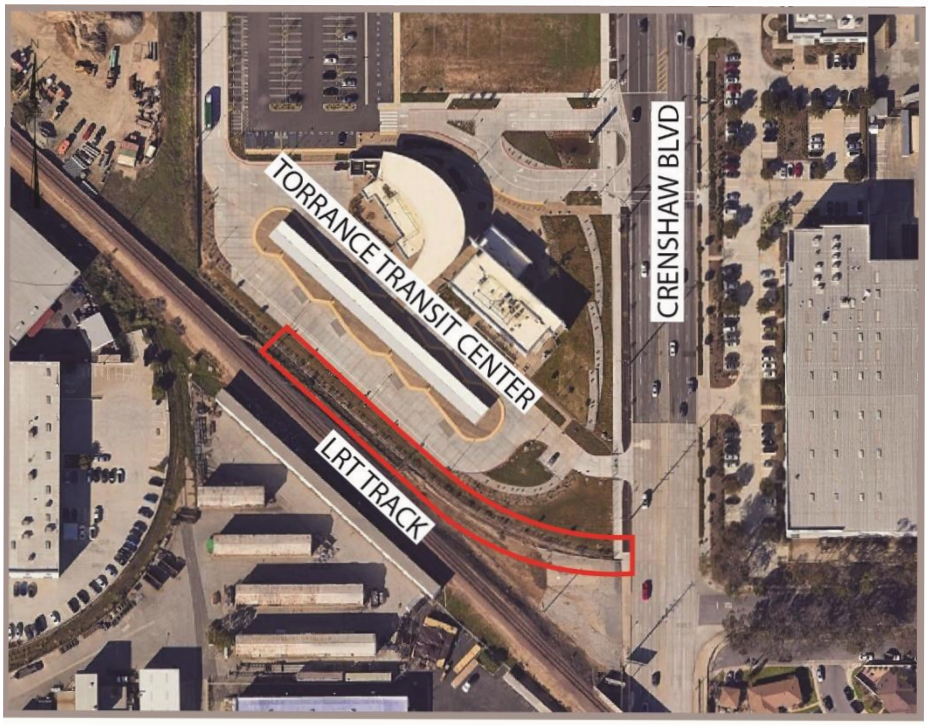
Figure 3.1-3. Design Refinements since the Draft EIR Publication Locations: Sites 3-5

Sites 3-5

Source: STV, 2025

Figure 3.1-4. Design Refinements since the Draft EIR Publication Locations: Sites 6-7

Site 6



Site 7

Source: STV, 2025

3.2 Requirements for Recirculation of an EIR Prior to Certification

According to the California Code of Regulations, Title 14 (CEQA Guidelines), Section 15088.5, "A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review" and that "New information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect."

Per the California Code of Regulations, examples of significant new information include:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043).

Information that "merely clarifies or amplifies or makes insignificant modifications in an adequate EIR" is not considered to be "significant new information" within the meaning of CEQA (14 California Code Regulations, Section 15088.5[b]).

3.3 No Significant New Information as a Result of the Locally Preferred Alternative

The refinements described in Section 3.1 do not result in impacts undisclosed in the Draft EIR, nor do they change the intensity of the impacts disclosed in the Draft EIR. Mitigation measures and project features described in the Draft EIR are applicable to the refinements. Additionally, the LPA selected by the Metro Board lessens significant environmental impacts of the alignments described in Chapter 2 of the Draft EIR. Section 3.4 of this Final EIR analyzes potential impacts of the design refinements in detail.

3.4 Environmental Impact Analysis of the Design Refinements

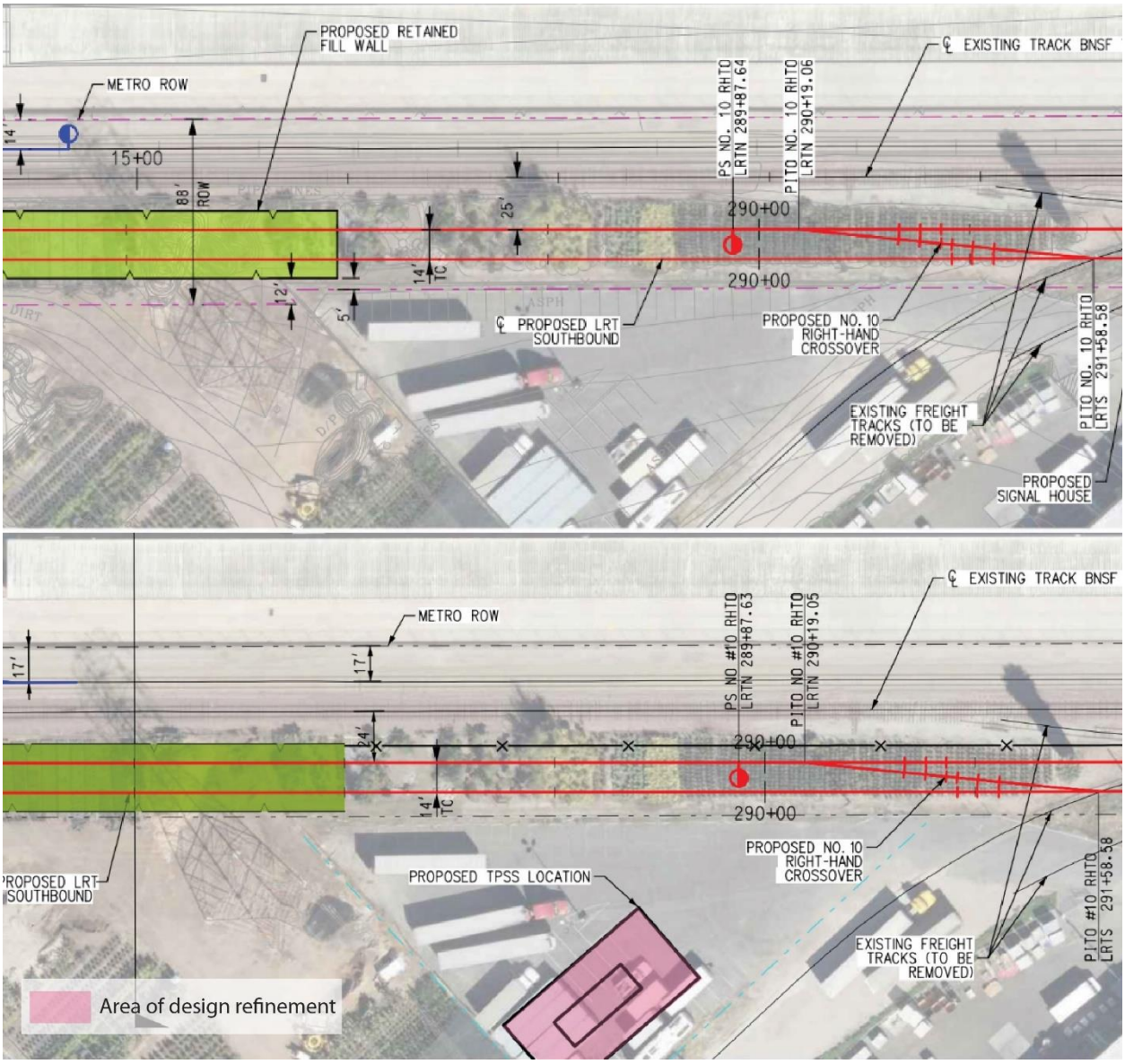
The evaluation of the potential impacts of the design refinements uses the same methodology and thresholds of significance as those described in the Draft EIR. This analysis focuses on areas where the refinements could result in new or substantially more severe impacts compared to those identified in the Draft EIR.

3.4-1 TPSS Sites

The Draft EIR stated that the project would require between four and six TPSSs. As described in Chapter 2, Project Description of the Locally Preferred Alternative, of this Final EIR, the LPA would require six TPSSs. Therefore, the total number of TPSS sites required for the project remains the same as stated in the Draft EIR, but two additional location options were identified as part of design refinements. Specifically, an alternate site for TPSS No. 1 (1B) was identified southwest of the existing Metro Redondo Beach (Marine) Station, adjacent to the Metro ROW north of Santa Fe Avenue, and an alternate site for TPSS No. 5 (5B) was identified adjacent to the Metro ROW immediately north of Del Amo Boulevard.

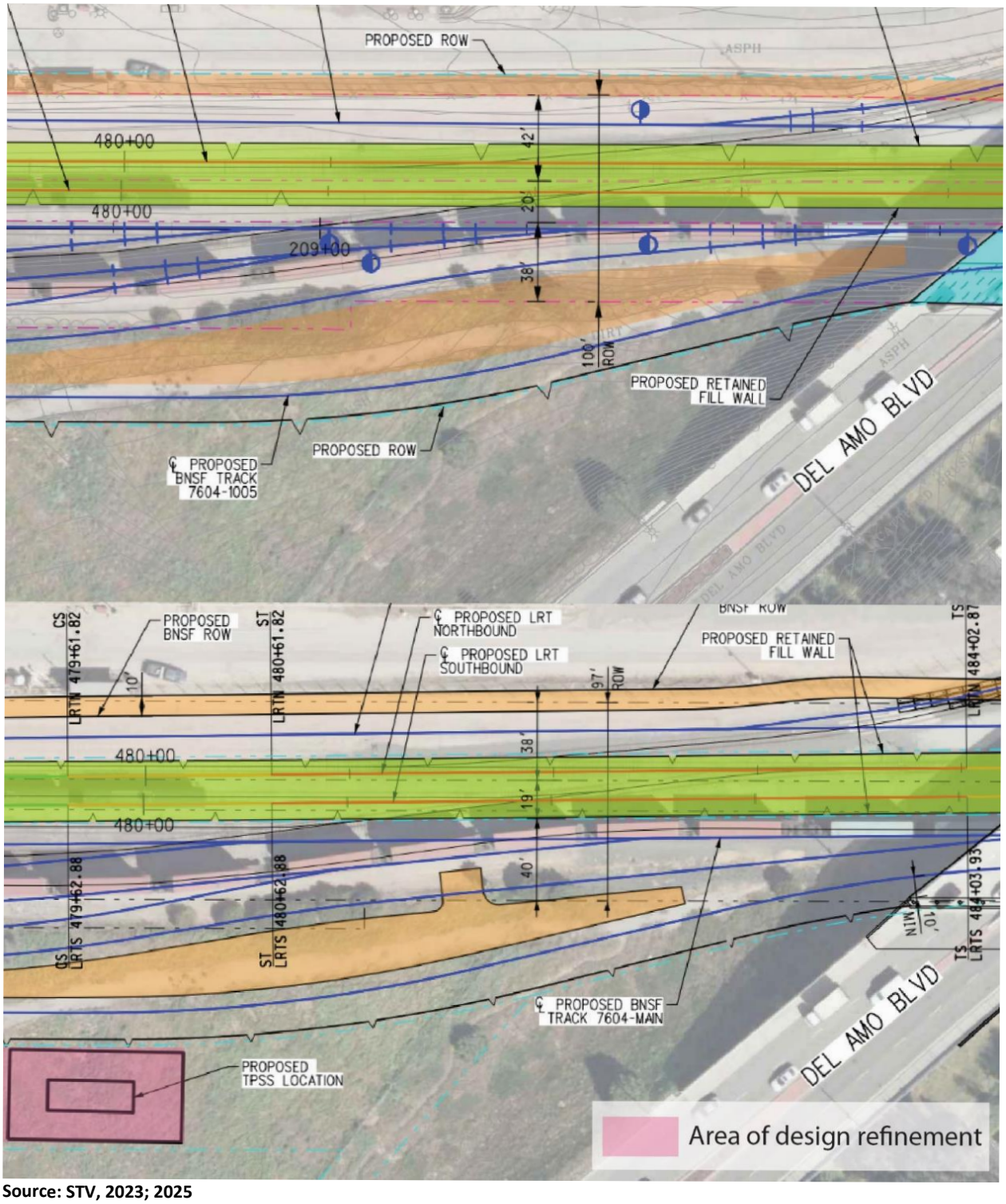
Figure 3.4-1 illustrates how the proposed TPSS design refinement sites correspond to the project component locations previously presented in Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR. These sites, as previously presented, included areas proposed for either new track and buildings or the expansion of existing structures. Although the installation and operation of a TPSS would introduce a new use within these sites, the uses would be of similar scale and intensity to the project components previously proposed in the Draft EIR.

Figure 3.4-1. Area of TPSS Site 1B in the Draft EIR ACE (Top) and Final EIR ACE (Bottom)



Source: STV, 2023; 2025

Figure 3.4-2. Area of TPSS Site 5B in the Draft EIR ACE (Top) and Final EIR ACE (Bottom)



Source: STV, 2023; 2025

The following discussions explain how potential impacts associated with the currently proposed locations for TPSS Nos. 1B and 5B are consistent with the analyses and conclusions of the Draft EIR.

3.4-1.1 Transportation

As described in the Draft EIR, the project would result in a significant impact if it would:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) [increase in VMT].

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

d. Result in inadequate emergency access.

The TPSS No. 1B site and the relocated TPSS No. 5B site are located in industrial areas and would not require permanent changes to the local circulation system during construction or operation. Because the total number of TPSSs remains the same and all would be located adjacent to the alignment, no change in VMT is anticipated. Both TPSS sites are similar in scale to surrounding development and, as previously mentioned, would not require permanent alteration to the roadway network, including local pedestrian access, nor would they create visibility obstructions. Therefore, installation of a TPSS at either site would not result in hazards related to incompatible design or use. Because neither TPSS would alter the grade-separated nature of the light rail or the existing roadway network, there would be no effect on emergency access.

Therefore, transportation impacts related to the TPSS design refinements remain consistent with Section 3.1, Transportation, of the Draft EIR and Section 4.5 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-1.2 Land Use and Planning

As described in the Draft EIR, the project would result in a significant impact if it would:

a. Physically divide an established community.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The TPSS No. 1B site and the relocated TPSS No. 5B site would remain within industrial areas, away from sensitive residential and commercial uses. Both sites are located within or adjacent to the existing Metro ROW, thereby avoiding impacts to established communities. The applicable plans, policies, and regulations identified in the Draft EIR are the same as those that would apply to the locations of these TPSS sites. Because the TPSSs would not alter the existing land use setting or conflict with applicable plans and policies during operation, the impact conclusions for land use and planning remain consistent with Section 3.2, Land Use and Planning, of the Draft EIR and Section 4.6 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-1.3 Visual and Aesthetics

As described in the Draft EIR, the project would result in a significant impact if it would:

a. Have a substantial adverse effect on a scenic vista.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, or create new shade or shadows that would substantially affect outdoor recreation facilities or other public areas.

The TPSS No. 1B site and relocated TPSS No. 5B site are located immediately adjacent to the Metro ROW. As established in the Draft EIR, there are no scenic vistas or state scenic highways within the resource study area.

While the timing and nature of construction at the TPSS sites would differ from that described in the Draft EIR, TPSS No. 1B would be located in an industrial area that also includes construction of the elevated light rail guideway. TPSS No. 5B would also be in an industrial area, which would include construction of light rail track, relocation of freight track, and roadway bridge construction. Thus, the visual conditions during construction at both sites would be similar in character to those described in the Draft EIR. Operationally, both TPSS sites would be similar in scale to surrounding industrial development and would not conflict with applicable zoning or other regulations governing scenic quality. Neither site is located near outdoor recreation facilities or other public areas that could be affected by new sources of light or glare, nor would TPSS operations generate an atypical amount of light or glare relative to surrounding conditions. Therefore, the impact conclusions for visual and aesthetics remain consistent with Section 3.3, Visual and Aesthetics, of the Draft EIR and Section 4.7 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-1.4 Air Quality

As described in the Draft EIR, the project would result in a significant impact if it would:

a. Conflict with or obstruct implementation of the applicable air quality plan.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

c. Expose sensitive receptors to substantial pollutant concentrations.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

As previously described, while the project design refinements include new site options for TPSSs (Nos. 1B and 5B), the same number of TPSS sites would ultimately be constructed and operated in similarly industrial areas as evaluated in Sections 3.4-3 and 3.4-4 (Air Quality) of the Draft EIR. More specifically, the design refinements would result in consistent determinations for localized air quality impacts as disclosed in the Draft EIR because inclusion of an additional optional location for the TPSS would result in a small expansion of the project footprint, construction of a TPSS at the new location would not require an increase in maximum daily off-road equipment activity or on-road vehicle trips. Furthermore, the land uses surrounding these sites are comprised of predominately light industrial and commercial businesses. Development of these sites would not cause sources of emissions to be active in closer proximity to sensitive receptors.

The same amount of power would be required, and this refinement would not affect the Draft EIR's impact determinations regarding air quality plans, increases in criteria pollutants, exposure of sensitive receptors (as none are present in these locations), or other emissions.

Because of the number, type, and timing of emissions would not change, air quality impacts would remain consistent with those described in the Draft EIR. Therefore, the design refinements would not change the project's GHG emissions, and the impact conclusions remain consistent with those analyzed in the Draft EIR and Section 4.8 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-1.5 Greenhouse Gas Emissions

As described in the Draft EIR, the project would result in a significant impact if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As previously noted, the same number of TPSS sites would be constructed as part of the project design refinements. As a result, the same amount of power would be required, and no additional greenhouse gas (GHG) emissions would be generated, either directly or indirectly, beyond those identified in the Draft EIR. Therefore, the design refinements would not change the project's GHG emissions, and the impact conclusions remain consistent with those analyzed in the Draft EIR.

3.4-1.6 Noise and Vibration

As described in the Draft EIR, the project would result in a significant impact if it would:

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the Federal Transit Administration (FTA), in the local general plan or noise ordinance, or applicable standards of other agencies.

b. Be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

c. Generate excessive ground-borne vibration.

As with the Draft EIR, ground-borne noise is not analyzed here, as it typically applies only to vibration sources that do not have an air-borne noise path (meaning the vibration source is underground, like a subway line).

Construction and operation of the proposed TPSS design refinement locations could affect ambient noise levels. The proposed TPSS design refinements would use the same construction methods as previously evaluated, occur adjacent to other project construction described in the Draft EIR, and require similar construction durations, as described in Section 3.6 and Section 4.5-3.6 of the Draft EIR. The proposed locations of TPSS Nos. 1B and 5B relative to nearby sensitive receptors are shown in Figure 4 5 and Figure 4-8 in Chapter 4, Corrections and Additions, of the Final EIR. Only one of the TPSS Nos. 1A or 1B would be constructed; TPSS No. 1A, analyzed in the Draft EIR, is near the same sensitive receptors as optional TPSS No. 1B. Therefore, construction and operational noise impacts of TPSS Nos. 1A and 1B would be similar. The currently proposed TPSS No. 5B is similarly distant from sensitive receptors as the previously analyzed TPSS No. 5A location. Mitigation measures identified in the Draft EIR remain applicable. For these reasons, neither TPSS No. 1B nor No. 5B would result in exceedances of FTA noise standards during operation, or substantially increase noise levels during construction beyond those identified in the Draft EIR. Additionally, these areas are not near sensitive receptors determined to be significantly noise-impacted during construction beyond what was identified in the Draft EIR.

Figure 4-11 and Figure 4-38 show the locations of vibration-sensitive receptors relative to the proposed TPSS sites. Neither figure identifies sensitive receptors near the design refinement locations. Therefore, vibration impacts during construction and operation would remain consistent with the analysis and conclusions in the Draft EIR.

3.4-1.7 Biological Resources

As described in the Draft EIR, the project would result in a significant impact if it would:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP.

The proposed TPSS design refinement locations would use the same construction methods as previously evaluated, occur adjacent to other project construction defined in the Draft EIR and require similar durations, as described in the Draft EIR Sections 3.7 and 4.5-3.7. Neither special-status species, riparian habitat, protected wetlands, nor migratory species occur at either TPSS site (Nos. 1B and 5B).

Nonetheless, Mitigation Measures MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4 would still apply to ensure that any potential construction-related impacts are reduced to less than significant, consistent with the Draft EIR. These locations are also not subject to any relevant policies, ordinances, or adopted HCPs or NCCPs.

The same types of operational maintenance described in the Draft EIR would occur at these TPSS sites. As noted, Metro's routine TPSS maintenance typically does not disturb vegetation or trees that support nesting birds.

3.4-1.8 Geology and Soils

As described in the Draft EIR, the project would result in a significant impact if it would:

a. Expose people or structures to adverse effects, including the risk of loss, injury, or death involving:

   i. Rupture of known earthquake fault, as delineated on the most recent AP Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

   ii. Strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction.

iv. Landslides.

b. Result in substantial soil erosion or the loss of topsoil.

c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

d. Be located on expansive soil as defined in Section 1803.5.3 of the California Building Code (CBC, 2019) creating substantial risks to life or property.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

(a) Exposure of People or Structures to Adverse Effects

Both TPSS design refinement sites (Nos. 1B and 5B) are located outside of known fault traces and outside California Geological Survey (CGS) mapped Alquist-Priolo (AP) Earthquake Fault Zones. Therefore, construction and operation of these TPSS sites would result in no impact related to fault rupture.

As the same number of TPSS sites analyzed in the Draft EIR would ultimately be constructed, TPSS Nos. 1B and 5B would not require different construction equipment or result in substantial changes to the number of workers compared to what was previously anticipated. Additionally, the TPSS refinement sites would be located adjacent to the Metro ROW, on parcels previously expected to be affected by the project. The same design approach to accommodate the high seismic ground motion and associated effects (such as liquefaction-induced vertical settlements or lateral spreading), if any, would apply to these sites. Because no new construction methods would be required, the TPSS sites would continue to conform to the Metro Rail Design Criteria (MRDC) for both the maximum design earthquake (MDE) and operating design earthquake (ODE) thresholds. Accordingly, impacts related to the risk of loss, injury, or death involving strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides would remain consistent with those analyzed in the Draft EIR.

(b) Soil Erosion

The proposed TPSS design refinement sites would require the same types of construction and operational activities in adjacent locations as those described in the Draft EIR. All mitigation measures and project features described in Section 3.8 in the Draft EIR and Section 4.12 of this Final EIR remain applicable, as the TPSS sites are not new types of facilities and are not located in areas with soils that differ substantially from those previously analyzed.

(c) Unstable Geological Unit or Soil

As the proposed TPSS design refinement locations are adjacent to those described in the Draft EIR, they are not located within a CGS-mapped liquefaction zone. Therefore, impacts associated with unstable soils and their consequences remain minimal. Project features described in Section 3.8 of the Draft EIR and Section 4.9 of this Final EIR, which address shallow groundwater in the northern portion of the project footprint where TPSS No. 1B would be located, would still apply. There is no shallow groundwater in the southern area of the project where TPSS No. 5B is located.

(d) Expansive Soils

As the proposed TPSS design refinement locations are adjacent to those described in the Draft EIR, the soil conditions for TPSS Nos. 1B and 5B are substantially the same as those described therein. Therefore, impacts associated with expansive soils creating substantial direct or indirect risks to life or property are considered minimal. Project features described in Section 3.8 of the Draft EIR and Section 4.12 of this Final EIR, which address conditions related to expansive soils, would still apply.

(e) Disposal of Wastewater

As the proposed TPSS design refinement locations are adjacent to those described in the Draft EIR, the area under study is fully developed with public infrastructure, including sewer lines. Neither the construction nor operation of TPSS Nos. 1B and 5B would require the use of a septic tank or alternative wastewater disposal systems.

(f) Paleontological Resources

The proposed TPSS design refinement locations would require excavation of a similar degree and nature as the TPSS sites described in the Draft EIR, and are located immediately adjacent to areas where soil disturbance was previously anticipated. Therefore, Mitigation Measure MM-GEO-1 would remain applicable. TPSS operations would not require excavation.

Based on the above, potential impacts associated with the TPSS design refinement sites remain consistent with the analyses and conclusions presented in Section 3.8, Geology and Soils, of the Draft EIR and Section 4.12 of this Final EIR.

3.4-1.9 Hazards and Hazardous Materials

As described in the Draft EIR, the project would result in a significant impact if it would:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school.

d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

e. Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, as a result, create a significant safety hazard for people residing or working in the project area.

f. Be located within the vicinity of a private airstrip, as a result, create a safety hazard for people residing or working in the project area.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

h. Expose people or structures to a significant risk of loss, injury or death involving wildfires, including where wildland fires are adjacent to urbanized areas or where residences are intermixed with wildlands.

(a) Transport, Use, or Disposal of Hazardous Materials

Construction of the proposed TPSS design refinement sites would use the same methods as those described in the Draft EIR and would occur on or adjacent to parcels previously anticipated to be affected by the project. Thus, consistent with the Draft EIR's analysis, hazardous materials would be transported, used, or disposed of at the TPSS design refinement sites during construction. These sites overlap with the resource study area (RSA) shown in Figure 3.9-1 of the Draft EIR and are expected to contain similar sources of potentially hazardous materials that could be encountered during construction of the project as those disclosed in the Draft EIR. All project features identified in the Draft EIR related to the transport, use, or disposal of hazardous materials would apply to the construction of TPSS Nos. 1B and 5B.

With regard to the disposal of contaminated soil and groundwater, the conditions on or adjacent to the Metro ROW where the TPSS design refinement sites could be constructed are the same as those described in the Draft EIR. All relevant project features described in the Draft EIR would continue to apply to these refinements.

As the same number of TPSSs would be constructed and operated, the project's occasional operational use, storage, and disposal of hazardous materials would remain consistent with what was described in the Draft EIR.

(b) Release of Hazardous Materials into the Environment

As described in the Draft EIR, potential hazards that may be encountered within the project RSA include oil and gas pipelines, hazardous gases, contaminated groundwater, and buried utilities. Construction of the TPSS design refinement sites could involve excavation activities that may encounter the same types of hazards. However, these TPSS locations fall within the affected environment previously evaluated in the Draft EIR Section 3.9-3 and analyzed in Section 3.9-4 and Section 4.13 of this Final EIR. While the TPSS design refinements would result in a slight modification of the project footprint, they would still occur on parcels previously investigated for hazards and hazardous materials as part of the Draft EIR. The project features described in the Draft EIR would apply to these locations, helping to ensure that the proposed TPSS design refinement locations would not cause significant risks.

(c) Hazardous Materials within One-Quarter Mile of a School

The TPSS design refinement sites are located within the RSA described in the Draft EIR. Their construction and operation would not result in hazardous materials, substances, emissions, or waste being brought closer to existing or proposed schools than previously evaluated in the Draft EIR. Construction methods would be similar to those described in the Draft EIR, and because TPSS Nos. 1B and 5B are on or immediately adjacent to the evaluated project footprint, construction hauling routes would not change. As described in the Draft EIR, the project includes project features related to the transport of potentially hazardous materials near schools; those features would continue to apply with respect to the TPSS design refinement locations. TPSS Nos. 1B and 5B would also not result in operational conditions that differ from those described in the Draft EIR with respect to the potential for release of hazardous materials within a quarter-mile of existing or proposed schools.

(d) Government Code Section 65962.5

The proposed TPSS design refinement sites are not directly located on or adjacent to a site that is on a list of sites prepared pursuant to Government Code Section 65962.5 (Cortese).

(e) Airstrips

Like the rest of the project described in the Draft EIR, the proposed TPSS design refinement sites are not within or in close proximity to an airstrip.

(f) Emergency Response or Evacuation Plan

Project Feature PF-T-1 would remain part of the project for the proposed TPSS design refinement sites during construction and would require the contractor to prepare a construction traffic management plan (CTMP) that addresses emergency access during construction. The CTMP would ensure no impairment to adopted emergency response plans or emergency evacuation routes within the RSA. Additionally, the proposed TPSS design refinement locations would not alter how the project interacts with the roadways used by emergency responders during operation or affect evacuation routes or plans beyond what is described in the Draft EIR.

(g) Wildfires

Like the rest of the project described in the Draft EIR, the proposed TPSS design refinement sites are located in a highly urbanized area, and no portion of the RSA is within or close to areas prone to wildfires.

3.4-1.10 Hydrology and Water Quality

As described in the Draft EIR, the project would result in a significant impact if it would:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

    i. Result in substantial erosion or siltation on- or offsite.

    ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

    iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

    iv. Impede or redirect flood flows.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Construction of the proposed TPSS design refinement locations would have similar potential to affect surface water or groundwater quality, or groundwater supplies, as the TPSS locations evaluated in the Draft EIR. As previously described, the same construction methods would be used, and construction would occur roughly in generally the same locations and under similar hydrological conditions as those analyzed in the Draft EIR. The project features described in the Draft EIR related to surface and groundwater quality and supply would continue to be part of the project.

The change in impervious surface resulting from construction of the proposed TPSS design refinement locations would be negligible, as the same total number of TPSSs would be built as described in the Draft EIR. Operation activities at TPSS Nos. 1B and 5B would not differ in any way that would result in different interactions with surface or groundwater resources than those previously evaluated.

As the proposed TPSS design refinement locations are within or immediately adjacent to the project footprint described in the Draft EIR, no substantial drainage alterations would occur during construction relative to those previously evaluated. As noted in the Draft EIR, there are no significant existing natural and manmade drainage features within the footprint, including sumps. Neither TPSS No. 1B nor 5B is located within a flood zone. Where excavation is required, the water- and soil-related best-management practices (BMPs) included as part of the project remain applicable. As the total number of TPSSs remains unchanged, the project's contribution to impervious surface would not be substantially increased, and the project's operational characteristics would remain consistent with those previously described.

Finally, TPSS Nos. 1B and 5B remain subject to the same water quality control plans and sustainable groundwater management plans discussed in the Draft EIR and would not create inconsistencies with those plans.

3.4-1.11 Utilities and Service Systems

As described in the Draft EIR, the project would result in a significant impact if it would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

The proposed TPSS design refinement sites could interact with water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities in slightly different ways than described in the Draft EIR, due to their revised locations. However, because the refinement sites remain adjacent to or within the previously analyzed project footprint, they have the potential to impact the same utility facilities identified in the Draft EIR. The refined TPSS sites do not conflict with any water or telecommunications facilities and would result in only minimal wastewater use and similar modifications to storm drain infrastructure as previously analyzed. As noted, TPSS Nos. 1B and 5B are alternate locations to those discussed in the Draft EIR, and the total number of TPSS sites required for the project remains unchanged. Electricity requirements during project operations would remain consistent with those evaluated in the Draft EIR, and the analysis in Section 3.11-4 remains applicable. The proposed TPSS design refinement locations would not result in a need for new or expanded natural gas infrastructure and would not expand the project's RSA into areas with publicly owned oil facilities.

Because the total number of TPSS sites remains consistent with the Draft EIR's assumptions, TPSS Nos. 1B and 5B would not alter the projected consumption of potable water, wastewater generation, or solid

waste production during either construction or operations. While the precise TPSS locations would shift slightly, the scope and intensity of activities with the potential to affect utility systems remain within the range analyzed in the Draft EIR.

Project features described in the Draft EIR related to utility infrastructure would continue to be employed as part of the project and remain consistent with the assumptions underlying the Draft EIR's impact analysis.

3.4-1.12 Energy

As described in the Draft EIR, the project would result in a significant impact if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Construction methods (including fuel sources and duration) would remain consistent with those described in the Draft EIR. Because the total number of TPSS sites has not changed, construction of the project with the proposed TPSS sites would result in a similar energy consumption, using the same sources over comparable time periods. Project features related to energy use during construction would remain the same. Likewise, project operations would involve the same energy requirements as described in the Draft EIR.

3.4-1.13 Cultural Resources

As described in the Draft EIR, the project would result in a significant impact if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

c) Disturb any human remains, including those interred outside of formal cemeteries.

The RSA described in Section 3.13 of the Draft EIR encompasses the proposed TPSS design refinement sites. These refinement locations do not include built environment resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR), or listed in a local register of historical resources. As such, they do not contain historical resources as defined by CEQA.

Construction methods and duration for TPSS Nos. 1B and 5B would be the same as those described in the Draft EIR, and the proposed locations are adjacent to those previously analyzed. As with the original sites, the areas have been subject to prior disturbances, and there would be similarly limited potential to encounter intact archaeological resources. The provisions for treatment of human burials, as described in the Draft EIR, would remain applicable to the TPSS design refinement locations. TPSS Nos. 1B and 5B are not located near El Nido Park.

Mitigation Measures MM-CUL-1, MM-CUL-2, and MM-CUL-3, as described in Section 4.17 of this Final EIR, would still be applicable to constructing these TPSSs at the refined sites, consistent with their application across the entire project. Project operations would remain unchanged from those described in the Draft EIR. Accordingly, the impact conclusions related to cultural resources remain consistent with the analysis presented in Section 3.13, Cultural Resources, of the Draft EIR and Section 4.17 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-1.14 Tribal Cultural Resources

As described in the Draft EIR, the project would cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code (PRC) Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k).

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Construction methods and duration for the proposed TPSS design refinement sites would be consistent with those anticipated for the TPSSs analyzed in the Draft EIR. Because the refined locations are adjacent to those previously evaluated and are similarly disturbed, there would be a similar, limited potential to encounter intact tribal cultural resources. Operational characteristics of the TPSS design refinements remain the same as those evaluated in the Draft EIR.

TPSS Nos. 1B and 5B do not expand the RSA to areas that encompass resources that have been determined by Metro, in its discretion and supported by substantial evidence, to be significant tribal cultural resources. As described in the Draft EIR, excavations associated with construction have the potential to disturb and destroy previously unknown significant tribal cultural resources. Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, as described in Section 4.18 of this Final EIR would be applicable to constructing the TPSS design refinements at these sites. Operational characteristics of the design refinements remain the same as those evaluated in the Draft EIR.

3.4-1.15 Public Services

As described in the Draft EIR, the project would result in a significant impact if it would:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:
    i. Fire protection.
    ii. Police protection.
    iii. Educational facilities.
    iv. Parks.
    v. Libraries.
b. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
c. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Because construction methods, duration, and locations for the proposed TPSS design refinement sites would be similar to those analyzed in the Draft EIR, the project would continue to not need new or physically altered fire protection facilities, police protection facilities, schools, parks, or libraries. Project

Feature PF-T-1, which maintains emergency access during construction, would remain part of the project for the TPSS design refinements. The scale of construction would remain consistent with what was analyzed in the Draft EIR, and the refined TPSS locations would not result in an increased demand for public service from temporary construction workers. Furthermore, TPSS Nos. 1B and 5B would not alter the operations of the project, including at crossings, and would not alter the jurisdictional boundaries of stations.

Because the total number of TPSSs sites remains unchanged, the TPSS design refinements would not alter the project's potential to increase or accelerate the deterioration of park facilities. The number of construction workers required and the anticipated project ridership would remain consistent with the assumptions of the Draft EIR.

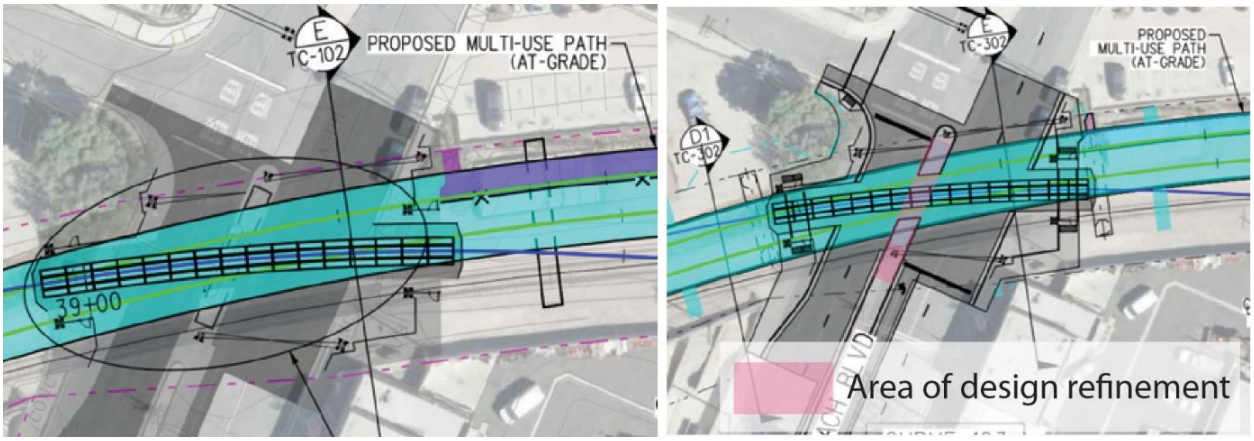
For the reasons provided above, the proposed TPSS design refinements would not result in new or more severe impacts compared to those disclosed in the Draft EIR. Therefore, the refinements would not contribute to cumulative impacts in a manner that would be cumulatively considerable compared to the project as originally proposed.

3.4-2 Manhattan Beach Boulevard Crossing

The Draft EIR analyzed an elevated structure crossing Manhattan Beach Boulevard that included a straddle bent with a center column located in the median of the roadway. The refined crossing would instead span the roadway without a center column. As shown in Figure 3.4-3, the refined crossing would cover approximately the same area as the original design. Drawings T-104 of Appendix 2-A of the Draft EIR and T-304 of Appendix B of the Final EIR further illustrate that the two designs are of similar height.

While construction methods would be slightly different between the Draft EIR and the refined design, both involve bridge structures of similar scale at the same location. As such, any variation in construction duration or technique would be minimal and would not affect the conclusions of the Draft EIR's analysis. The refined design differs from the original design primarily in its elimination of the median column and a slight lateral shift of the straddle bents on either side of the roadway. These adjustments would not result in new or more severe operational impacts compared to those identified in the Draft EIR.

Figure 3.4-3. Manhattan Beach Boulevard Crossing in Draft EIR ACE (left) and Final EIR ACE (right)



STV, 2023; 2025

3.4-2.1 Transportation

Because the proposed refined crossing structure is of similar size and located in the same areas as the crossing analyzed in the Draft EIR, any changes in construction duration or method would be negligible.

Project Feature PF-T-1, Construction Traffic Management Plan, would remain part of the project and the construction impact analysis presented in Section 3.1 of the Draft EIR remains applicable.

The refined crossing would not alter the permanent configuration or function of transit, roadway, bicycle, or pedestrian facilities on Manhattan Beach Boulevard in a manner that would affect their routine use compared to the design evaluated in the Draft EIR. While the design refinement includes a different placement of the straddle bent structure at Manhattan Beach Boulevard relative to what was described in the Draft EIR, pedestrian crossings at this location are currently prohibited and would remain prohibited. The height of the refined crossing is also similar to that previously analyzed, and as such, visibility from the east or west of the structure would not differ from that analyzed in the Draft EIR. Because the refinement maintains the fully grade-separated light rail design and preserves the existing roadway network, there would be no change in emergency access. The project's vehicle miles traveled (VMT) reduction assumptions would also remain unchanged.

Accordingly, the transportation impact conclusions remain consistent with those presented in Section 3.1, Transportation, of the Draft EIR.

3.4-2.2 Land Use and Planning

The refined crossing structure is similar in size and located in the same area as the design analyzed in the Draft EIR. As a result, any changes in construction duration or method would be negligible and the operational characteristics would remain substantially the same. The refined crossing would not alter the existing land use setting or introduce any new conflicts with applicable land use plans, policies, or regulations. Accordingly, the impact conclusions remain consistent with the analysis presented in Section 3.2, Land Use and Planning, of the Draft EIR and Section 4.6 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.3 Visual and Aesthetics

The refined crossing structure is similar in size and located in the same area as the design evaluated in the Draft EIR. As such, any differences in construction duration or method would be negligible, and operational characteristics would remain substantially the same. The refined crossing would not alter the visual conditions analyzed in the Draft EIR. The removal of one column at the Manhattan Beach Boulevard crossing, compared to the previously proposed design, would not increase the structure's visual prominence or introduce new or more severe visual impacts. Rather, the removal of the column would slightly reduce the structural massing over the roadway and could incrementally improve visual openness. Accordingly, the impact conclusions remain consistent with those presented in Section 3.3, Visual and Aesthetics, of the Draft EIR and Section 4.7 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.4 Air Quality

While the support structure over Manhattan Beach Boulevard would be refined, it would remain a similar type of structure constructed using similar methods. Construction of the refined support structure would not generate new emissions exceeding those disclosed in the Draft EIR. Operational emissions would remain unchanged, as the refined crossing does not alter the alignment or fuel source of the project. The refined crossing does not alter the project's alignment, fuel source, or impact conclusion. Accordingly, Section 3.4, Air Quality, of the Draft EIR and Section 4.8 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.5 Greenhouse Gas Emissions

While the support structure over Manhattan Beach Boulevard would be refined, it would remain a similar type of structure constructed using similar methods. As such, construction-related greenhouse gas emissions would not exceed those disclosed in the Draft EIR. Operational emissions would remain identical to what was analyzed in the Draft EIR, as the refined crossing does not alter the project's alignment or fuel source. Accordingly, the greenhouse gas emissions impact conclusions remain consistent with those presented in Section 3.5, Greenhouse Gas Emissions, of the Draft EIR and Section 4.9 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.6 Noise and Vibration

As previously discussed, the refined support structure over Manhattan Beach Boulevard would be similar in type and constructed using methods consistent with those analyzed in the Draft EIR. Because the refinement does not alter the location, height, or materials of this component of the project, operational noise and vibration levels would remain within the range previously analyzed. Accordingly, the impact conclusions for noise and vibration remain consistent with those presented in Section 3.6, Noise and Vibration, of the Draft EIR and Section 4.10 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.7 Biological Resources

The proposed crossing over Manhattan Beach Boulevard would involve the same type of construction at the same location and would require similar construction durations as those described in Draft EIR Sections 3.7 and 4.5-3.7. While no special-status species, riparian habitat, protected wetlands, or migratory species occur at Manhattan Beach Boulevard, Mitigation Measures MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4 would continue to apply to reduce any potential impacts during construction to less than significant, consistent with the Draft EIR. Similarly, this location is not subject to any applicable policies, ordinances, or an adopted HCP or NCCP.

The same types of operations and operational maintenance described in the Draft EIR would occur at Manhattan Beach Boulevard under the proposed refinement. As stated, Metro's routine maintenance during operation of this crossing does not typically disturb vegetation or trees that support nesting birds. The impact conclusions for the refined crossing remain consistent with Section 3.7, Biological Resources, of the Draft EIR and Section 4.11 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.8 Geology and Soils

As previously discussed, while the support structure over Manhattan Beach Boulevard would be refined, it would be a similar type of structure constructed using methods consistent with those described in the Draft EIR. Because it is in the same location as the originally proposed structure evaluated in the Draft EIR, no additional geological, soil, or paleontological impacts are anticipated, and the applicable project features and mitigation measures would continue to apply. The refined crossing does not alter the location, height, or materials of this component of the project, so operational impacts would remain unchanged. The impact conclusions for the refined crossing remain consistent with Section 3.8, Geology and Soils, of the Draft EIR and Section 4.12 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.9 Hazards and Hazardous Materials

As previously discussed, while the support structure over Manhattan Beach Boulevard would be refined, it would be a similar type of structure constructed using methods consistent with those described in the Draft EIR. Because it is in the same location as the structure analyzed in the Draft EIR, no additional use or encounters or with hazardous materials, or changes to haul routes, are anticipated. Applicable project

features and mitigation measures would continue to apply. The refined crossing does not alter the location, height, or materials of this component of the project, so operational impacts would remain unchanged. The impact conclusions for the refined crossing remain consistent with Section 3.9, Hazards and Hazardous Materials, of the Draft EIR and Section 4.13 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.10 Hydrology and Water Quality

Construction of the proposed crossing refinement at Manhattan Beach Boulevard would have a similar potential to affect surface water or groundwater quality and supply as described in the Draft EIR. As previously noted, the same construction methods would be used in the same general location, with only a slight shift in the placement of the straddle bent and elimination of the median column. These minor changes are not expected to result in new hydrological conditions beyond those described in the Draft EIR. The project features described in the Draft EIR were designed to address straddle bent construction and site conditions at the crossing location would continue to apply. The change in impervious surface associated with the crossing refinement would be negligible, due to its similar footprint. Operational characteristics would remain unchanged.

As the crossing remains in the same location analyzed in the Draft EIR, there are no significant existing natural and manmade drainage features within the footprint, including sumps; nor is it located in a flood zone. The BMPs identified as project features in the Draft EIR related to excavations would continue to be employed and remain consistent with the assumptions underlying the impact analysis related to erosion or siltation, runoff, floods, or flood flows. Similarly, the consistent location of the crossing means it is subject to the same water quality control plans and sustainable groundwater management plans described in the Draft EIR.

The impact conclusions for the refined crossing remain consistent with Section 3.10, Hydrology and Water Quality, of the Draft EIR and Section 4.14 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.11 Utilities and Service Systems

As previously discussed, while the support structure over Manhattan Beach Boulevard would be refined, it would be a similar type of structure constructed using methods consistent with those described in the Draft EIR. Because of this, it would interact with wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities in the same manner as the structure analyzed in the Draft EIR, during both construction and operation. Water consumption would also be comparable; however, one of the three water lines previously identified for relocation would no longer need to be relocated, as the revised column placement for the straddle bents would avoid the water line at that location.

With minimal construction and no operational differences, the proposed refined crossing would not alter consumption of potable water, wastewater generation, or production of solid waste during construction or operation compared to what was analyzed in the Draft EIR.

The project features described in the Draft EIR and Final EIR would continue to be employed and would function as described with respect to utility infrastructure. The impact conclusions for the refined crossing remain consistent with Section 3.11, Utilities and Service Systems, of the Draft EIR and Section 4.15 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.12 Energy

While the support structure over Manhattan Beach Boulevard would be refined, it would be a similar type of structure constructed using methods consistent with those described in the Draft EIR. It would not result in the use of additional or different energy sources than those discussed in the Draft EIR. Operational energy use would remain unchanged, as the refined crossing does not alter the alignment or fuel source of the project. The impact conclusions for the refined crossing remain consistent with Section 3.12, Energy, of the Draft EIR and Section 4.16 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.13 Cultural Resources

Because the location of the crossing refinement is the same as that analyzed in the Draft EIR, the RSA described in Section 3.13 of the Draft EIR includes the Manhattan Beach Boulevard crossing refinement. This area does not contain built environment resources that are listed or eligible for listing in the NRHP/CRHR, or listed in a local register of historical resources. As such, the area does not contain historical resources as defined by CEQA.

As construction methods, location, and duration for the proposed crossing refinement would be the same as those described in the Draft EIR, there would be a similarly limited potential to encounter intact archaeological resources, due to prior disturbance of the area. The provisions for treatment of human burials, as described in the Draft EIR, would remain applicable to the refined crossing, and the refinement is not located near El Nido Park.

Mitigation Measures MM-CUL-1, MM-CUL-2, MM-CUL-3, as described in Section 4.17 of this Final EIR, would still be applicable to constructing the refined crossing. Operational conditions of the refined crossing remain consistent with those evaluated in the Draft EIR. The impact conclusions for the refined crossing remain consistent with Section 3.13, Cultural Resources, of the Draft EIR and Section 4.17 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.14 Tribal Cultural Resources

As construction methods, location, and duration for the crossing refinement at Manhattan Beach Boulevard would be the same as those analyzed in the Draft EIR, there would be a similarly limited potential to encounter intact tribal cultural resources, due to prior disturbance of the area. Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, as described in Section 4.18 of this Final EIR, would be applicable to constructing the refined crossing.

The refined crossing does not expand the RSA into areas that contain resources determined by Metro, in its discretion and supported by substantial evidence, to be significant tribal cultural resources. As described in the Draft EIR, excavation activities associated with construction have the potential to disturb and destroy previously unknown significant tribal cultural resources. MM-TCR-1, MM-TCR-2, and MM-TCR-3, as described in Section 4.18 of this Final EIR, would apply to the refined crossing at Manhattan Beach Boulevard. Operational characteristics would remain unchanged.

The impact conclusions for the refined crossing remain consistent with Section 3.14, Tribal Cultural Resources, of the Draft EIR and Section 4.18 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-2.15 Public Services

As construction methods, location, and duration for the crossing refinement would be the same as those analyzed in the Draft EIR, there remains no need to acquire or alter fire protection facilities, police protection facilities, schools, parks, or libraries. Project Feature PF-T-1 would continue to maintain emergency access during construction. Additionally, because the scale of construction remains

consistent with what was analyzed in the Draft EIR, no additional demand on public services from temporary workers is anticipated. The refined crossing would not alter the operations of the project, as it would still be elevated over Manhattan Beach Boulevard, and it would not change the governmental jurisdiction of stations.

Because the refined crossing is in the same location and of the same scale as the design described in the Draft EIR, it would not increase the potential for deterioration of park facilities through increased workforce presence or use. The number of construction workers required and the projected ridership would remain the same as previously analyzed.

The impact conclusions for the refined crossing remain consistent with Section 3.15, Public Services, of the Draft EIR and Section 4.19 of Chapter 4, Corrections and Additions, of this Final EIR.

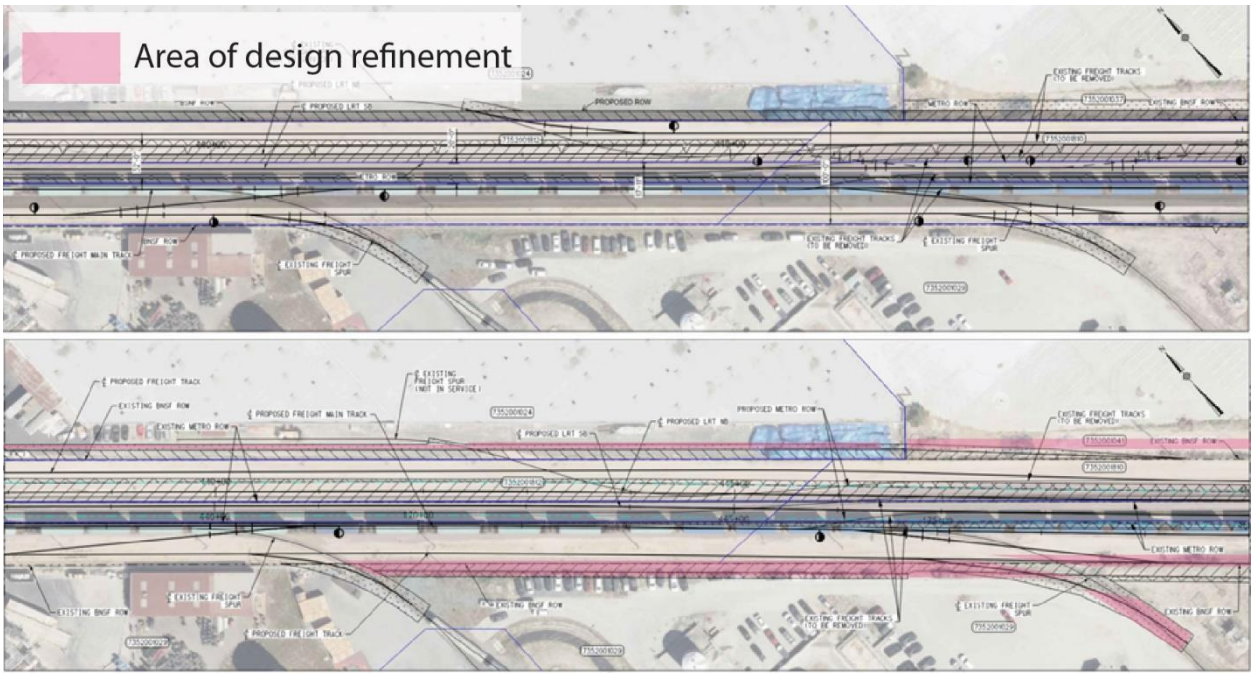
As described above, the refined crossing would not result in new or more severe impacts compared to those disclosed in the Draft EIR; therefore, the refined crossing would not contribute to cumulative impacts in a manner that would be cumulatively considerable compared to the project as originally proposed.

3.4-3 Freight Track Relocation and Maintenance Access Path

The Draft EIR evaluated track shifts and widening of the Metro and BNSF ROW south of 190th Street in the highly industrialized areas of the corridor in Torrance. After the publication of the Draft EIR, Metro continued coordination with local stakeholders, including BNSF and business or property owners adjacent to the Metro and BNSF ROW. Coordination with BNSF resulted in refinements to the project design to provide maintenance access paths parallel to freight tracks, which otherwise would have been no longer accessible from the edge of the ROW with the addition of light rail tracks. The addition of these maintenance access paths expanded the ROW approximately five feet to the southwest between 190th Street and just south of Del Amo Boulevard. Additionally, the proposed design of light rail, freight tracks, paths, and other ancillary facilities was shifted to the south between Prairie Avenue and Del Amo Boulevard to avoid encroachment into the Torrance Refining Company's property and ensure safe and secure operations. Such refinements further expand the ROW to the southwest in these areas. The latter refinement also resulted in modifications to the bridges at Prairie Avenue and Del Amo Boulevard, discussed further in Section 3.4-4.

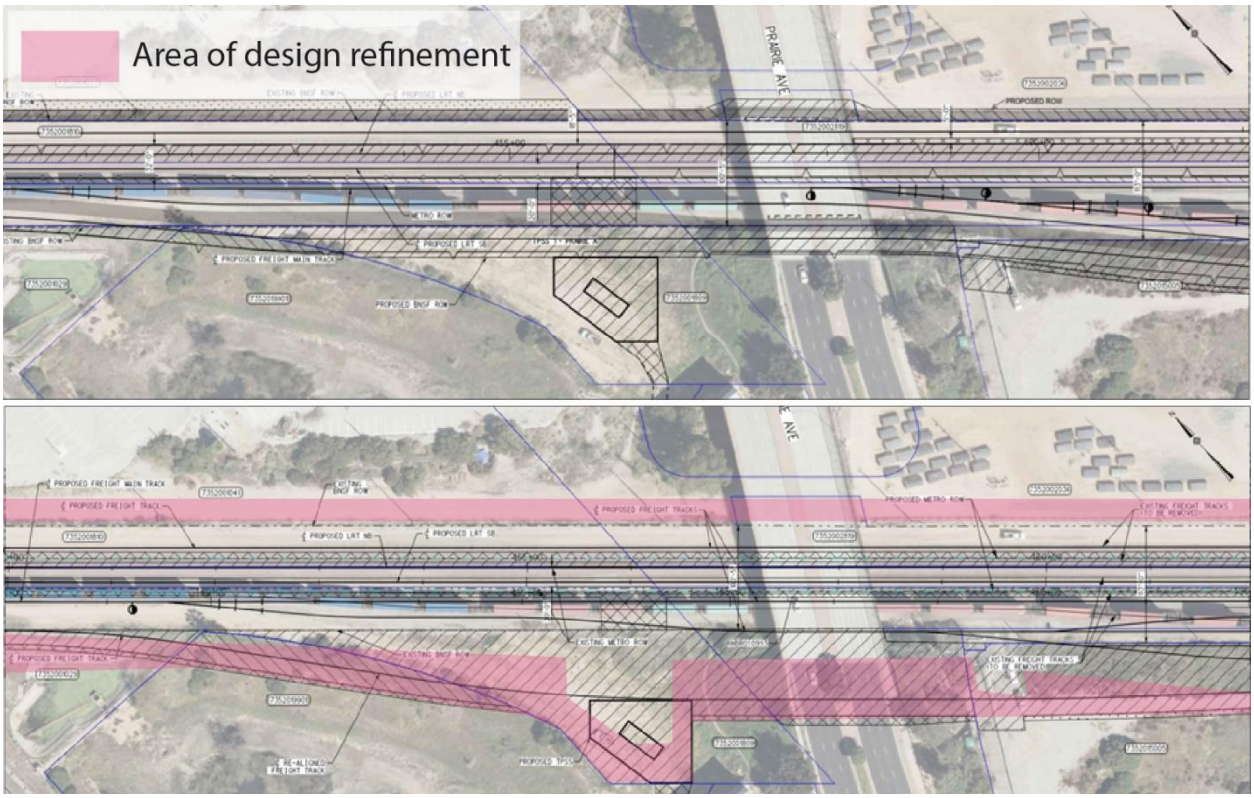
Figure 3.4-4, Figure 3.4-5, Figure 3.4-6, Figure 3.4-7, and Figure 3.4-8 compare the ROW of the Draft EIR's Appendix 2-A, Select Advanced Conceptual Engineering Drawings, and this Final EIR's Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, from south of 190th Street to South of Del Amo Boulevard. Figure 3.4-4 and Figure 3.4-8 show minimal expansion, by a matter of several feet into the adjacent industrial properties. Figure 3.4-5, Figure 3.4-6, and Figure 3.4-7 show more noticeable expansion into the adjacent industrial properties. In all cases, these impacts to properties do not require full acquisitions that would prevent them from continuing their business operations and are largely sliver takes of areas without permanent structures or equipment.

Figure 3.4-4. Proposed ROW South of 190th Street in Draft EIR ACE (top) and Final EIR ACE (bottom)



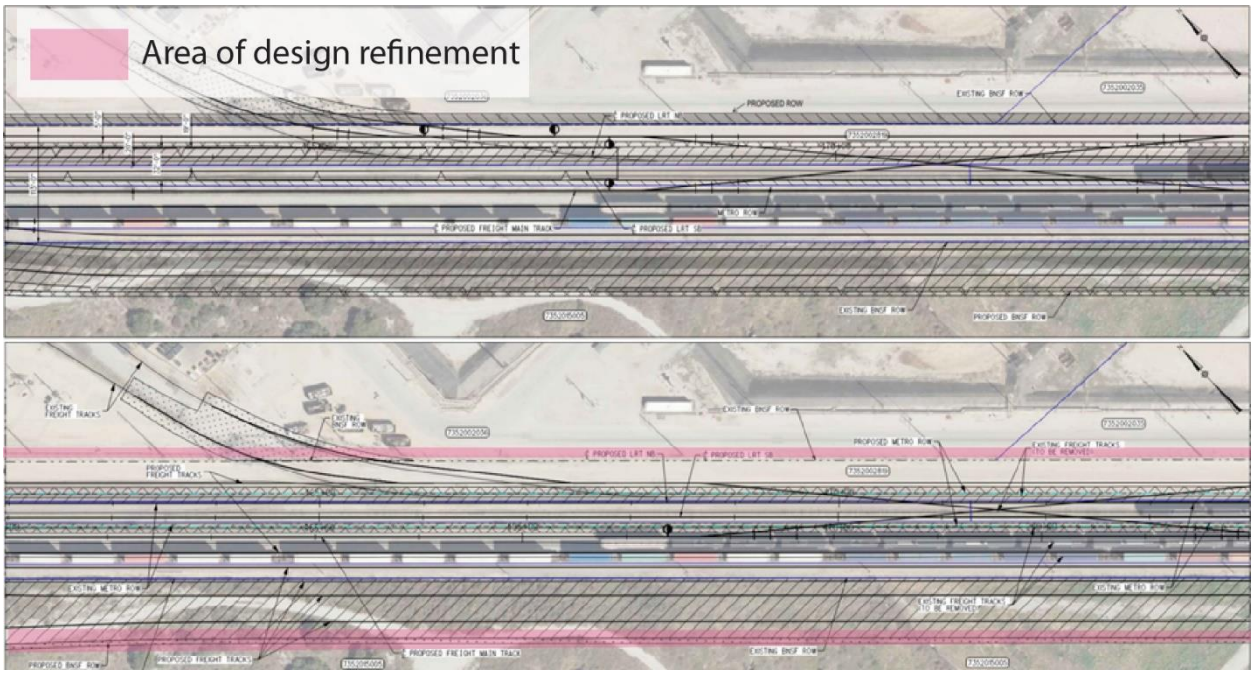
Source: STV, 2023; 2025

Figure 3.4-5. Proposed ROW in the Vicinity of Prairie Avenue in Draft EIR ACE (top) and Final EIR ACE (bottom)



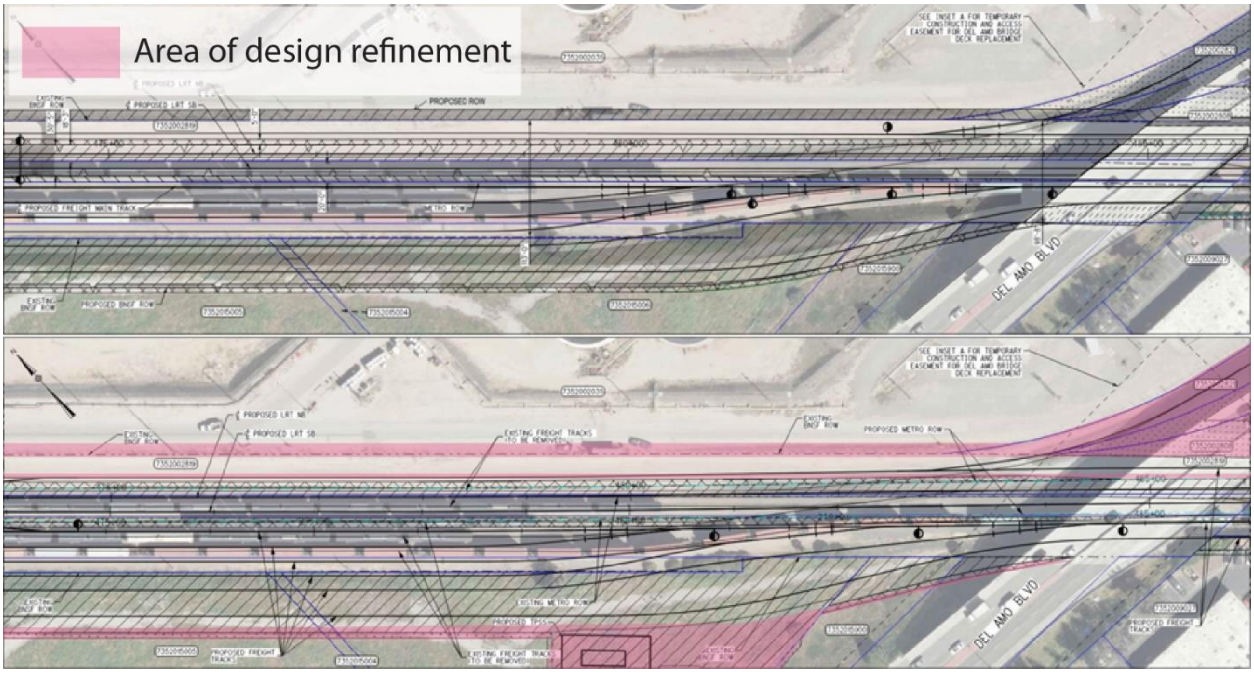
Source: STV, 2023; 2025

Figure 3.4-6. Proposed ROW between Prairie Avenue and Del Amo Boulevard in Draft EIR ACE (top) and Final EIR ACE (bottom)



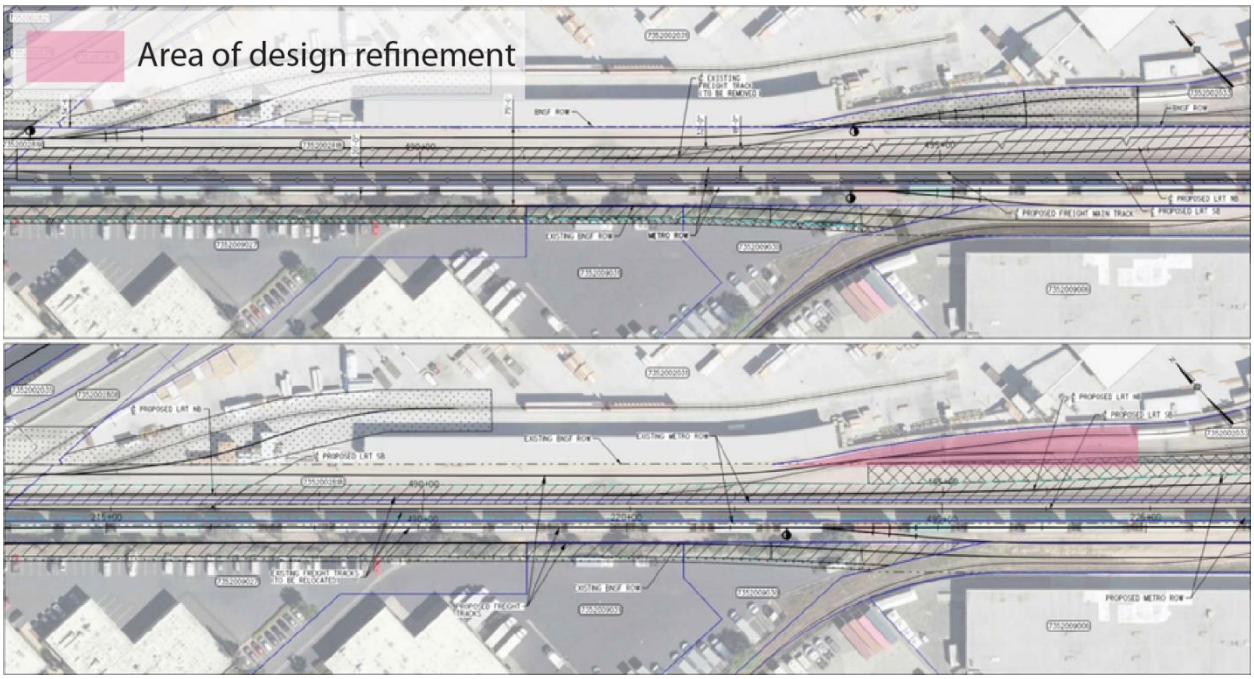
Source: STV, 2023; 2025

Figure 3.4-7. Proposed ROW North of Del Amo Boulevard in Draft EIR ACE (top) and Final EIR ACE (bottom)



Source: STV, 2023; 2025

Figure 3.4-8. Proposed ROW South of Del Amo Boulevard in Draft EIR ACE (top) and Final EIR ACE (bottom)



Source: STV, 2023; 2025

3.4-3.1 Transportation

The freight track and maintenance access path refinements expand the project footprint slightly. However, the small scale of the added work needed to construct these paths would be negligible and have limited interaction with the transportation network relative to what was described in the Draft EIR, as the added work would largely take place within the ROW and private industrial properties. The freight track and maintenance access path refinements would not alter the permanent conditions of transit, roadway, bicycle, and pedestrian facilities in a manner that would affect their routine use differently than described in the Draft EIR, nor would they require permanent alteration of the roadway network, including changes to local pedestrian access, or create a visibility obstruction. Because the freight track and maintenance access paths refinements would not alter the nature of the grade-separated light rail and would maintain the existing roadway network, there would be no effect on emergency access.

Therefore, transportation impacts related to the freight track and maintenance access path refinements remain consistent with Section 3.1, Transportation, of the Draft EIR and Section 4.5 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.2 Land Use and Planning

The freight track and maintenance access path refinements would remain within industrial areas away from sensitive residential and commercial uses; they would also occur within or adjacent to the existing Metro ROW, avoiding impacts to established communities. The plans, policies, and regulations identified in the Draft EIR are the same as those that would apply to the area affected by the freight track and maintenance access path refinements. Because the freight track and maintenance access path refinements do not change the existing land use setting or conflict with the described plans and policies during operation, the impact conclusions for the refinements remain consistent with Section 3.2, Land Use and Planning, of the Draft EIR and Section 4.6 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.3 Visual and Aesthetics

The proposed freight track and maintenance access path refinements are located immediately adjacent to the Metro ROW and the Draft EIR establishes that there are no scenic vistas or state scenic highways in the RSA.

While the freight track and maintenance access path refinements expand the footprint slightly, the small scale of the added work needed to construct these paths means changes to construction activities relative to what was described in the Draft EIR would be negligible. Additionally, construction would be in an industrial area where construction of light rail track, relocation of freight track, and roadway bridge construction have already been analyzed in the Draft EIR. Therefore, the overall visual conditions during construction would be of a similar nature as that described in the Draft EIR. Operationally, the proposed freight track and maintenance access path refinements would be visually similar to the surrounding industrial area. Therefore, they would not conflict with applicable zoning or other regulations governing scenic quality. The proposed freight track and maintenance access path refinements are not located near outdoor recreation facilities or other public areas that could be affected by a new source of light or glare, nor would an atypical amount of light or glare emanate from the proposed freight track and maintenance access path refinements under operational conditions relative to their surroundings. Therefore, the impact conclusions for the refinements remain consistent with Section 3.3, Visual and Aesthetics, of the Draft EIR and Section 4.7 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.4 Air Quality

The freight track and maintenance access path refinements could represent a marginal increase in construction, but not to the extent that construction durations would be altered or maximum daily emissions would meaningfully increase, considering the proximity and similarity of work proposed in the Draft EIR in this area. There are no residential, educational, or long-term medical care facilities within 500 feet of the alignment in this area. Thus, the expanded construction area footprint and future vehicular service trips along the maintenance road would not generate localized emissions that could affect sensitive receptors.

Operational emissions would remain identical to what was analyzed in the Draft EIR, as the freight track and maintenance access path refinements do not alter the alignment or fuel source of the project. The impact conclusions for the refinements remain consistent with Section 3.4, Air Quality, of the Draft EIR and Section 4.8 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.5 Greenhouse Gas Emissions

As with air quality, freight track and maintenance access path refinements could represent a marginal increase in construction, but not to the extent that construction durations would be altered or maximum daily emissions would meaningfully increase. Operational emissions would remain identical to those analyzed in the Draft EIR, as the freight track and maintenance access path refinements do not alter the alignment or fuel source of the project. The impact conclusions for the refinements remain consistent with Section 3.5, Greenhouse Gas Emissions, of the Draft EIR and Section 4.9 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.6 Noise and Vibration

Construction and operation of proposed freight track and maintenance access path refinements have the potential to alter ambient noise levels. Figure 4.21-3, Figure 4.21-4, and Figure 4.21-5 in Chapter 4, Corrections and Additions, show the areas of the proposed freight track and maintenance access path refinements in the context of nearby sensitive receptors. These figures show that there are no sensitive receptors in the vicinity and the refinements would not bring the railroad ROW any closer to sensitive

receptors. Mitigation measures identified in the Draft EIR would still apply. Therefore, the freight track and maintenance access path refinements would not result in the exceedance of FTA noise standards during operation or increase the already significant impact (which is located elsewhere along the alignment) during construction.

Figure 4.21-26, Figure 4.21-27, Figure 4.21-28, Figure 4.21-29, Figure 4.21-30, Figure 4.21-31, Figure 4.21-32, and Figure 4.21-33 in Chapter 4 of this Final EIR show where vibration sensitive receptors and impacts are located. None of the figures include sensitive receptors within the area of the freight track and maintenance access path refinements. The impact conclusions for the refinements remain consistent with Section 3.6, Noise and Vibration, of the Draft EIR and Section 4.10 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.7 Biological Resources

The proposed freight track and maintenance access path refinements would use the same construction methods, occur adjacent to the same project footprint, take place on heavily industrialized properties, and occur over similar durations as those described in the Draft EIR. While no special-status species, riparian habitat, protected wetlands, nor migratory species occur in the area of these refinements, Mitigation Measures MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4 would still be applicable to mitigate any potential impacts during construction to less than significant, consistent with the Draft EIR. Similarly, these locations are not subject to any applicable policies, ordinances, or an adopted HCP or NCCP.

The same types of operational maintenance described in the Draft EIR would occur along the proposed freight track and maintenance access path. As stated, Metro routine maintenance during operation of this project component does not typically disturb vegetation or trees that support nesting birds. The impact conclusions for the refinements remain consistent with Section 3.7, Biological Resources, of the Draft EIR and Section 4.11 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.8 Geology and Soils

(a) Exposure of People or Structures to Adverse Effects

The proposed freight track and maintenance access path refinements would remain outside any known fault zones or CGS-mapped AP Earthquake Fault Zones. Therefore, construction and operation of the refinements would have no impact related to fault rupture.

As the proposed freight track and maintenance access path refinements are adjacent to the Metro ROW and located on parcels adjacent to those previously anticipated to be affected by the project, they would not require substantial changes to the location, number of workers, or types of equipment. The same design approach to accommodate the high seismic ground motion and associated consequences (such as liquefaction-induced vertical settlements or lateral spreading), if any, would apply, as the maintenance access paths would not require new construction methods and would perform in accordance with the MRDC MDE and ODE thresholds during operations. For similar reasons, impacts related to the risk of loss, injury, or death involving strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides would remain consistent with the Draft EIR.

(b) Soil Erosion

The proposed freight track and maintenance access path refinements would require the same types of construction and operational activities immediately adjacent to the Metro ROW as described in the Draft EIR. All mitigation measures and project features described in Section 3.8 in the Draft EIR and

Section 4.12 of this Final EIR would apply as the refinements do not involve new types of features or substantially different soils.

(c) Unstable Geological Unit or Soil

As the proposed freight track and maintenance access path refinements are adjacent to the Metro ROW, as described in the Draft EIR, they are not located within a CGS-mapped liquefaction zone. Therefore, impacts associated with unstable soils and their consequences would remain less than significant.

(d) Expansive Soils

As the freight track and maintenance access path refinements are adjacent to the Metro ROW, as described in the Draft EIR, impacts associated with expansive soils creating substantial direct or indirect risks to life or property would remain less than significant. Additionally, the project features related to expansive soils described in Draft EIR Section 3.8 and Section 4.12 of this Final EIR would continue to be employed as part of the project and the refinements would remain consistent with the assumptions underlying the Draft EIR.

(e) Disposal of Wastewater

As the proposed freight track and maintenance access path refinements are adjacent to the Metro ROW, the area under study is fully developed with public infrastructure, including sewer lines. Neither construction nor operation of the refinements would require the use of a septic tank or alternative wastewater disposal systems.

(f) Paleontological Resources

The freight track and maintenance access path refinements could require shallow excavation to a similar degree and nature as the work evaluated in the Draft EIR and Mitigation Measure MM-GEO-1 would remain applicable.

Based on the above, the impact conclusions for the proposed freight track and maintenance access path refinements remain consistent with Section 3.8, Geology and Soils, of the Draft EIR and Section 4.12 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.9 Hazards and Hazardous Materials

(a) Transport, Use, or Disposal of Hazardous Materials

Construction of the freight track and maintenance access path refinements would use the same methods as described in the Draft EIR and would be located on and/or adjacent to parcels already proposed to be impacted by the project and evaluated in the Draft EIR. Thus, similar hazardous materials as those evaluated in the Draft EIR would be transported, used, or disposed of during construction. The locations of the refinements overlap with the RSA shown in Figure 3.9-1 of the Draft EIR and would involve similar sources of potentially hazardous materials that could be encountered during project construction. All project features would remain applicable to constructing the freight tracks and maintenance access paths.

With regard to disposal of contaminated soil and groundwater, the conditions on or adjacent to the Metro ROW where the freight track and maintenance access path refinements would occur are the same as those described in the Draft EIR. Because these conditions are the same, all project features described in the Draft EIR pertaining to the disposal of contaminated soil and groundwater would continue to be employed as part of the project and the refinements would remain consistent with the assumptions underlying the Draft EIR.

The freight track and maintenance access path refinements would not change the project's occasional operational use, storage, and disposal of hazardous materials described in the Draft EIR.

(b) Release of Hazardous Materials into the Environment

As described in the Draft EIR, potential hazards that may be encountered in the project RSA include oil and gas pipelines, hazardous gases, contaminated groundwater, and buried utilities. Construction of the freight track and maintenance access path refinements could involve activities that disturb the ground and could encounter these same hazards. However, the freight track and maintenance access path refinements fall within the affected environment previously reviewed in Draft EIR Section 3.9-3 and Section 3.9-4, and further evaluated in Section 4.13 of this Final EIR. While the refinements would slightly alter the project footprint, all construction would occur on parcels that have already been investigated for hazards and hazardous materials. The project features described in the Draft EIR would apply to these locations as part of the project, ensuring that the proposed freight track and maintenance access path refinements do not cause significant risks.

(c) Hazardous Materials within One-Quarter Mile of a School

The proposed freight track and maintenance access path refinements are in a heavily industrialized area with a footprint directly adjacent to what was analyzed in the Draft EIR; therefore, their construction and operation would not bring hazardous materials, substances, emissions, or waste materially closer to existing or proposed schools.

Since the refinements are located on or immediately adjacent to the original footprint, they would not alter construction hauling routes. The project features regarding transporting potentially hazardous materials apply to the refinements as part of the project. The refinements would not change the operational conditions that could lead to the release of hazardous materials within a quarter-mile of existing or proposed schools beyond those described in the Draft EIR.

(d) Government Code Section 65962.5

The proposed freight track and maintenance access path refinement would require a temporary construction easement on the North Posse Site, which is listed pursuant to Government Code Section 65962.5. As described in Section 3.9-4.4 of the Draft EIR, the Draft EIR assumes use of this site for temporary construction activities and analyzed the associated conditions accordingly. The freight track and maintenance access path refinements would involve similar types of construction activities in the same general area as previously analyzed. Because the nature, location and intensity of the refinements are consistent with what was already evaluated, the environmental conditions and potential hazards remain the same. Therefore, the conclusions of the Draft EIR regarding potential impacts from construction on the North Posse Site remain valid. The project features project features described in Section 3.9-4.4 of the Draft EIR would still apply, including the recommendation for a Phase II site investigation. As described in the Draft EIR, the Phase II investigation is recommended to evaluate soils and groundwater for total petroleum hydrocarbons (TPH), volatile organic compounds (VOC), semi-volatile organic compounds (SVOC), asbestos-containing materials (ACM), and metals along the alignment between Prairie Avenue and Del Amo Boulevard.

(e) Airstrips

Like the project components evaluated in the Draft EIR, the proposed freight track and maintenance access path refinements are not located within or close proximity to an airstrip. Therefore, they would not result in any related impacts.

(f) Emergency Response or Evacuation Plan

Project Feature PF-T-1, which requires preparation of a CTMP, would remain part of the project with the proposed refinements. The CTMP is a component of the proposed project and would address emergency access during construction to ensure continued compliance with adopted emergency response plans and evacuation routes within the RSA. The refinements would not alter how the project interacts with access routes or roadways used by emergency responders during operation. Therefore, potential impacts related to emergency response or evacuation would be the same as described in the Draft EIR.

(g) Wildfires

As with the project components evaluated in the Draft EIR, the freight track and maintenance access path refinements are located in a highly urbanized area, and no portion of the RSA is within or near areas prone to wildfires. As such, wildfire-related impacts would not occur.

Based on the above, the impact conclusions for the proposed freight track and maintenance access path refinements remain consistent with Section 3.9, Hazards and Hazardous Materials, of the Draft EIR and Section 4.13 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.10 Hydrology and Water Quality

Construction of the proposed freight track and maintenance access path refinements has a similar potential to introduce contamination to surface and groundwater or impact groundwater supplies as the construction described in the Draft EIR. As previously described, the same types of construction methods would be used for the proposed freight track and maintenance access path refinements and construction would occur roughly in the same locations in roughly the same hydrological conditions as those described in the Draft EIR. As the project features described in the Draft EIR were designed to address construction and operation of rail infrastructure, including ancillary facilities such as maintenance paths, they continue to support the conclusion that there would be no significant impacts to surface and groundwater quality and supply.

The change in impervious surface as a result of proposed freight track and maintenance access path refinements would be negligible, as the paths require approximately five feet and would occur on already highly developed land. While Figure 3.4-5, Figure 3.4-6, and Figure 3.4-7 of the Final EIR, show a larger expansion of the footprint southwestward, this is largely a result of a shift from the northeast and does not represent a substantial net increase of impervious surface compared to what was analyzed in the Draft EIR. Operations would not be altered as a result of the proposed freight track and maintenance access path refinements in a way that would interact with surface or groundwater any differently than the operations described in the Draft EIR.

As the proposed freight track and maintenance access path refinements occur immediately adjacent to the footprint described in the Draft EIR, no substantial drainage alterations would occur during construction relative to those described in the Draft EIR, as there are no significant existing natural and manmade drainage features within the footprint, including sumps. In addition, the proposed freight track and maintenance access path refinements are not located in a flood zone. Where excavation is required, the BMPs described as part of the project features in the Draft EIR would remain valid and allow the project refinements to avoid impacts related to erosion or siltation, runoff, floods, or flood flows.

The proposed freight track and maintenance access path refinements are subject to the same water quality control plans and sustainable groundwater management plans that apply to the project components evaluated in the Draft EIR. The project features described in the Draft EIR would remain

effective at avoiding impacts related to conflicts with water supply and groundwater management plans. The impact conclusions for the refinements remain consistent with Section 3.10, Hydrology and Water Quality, of the Draft EIR and Section 4.14 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.11 Utilities and Service Systems

The proposed freight track and maintenance access path refinements would interact with water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities in slightly different ways than the project as described in the Draft EIR due to the expanded footprint. However, because the refinements are adjacent to or overlap the previously analyzed project footprint, they have the potential to affect the same utility facilities analyzed in the Draft EIR. The proposed refinements do not conflict with any water or telecommunications facilities and would involve the same basic types of construction at the same or adjacent locations as described in the Draft EIR. Thus, they would require only minimal wastewater use and the same types of modifications to storm drain infrastructure. Electricity requirements during project operations would not change with the proposed freight track and maintenance access path refinements and the analysis in Section 3.11-4 of the Draft EIR remains valid. The proposed freight track and maintenance access path refinements would have no potential to require new or expanded natural gas or oil facilities, do not expand the RSA into areas with publicly owned oil facilities, and would not require the project to use natural gas or oil during operations.

The proposed freight track and maintenance access path refinements would not change the consumption of potable water, wastewater generation, or solid waste during construction or operation compared to what was analyzed in the Draft EIR. While the footprint would expand and shift slightly, the overall scope and intensity of water-consuming and wastewater- and solid-waste-generating activities would remain within the range analyzed in the Draft EIR.

The project features described in the Draft EIR remain applicable to the refinements and continue to support the conclusion that impacts to utility systems would not exceed significance thresholds during construction or operation. The impact conclusions for the proposed freight track and maintenance access path refinements remain consistent with Section 3.11, Utilities and Service Systems, of the Draft EIR and Section 4.15 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.12 Energy

Like air quality and greenhouse gas emissions, while the proposed freight track and maintenance access path refinements would slightly expand the footprint, they would involve a similar scope of construction and use the same construction methods as those described in the Draft EIR. They would also not use more or rely on different energy sources than what is reported in the Draft EIR. Operational energy use would remain identical to what was analyzed in the Draft EIR, as the proposed refinements do not alter the fuel source of the project or substantially change the alignment. The impact conclusions for the refinements remain consistent with Section 3.12, Energy, of the Draft EIR and Section 4.16 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.13 Cultural Resources

The RSA described in Section 3.13 of the Draft EIR is inclusive of the proposed freight track and maintenance access path refinements and does not include any built environment resources that meet the NRHP/CRHR criteria for eligibility or are considered historical resources for the purposes of CEQA.

As construction methods and duration would be similar for the proposed refinements, and locations would be adjacent to those described in the Draft EIR, there would be a similarly limited potential to encounter intact archaeological resources, due to prior disturbance of the area. The provisions for

treatment of human burials as described in the Draft EIR would continue to apply to the design refinements, and the proposed freight track and maintenance access path refinements are not located near El Nido Park.

Mitigation Measures MM-CUL-1, MM-CUL-2, and MM-CUL-3, as described in Section 4.17 of this Final EIR, would still apply to construction of the proposed freight track and maintenance access path refinements. Operational characteristics would be the same as those described in the Draft EIR. The impact conclusions for the proposed freight track and maintenance access path refinements remain consistent with Section 3.13, Cultural Resources, of the Draft EIR and Section 4.17 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.14 Tribal Cultural Resources

As construction methods and duration would be similar for the proposed freight track and maintenance access path refinements, and locations would be adjacent to those analyzed for the project in the Draft EIR, there would be a similarly limited potential to encounter intact tribal cultural resources due to prior disturbance of the area. Operations would be the same as those described in the Draft EIR.

The proposed freight track and maintenance access path refinements do not expand the RSA to areas that encompass resources that have been determined by Metro, in its discretion and supported by substantial evidence, to be significant tribal cultural resources. As described in the Draft EIR, excavations associated with construction have the potential to disturb and destroy previously unknown significant tribal cultural resources. Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, as described in Section 4.18 of this Final EIR, would be applicable. Operational conditions would be the same as those described in the Draft EIR. The impact conclusions for the proposed freight track and maintenance access path refinements remain consistent with Section 3.14, Tribal Cultural Resources, of the Draft EIR and Section 4.18 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-3.15 Public Services

As construction methods and duration for the proposed freight track and maintenance access path refinements and locations would be adjacent to those analyzed for the project in the Draft EIR, there remains no need to acquire or alter fire protection facilities, police protection facilities, schools, parks, or libraries. Project Feature PF-T-1 would remain part of the project to ensure emergency access during construction. The refinements requiring the same scale of construction to what was analyzed in the Draft EIR would ensure no additional demand would be placed on these government facilities by temporary workers. The proposed freight track and maintenance access path refinements would not alter the operations of the project, including at crossings, nor change the governmental jurisdiction of stations.

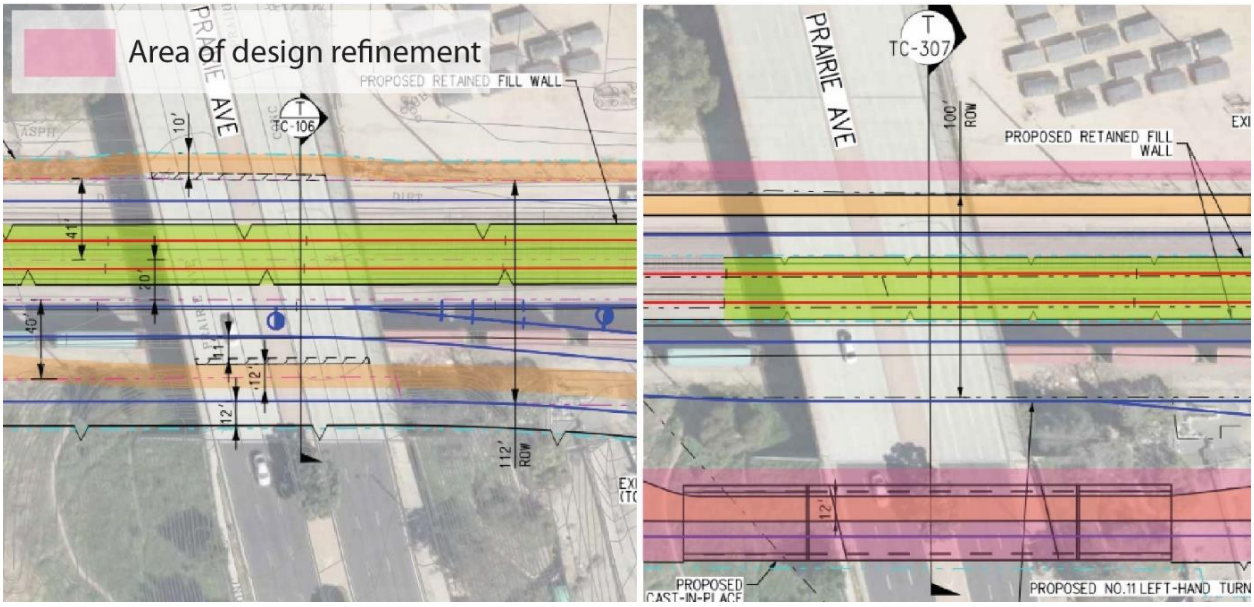
Because the increase in project footprint would be minimal, they would not change the project's potential to increase or accelerate deterioration of park facilities. The number of construction workers the proposed freight track and maintenance access path refinements would require would be similar to those described in the Draft EIR, and the number of riders the project would attract would remain the same.

As described above, the proposed freight track and maintenance access path refinements would not result in new or more severe impacts compared to those disclosed in the Draft EIR; therefore, the refinements would not contribute to cumulative impacts in a manner that would be cumulatively considerable compared to the project as originally proposed.

3.4-4 Prairie Avenue and Del Amo Boulevard Bridges

As described in Section 3.4-3 of this Final EIR, continued coordination after the publication of the Draft EIR resulted in shifting the design of the project southwestward, south of 190th Street. This shift in alignment resulted in changes to the proposed design of two roadway bridges that cross over the Metro and BNSF ROW: Prairie Avenue and Del Amo Boulevard. In the design analyzed in the Draft EIR, no major structural work was proposed at Prairie Avenue, as there was sufficient space to construct the required freight tracks on the southwest side of the ROW without modifying the bridge. In the refined design, however, a box tunnel would be constructed on the southwest side of the ROW to allow the realigned freight track to pass through. Figure 3.4-9 compares the Draft EIR's Appendix 2-A, Select Advanced Conceptual Engineering Drawings, and this Final EIR's Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, at Prairie Avenue.

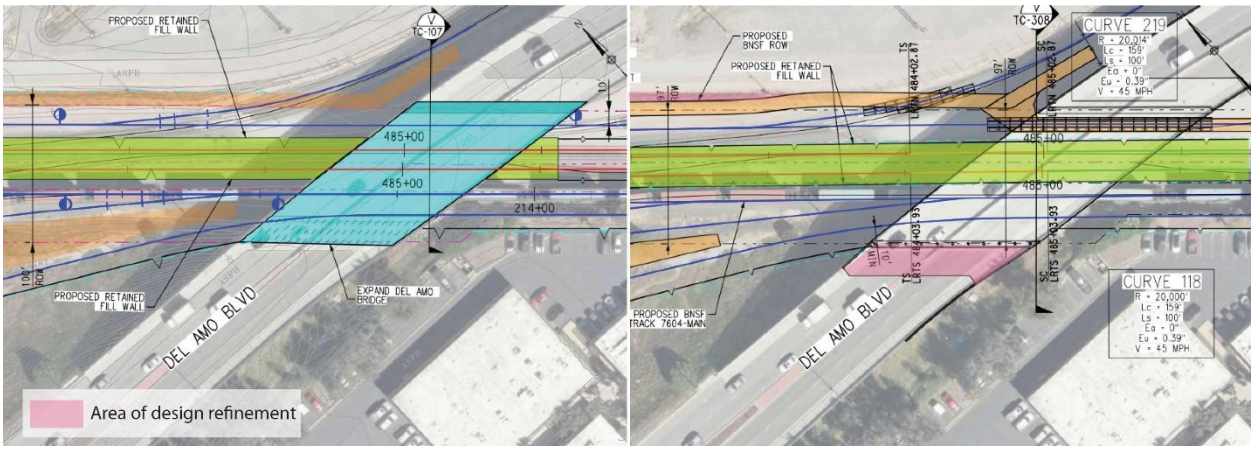
Figure 3.4-9. Prairie Avenue in Draft EIR ACE (left) and Final EIR ACE (right)



Source: STV, 2023; 2025

Analysis in the Draft EIR included demolition and replacement of the bridge deck at Del Amo Boulevard and expansion of the bridge using its existing abutments to accommodate shifting tracks. The proposed design refinement would require the demolition and replacement of the bridge deck and the west abutment to widen the ROW and accommodate the shifting freight tracks. Figure 3.4-10 compares the Draft EIR's Appendix 2-A, Select Advanced Conceptual Engineering Drawings, and this Final EIR's Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, at Del Amo Boulevard.

Figure 3.4-10. Del Amo Boulevard in Draft EIR ACE (left) and Final EIR ACE (right)



Source: STV, 2023; 2025

Construction of the refined structures at Prairie Avenue and Del Amo Boulevard would use the same methods described in the Draft EIR for other parts along the Metro ROW. The box tunnel at Prairie Avenue is proposed to be cast-in-place and would be constructed by excavating a trench and lining it with concrete, using techniques similar to those proposed for the short trench segments at 170th Street and 182nd Street. At Del Amo Boulevard, the project would continue to require demolition and reconstruction of the bridge deck, as described in the Draft EIR, but the refined design would also require demolition and reconstruction of the west abutment in order to accommodate the larger bridge deck. These activities are similar to the construction of the supports for other elevated structures proposed as part of the project.

3.4-4.1 Transportation

While analysis in the Draft EIR assumed the potential for closures of Prairie Avenue during construction and definite closures of Del Amo Boulevard during construction, the larger scale, albeit similar type, of construction would likely result in longer closures than those assumed under the design analyzed in the Draft EIR. These bridge refinements would not extend the overall schedule of the LPA analyzed in Chapter 4 of the Draft EIR, but they would likely require slightly longer durations of work at these two locations. Project Feature PF-T-1, Construction Traffic Management Plan, remains part of the project with the proposed refinements. Because PF-T-1 is part of the project, and the CTMP would address construction-phase access and coordination, the potential for longer closures at these locations does not alter the conclusions regarding transportation impacts during construction.

The proposed bridge refinements would not alter the permanent conditions of transit, roadway, bicycle, and pedestrian facilities on Prairie Avenue or Del Amo Boulevard in a manner that would affect their routine use any differently than that described in the Draft EIR, nor would they alter the project's VMT reduction. The permanent differences resulting from the refinements would largely affect the structures supporting the roadways, not the configuration of their surfaces or how they would be used by the traveling public. Because the proposed bridge refinements do not alter the nature of the fully grade-separated light rail and maintain the existing roadway network, there would be no effect on emergency access.

The impact conclusions for the proposed bridge refinements remain consistent with Section 3.1, Transportation, of the Draft EIR and Section 4.5 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.2 Land Use and Planning

The areas around Prairie Avenue and Del Amo Boulevard are zoned entirely industrial, though there are some commercial and institutional uses also present. Because Project Feature PF-T-1, which includes preparation of a CTMP, remains part of the project, access to these uses would continue to be maintained during the longer construction durations. The operational condition of the roadways would be nearly identical to what is proposed in the Draft EIR. Therefore, the refined bridges would not change the existing land use setting or conflict with plans and policies described in the Draft EIR during operation. The impact conclusions for the proposed bridge refinements remain consistent with Section 3.2, Land Use and Planning, of the Draft EIR and Section 4.6 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.3 Visual and Aesthetics

The proposed bridge refinements are located immediately adjacent to the Metro ROW, and the Draft EIR establishes that there are no scenic vistas or state scenic highways in the RSA. While construction durations at these locations could be longer than those proposed in the Draft EIR, the surrounding area is heavily industrial, and construction activities would not substantially degrade the visual quality of the immediate area. Visual changes from construction activities would be temporary, and construction elements such as equipment, stockpiles, and fencing would be removed once construction is completed. Because the permanent condition of the bridges would remain relatively the same size and in the same location as that described in the Draft EIR, their operational condition would be nearly identical to what is proposed in the Draft EIR. Therefore, the refined bridges do not change the visual conditions analyzed in the Draft EIR. The impact conclusions for the refinements remain consistent with Section 3.3, Visual and Aesthetics, of the Draft EIR and Section 4.7 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.4 Air Quality

The proposed refinements to the structures under Del Amo Boulevard and Prairie Avenue could represent a marginal increase in construction, but not to the extent that overall construction durations would be altered or maximum daily emissions of the LPA would exceed the thresholds described in the Draft EIR. While the refinement at Prairie Avenue requires construction similar to trenching, the amount of trenching would be substantially less than what would be required for the Trench Option, even when considered in combination with other trenching work required for the LPA, as discussed below.

These proposed bridge refinements were considered in the construction durations described in Chapter 2, Description of the Locally Preferred Alternative, and included in the analysis in Section 4.21 of Chapter 4, Corrections and Additions, of this Final EIR. The refined design includes a box tunnel at Prairie Avenue, which would involve trenching-like construction. This is in addition to the trenching that was already part of the LPA at 170th and 182nd Street. To assess the air quality impacts of these limited trench segments, the analysis utilized a scaling approach based on the more extensive trenching included in the Trench Option. The Trench Option would involve continuous trenching over a much longer segment of the alignment and was found to result in a significant and unavoidable air quality impact during construction due to the high truck volumes associated with the excavation and fill material hauling. By comparison, the trenching in the LPA—including the refined box tunnel at Prairie Avenue—is limited in extent. To estimate emissions conservatively, the analysis scaled down from the Trench Option's truck activity. The Trench Option was estimated to require up to 243 daily truckloads (486 one-way truck trips), resulting in approximately 89.4 pounds per day of nitrogen oxide (NO_X) emissions. In contrast, it is estimated that the LPA with the refinements would require a maximum of 172 daily truckloads (344 one-way truck trips) generating approximately 63.3 pounds per day of NO_X emissions. When combined with the other concurrent sources of construction emissions, the total maximum daily NO_X emissions

would be approximately 84.2 pounds per day—which is below the South Coast Air Quality Management District (SCAQMD) threshold of 100 pounds per day. All other emissions would remain below the corresponding SCAQMD screening thresholds.

Operational emissions would remain identical to what was analyzed in the Draft EIR, as the bridge refinements do not alter the alignment or fuel source of the project. The impact conclusions for the bridge refinements remain consistent with Section 3.4, Air Quality, of the Draft EIR and Section 4.8 and Section 4.21 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.5 Greenhouse Gas Emissions

Because the proposed bridge refinements would increase construction duration and intensity at Prairie Avenue and Del Amo Boulevard, a corresponding increase in greenhouse gas emissions could be expected. The construction methods would be the same as those described in the Draft EIR and less intensive than the Trench Option, which was found not result in a significant impact for greenhouse gas emissions during construction. Therefore, the greenhouse gas emissions associated with the proposed bridge refinements would remain within the range disclosed in the Draft EIR.

Operational emissions would remain identical to those analyzed in the Draft EIR, as the refined bridges do not alter the alignment or fuel source of the project. The impact conclusions for the proposed bridge refinements remain consistent with Section 3.5, Greenhouse Gas Emissions, of the Draft EIR and Section 4.9 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.6 Noise and Vibration

Construction and operation of proposed bridge refinements at Prairie Avenue and Del Amo Boulevard have the potential to alter ambient noise levels. However, as shown in Figure 4.21-4 and Figure 4.21-5 in Chapter 4, Corrections and Additions, of the Final EIR, there are no sensitive receptors in the vicinity and the refinements, and the refinements would not move the railroad ROW any closer to sensitive receptors.

The mitigation measures identified in the Draft EIR remain applicable. Therefore, the proposed refinements at the Prairie Avenue and Del Amo Boulevard bridges would not result in the exceedance of FTA noise standards during operation, nor would they increase the already identified significant construction noise impact (which occurs in another area of the alignment).

With regard to vibration, Figure 4.21-29, Figure 4.21-32, and Figure 4.21-33 in Chapter 4 of this Final EIR show the location of receptors potentially affected by vibration. None of these figures identify vibration-sensitive receptors within the impact range of the proposed bridge refinements. The impact conclusions for the refinements remain consistent with Section 3.6, Noise and Vibration, of the Draft EIR and Section 4.10 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.7 Biological Resources

As described in Section 3.4-4, the construction methods used for the proposed refinements at the Prairie Avenue and Del Amo Boulevard bridges are similar to those employed elsewhere along the project alignment. These refinements would occur in the same general location evaluated in the Draft EIR Sections 3.7 and 4.5-3.7 and Section 4.11 of this Final EIR. While these existing bridges could serve as habitat for special-status birds or bats, Mitigation Measures MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4 remain applicable to the proposed refinements. With implementation of these measures, impacts to special-status plants, wildlife, and other birds protected under the Migratory Bird Treaty Act and California Fish and Game Code, would remain less than significant.

The same types of operational maintenance described in the Draft EIR would occur at Prairie Avenue and Del Amo Boulevard. Routine maintenance activities along the project alignment during project operation would be limited in scope and would not typically involve vegetation removal or tree trimming that could affect nesting habitat. In the rare event that such work is required during the nesting season, it would be performed in compliance with applicable rules and regulations enforced by CDFW, including those protecting nesting birds under the California Fish and Game Code. Maintenance work would be scheduled and carried out in a manner that avoids disruption to active nests, consistent with CDFW guidance. The impact conclusions for the refinements remain consistent with Section 3.7, Biological Resources, of the Draft EIR and Section 4.11 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.8 Geology and Soils

(a) Exposure of People or Structures to Adverse Effects

The bridge refinements would remain outside any known fault zones and CGS-mapped AP Earthquake Fault Zone. Therefore, construction and operation of the bridge refinements would result in no impact related to fault rupture.

While the construction durations at Prairie Avenue and Del Amo Boulevard would be slightly longer than the durations assumed in the Draft EIR, the same design approach to accommodate the high seismic ground motion and associated consequences (such as liquefaction-induced vertical settlements or lateral spreading), if any, would apply. These refined structures would not require construction methods beyond those not already considered for the project and would perform in accordance with the MRDC MDE and ODE thresholds during operations. For these reasons, impacts related to strong seismic ground shaking, seismic-related ground failure (including liquefaction), and landslides would remain consistent with the Draft EIR.

(b) Soil Erosion

As described in Section 3.4-4, the construction methods for the proposed Prairie Avenue and Del Amo Boulevard bridge refinements are similar to those that would be employed elsewhere along the alignment and analyzed in the Draft EIR. Therefore, all mitigation measures and project features described in Section 3.8 in the Draft EIR and Section 4.12 of this Final EIR remain valid, as the refinements would not introduce new types of features and occur in soils already analyzed.

(c) Unstable Geological Unit or Soil

The proposed refinements at Prairie Avenue and Del Amo Boulevard are located in the same areas as analyzed in the Draft EIR and are not within a CGS-mapped liquefaction zone. Therefore, impacts associated with unstable soils and their consequences are considered minimal.

(d) Expansive Soils

As the proposed refinements at Prairie Avenue and Del Amo Boulevard are at the same locations as those analyzed in the Draft EIR, the underlying soil conditions are unchanged. Therefore, impacts associated with expansive soils that could pose substantial direct or indirect risks to life or property are considered minimal. Project features described in the Draft EIR Section 3.8 and Section 4.12 of this Final EIR to address expansive soils would remain part of the project and would apply to the refinements.

(e) Disposal of Wastewater

As with the project evaluated in the Draft EIR, the areas affected by the bridge refinements are fully developed with public infrastructure, including sewer lines. Neither construction nor operation of the bridge refinements would require the use of septic tanks or alternative wastewater disposal systems.

(f) Paleontological Resources

The bridge refinements at Prairie Avenue and Del Amo Boulevard would involve ground disturbances in the same areas already analyzed in the Draft EIR. Therefore, Mitigation Measure MM-GEO-1 remains applicable.

The impact conclusions for the proposed refinements at Prairie Avenue and Del Amo Boulevard remain consistent with Section 3.8, Geology and Soils, of the Draft EIR and Section 4.12 of this Final EIR.

3.4-4.9 Hazards and Hazardous Materials

(a) Transport, Use, or Disposal of Hazardous Materials

As previously described, construction of the refinements at Prairie Avenue and Del Amo Boulevard would be in the same location and use the same construction methods as other parts of the Metro ROW evaluated in the Draft EIR. These structures were anticipated by the Draft EIR, and their construction would involve the transport, use, and disposal of hazardous materials similar to those already disclosed. These refinement sites fall within the RSA shown in Figure 3.9-1 of the Draft EIR, which includes locations with potential sources of hazardous materials. Because the types of construction are consistent with those previously analyzed, all project features identified in the Draft EIR would apply to the refinements.

With regard to the potential for encountering and disposing contaminated soil and groundwater, the environmental conditions at Prairie Avenue and Del Amo Boulevard are the same as those assumed for other portions of the Metro ROW and analyzed in the Draft EIR. As such, the project features described in the Draft EIR would remain applicable to the bridge refinements.

As the bridge refinements would not affect operational conditions of the project, they would not change the project's anticipated operational use, storage, or disposal of hazardous materials, as described in the Draft EIR.

(b) Release of Hazardous Materials into the Environment

As described in the Draft EIR, potential hazards that may be encountered within the RSA include oil and gas pipelines, hazardous gases, contaminated groundwater, and buried utilities. Construction of the bridge refinements would involve excavation activities that could encounter these same types of conditions. However, the refinements fall within the affected environment previously reviewed in Draft EIR Section 3.9-3 and analyzed in Section 4.13 of this Final EIR. While the bridge refinements would slightly alter the project footprint at Prairie Avenue and Del Amo Boulevard, they would occur on parcels already evaluated for the presence of hazards and hazardous materials. The project features described in the Draft EIR would be applicable to these locations, and no new conditions are present that would change the conclusions reached in the prior analysis.

(c) Hazardous Materials within One-Quarter Mile of a School

The proposed bridge refinements at Prairie Avenue and Del Amo Boulevard are located in a heavily industrialized area, with a footprint on or directly adjacent to the areas analyzed in the Draft EIR; therefore, their construction and operation would not bring hazardous materials, substances, or waste closer to existing or proposed schools.

Since the proposed bridge refinements are within or immediately adjacent to the original footprint, they would not alter construction hauling routes. The prior analysis regarding potential transport of hazardous materials remains applicable, and project features identified in the Draft EIR would also apply at these locations. The proposed bridge refinements would not change the operational conditions that could lead to the release of hazardous materials within a quarter-mile of existing or proposed schools beyond what was already described in the Draft EIR.

(d) Government Code Section 65962.5

The proposed bridge refinements at Prairie Avenue and Del Amo Boulevard would require a temporary construction easement on the North Posse Site, which is included on the list of hazardous materials sites prepared pursuant to Government Code Section 65962.5. This site is described and analyzed in Section 3.9-4.4 of the Draft EIR. The Draft EIR assumes the use of this site for a temporary construction easement associated with work previously proposed by the project in this area and analyzed it accordingly. Because the nature of the bridge refinements is similar to what was previously considered, the analysis and applicable project features identified in Section 3.9-4.4 remain valid. As described in the Draft EIR, a Phase II site investigation is recommended to evaluate soils and groundwater for TPH, VOC, SVOC, ACM, and metals along the alignment between Prairie Avenue and Del Amo Boulevard.

(e) Airstrips

Like the rest of the project described in the Draft EIR, the proposed bridge refinements are not within or close proximity to an airstrip.

(f) Emergency Response or Evacuation Plan

While construction may extend for a longer duration at Prairie Avenue and Del Amo Boulevard than previously anticipated, Project Feature PF-T-1, which includes preparation of a CTMP, would remain part of the project with the bridge refinements during construction. The CTMP would address emergency access within the RSA. The refinements would not alter how the project interacts with local roadways used by emergency responders during operation or affect evacuation routes or plans beyond what is described in the Draft EIR.

(g) Wildfires

Like the rest of the project described in the Draft EIR, the proposed bridge refinements are located in a highly urbanized area, and no portion of the RSA lies within or close to areas prone to wildfires.

The impact conclusions for the bridge refinements remain consistent with Section 3.9, Hazards and Hazardous Materials, of the Draft EIR and Section 4.13 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.10 Hydrology and Water Quality

Construction of the proposed bridge refinements at Prairie Avenue and Del Amo Boulevard has a similar potential to introduce contamination to surface water or groundwater, or to impact groundwater supplies, as the construction of other major structural work described in the Draft EIR. As previously described, the same construction methods would occur under the same hydrological conditions described in the Draft EIR. The project features described in the Draft EIR are part of the project and would apply to the refinement, consistent with the assumptions underlying the Draft EIR's impact analysis.

The change in impervious surface resulting from the proposed bridge refinements would be negligible, as the refinements would occur on land that is already highly developed and occupied by existing major

bridge structures. Operations associated with the refinements would not change how the project would interact with surface or groundwater resources, relative to what was described in the Draft EIR.

As the bridge refinements occur on or immediately adjacent to the original project footprint, no substantial alterations to drainage patterns would occur during construction relative to those described in the Draft EIR, and the area does not include significant existing natural and manmade drainage features, including sumps. Additionally, the bridge refinements are not located within a designated flood zone. Where excavation is required, the same BMPs identified as part of the project features in the Draft EIR would apply, as they would elsewhere on the project for similar types of infrastructure.

The bridge refinements are subject to the same water quality control plans and sustainable groundwater management plans applicable to the broader project. As such, the impact conclusions related to water supply, groundwater quality, and consistency with applicable plans remain unchanged. The impact conclusions for the bridge refinements remain consistent with Section 3.10, Hydrology and Water Quality, of the Draft EIR and Section 4.14 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.11 Utilities and Service Systems

The proposed bridge refinements at Prairie Avenue and Del Amo Boulevard would interact with water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities in slightly different ways than that described in the Draft EIR due to the refinements' slightly expanded footprint. Nonetheless, the refinements still largely overlap with the previously analyzed project footprint and therefore involve the same utility facilities analyzed in the Draft EIR. The proposed bridge refinements involve the same types of construction as would be used elsewhere in the Metro ROW described in the Draft EIR, thus requiring only minimal wastewater use and the same types of modifications to storm drain infrastructure. Electricity requirements during project operations would not change with the proposed bridge refinements and the analysis in Section 3.11-4 remains valid. The bridge refinements would not expand the RSA into areas with publicly owned oil facilities, and would not introduce natural gas or oil use into project operations.

The refinements would also leave consumption of potable water, wastewater generation, and solid waste production during both construction and operation within the ranges analyzed in the Draft EIR. The slight change in the footprint does not alter the overall scope and intensity of these activities.

Project features described in the Draft EIR would continue to apply to the bridge refinements and support the conclusion that utility-related impacts would remain below the significance thresholds during construction and operation. The impact conclusions for the bridge refinements remain consistent with Section 3.11, Utilities and Service Systems, of the Draft EIR and Section 4.15 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.12 Energy

Like air quality and greenhouse gas emissions, the proposed bridges at Prairie Avenue and Del Amo Boulevard would involve similar types of structures and construction methods as those proposed elsewhere along the Metro ROW. These refinements would not require substantially more or different energy sources than those disclosed in the Draft EIR. Operational energy use would remain identical to what was analyzed in the Draft EIR, as the refined bridge designs do not alter the alignment or fuel source of the project. The impact conclusions for the proposed bridge refinements remain consistent with Section 3.12, Energy, of the Draft EIR and Section 4.16 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.13 Cultural Resources

As the location of the proposed bridge refinements at Prairie Avenue and Del Amo Boulevard is the same as analyzed in the Draft EIR, the RSA described in Section 3.13 of the Draft EIR encompasses this area and does not include built environment resources that meet the NRHP/CRHR criteria for eligibility or that are considered historical resources for the purposes of CEQA.

As construction methods, location, and duration of the refinements would be similar to those proposed elsewhere in the Metro ROW and would occur in an area already identified for disturbances in the Draft EIR, there would be a similarly limited potential to encounter intact archaeological resources, due to prior disturbance of the area. The provisions for treatment of human burials, as described in the Draft EIR, would apply to the bridge refinements. Additionally, the bridge refinements are not located near El Nido Park.

Mitigation Measures MM-CUL-1, MM-CUL-2, and MM-CUL-3, as described in Section 4.17 of this Final EIR, would still be applicable to constructing the bridge refinements. Operational conditions would be the same as those described in the Draft EIR. The impact conclusions for the bridge refinements remain unchanged from what is described in the Draft EIR. The impact conclusions for the proposed bridge refinements remain consistent with Section 3.13, Cultural Resources, of the Draft EIR and Section 4.17 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.14 Tribal Cultural Resources

As construction methods, location, and duration of the proposed bridge refinements would be the same as for other project components proposed along the Metro ROW, and would occur in an area already proposed for disturbances in the Draft EIR, there would be a similarly limited potential to encounter intact tribal cultural resources, due to prior disturbance of the area.

The proposed refinements do not expand the RSA to areas that encompass resources that have been determined by Metro, in its discretion and supported by substantial evidence, to be significant tribal cultural resources. As described in the Draft EIR, excavations associated with construction have the potential to disturb and destroy previously unknown significant tribal cultural resources. Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, as described in Section 4.18 of this Final EIR, would be applicable to address such impacts. Operational conditions would be the same as those described in the Draft EIR.

The impact conclusions for the proposed bridge refinements remain consistent with Section 3.14, Tribal Cultural Resources, of the Draft EIR and Section 4.18 of Chapter 4, Corrections and Additions, of this Final EIR.

3.4-4.15 Public Services

As construction location for the bridge refinements at Prairie Avenue and Del Amo Boulevard would remain the same and the construction methods and durations would be similar to those analyzed in the Draft EIR, there remains no need to acquire or alter fire protection facilities, police protection facilities, schools, parks, or libraries. While construction at Prairie Avenue could result in longer closures than previously assumed, Project Feature PF-T-1 would remain part of the project to address emergency access during construction. Given the relatively similar scale and temporary nature of construction, no additional demand on government facilities from temporary workers is anticipated. The proposed bridge refinements would not alter the operations of the project, as the bridges would still span the light rail and freight rail corridors, nor would they change the governmental jurisdiction of any stations.

Because the proposed bridge refinements are in the same location and are of a similar scale to those described in the Draft EIR, they would not change the project's potential to increase or accelerate wear on park facilities. The number of construction workers required by the bridge refinements would remain consistent with what was previously analyzed, and the number of riders the project would attract would remain the same.

The impact conclusions for the proposed bridge refinements remain consistent with Section 3.15, Public Services, of the Draft EIR and Section 4.19 of Chapter 4, Corrections and Additions, of this Final EIR.

As described above, the proposed bridge refinements would not result in new or more severe impacts compared to those disclosed in the Draft EIR; therefore, the refinements would not contribute to cumulative impacts in a manner that would be cumulatively considerable compared to the project as originally proposed.

3.4-5 Alternate Construction Staging Site

After the publication of the Draft EIR and further coordination with the City of Torrance, Metro proposed to relocate a construction staging area from the Torrance Transit Center parking lot to a nearby vacant lot also owned by the City of Torrance. The proposed site is immediately adjacent to the parking lot, as shown in Figure 3.4-11. Since the publication of the Draft EIR, the Torrance Transit Center has opened, and the parking lot is now operational. The imagery on the left in Figure 3.4-11 (outlined in red) is the same location as the parking lot shown in the updated imagery on the right.

Due to the proximity of the new site and the fact that its proposed use is identical to that analyzed in the Draft EIR, the environmental review of this refinement is presented collectively, rather than subdivided into individual topic sections, in order to avoid repetition.

Figure 3.4-11. Torrance Transit Center Area Construction Staging in Draft EIR (left) and Final EIR (right)

Source: STV, 2023; 2025

This new construction staging location would serve the same function as the site previously proposed at the Torrance Transit Center parking lot in the Draft EIR and would be accessed using the same routes. Because of this, the analysis and conclusions regarding transportation, land use, visual and aesthetics, air quality, greenhouse gas emissions, energy, and public services remain consistent with those presented for the original site in the Draft EIR.

While the proposed staging area is approximately five feet closer to noise- and vibration-sensitive receptors, these receptors are over 760 feet from the southern boundary of the staging area, across Crenshaw Boulevard, a heavily trafficked arterial roadway. Moreover, construction staging activities, such as equipment storage, organization, and field offices, typically do not involve intensive noise- or vibration-generating work. Therefore, noise and vibration impacts from the revised staging site would be similar to those evaluated in the Draft EIR and no new or substantially more severe impact would occur.

Biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, utilities, cultural resources, and tribal cultural resources are highly location-specific in nature. The alternative staging site is directly adjacent to the Torrance Transit Center and is owned by the City of Torrance. As such, it was included in the RSA for each of these topics and analyzed accordingly the Draft EIR. The applicable project features and mitigation measures would continue to apply to construction activities at this site.

As this site would be used solely for construction staging and would not be part of long-term operations, it would not result in any operational changes to the project. Therefore, the environmental impacts associated with operations would remain unchanged from those disclosed in the Draft EIR.

The proposed alternate construction staging site would not result in new or more severe impacts compared to those disclosed in the Draft EIR; therefore, this refinement would not contribute to cumulative impacts in a manner that would be cumulatively considerable compared to the project as originally proposed.

3.4-6 Torrance Transit Center Pedestrian Path

Following continued coordination with the City of Torrance after publication of the Draft EIR, the City expressed concerns that the proposed pedestrian path from the light rail platform to the bus bays and continuing to Crenshaw Boulevard could encourage patrons to cross Crenshaw Boulevard at undesignated locations. In response, Metro refined the design by truncating the station path, retaining the segment between the light rail platform and the bus bay, but removing the extension to Crenshaw Boulevard. While this represents an alteration in pedestrian circulation relative to what was proposed in the Draft EIR, safe pedestrian access between the existing bus plaza and the proposed station platform would remain.

This refinement represents the removal of a project element rather than an addition or relocation of one. Because of this, it is expected to reduce construction activities slightly and would generally result in fewer potential environmental impacts.

The only areas where the truncation of the pedestrian path could introduce greater or new impacts are transportation, and, indirectly, air quality, greenhouse gas emissions, and energy. However, the removed segment is less than 500 feet in length, and other pedestrian access routes to Crenshaw Boulevard from the Torrance Transit Center exist currently. Therefore, the refinement would not impact circulation in a way that would increase VMT or create geometric hazards. Without changes to VMT, there would be no related changes in air quality, greenhouse gas emissions, or energy use.

Therefore, all environmental effects associated with this design refinement would be similar to those disclosed in the Draft EIR, and no new or more severe impacts would occur. This refinement would not contribute to cumulative impacts in a manner that would be cumulatively considerable compared to the project as originally proposed.

4 CORRECTIONS AND ADDITIONS

4.1 INTRODUCTION

This chapter presents the corrections and additions to the Draft EIR. This chapter addresses specific subject matter in the Draft EIR that has been corrected or added. The changes are symbolized by strikeouts where text was removed and italicized/underlined where text was added. Pursuant to Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5, these changes do not constitute "significant information" that would require recirculation of the Draft EIR. These revisions do not disclose a new significant and unavoidable environmental impact, a substantial increase in the severity of an unavoidable impact, or identify a new feasible mitigation measure or alternative considerably different from those provided in the Draft EIR, which would considerably lessen a significant impact but that Metro has declined to implement. Rather, the EIR's corrections and additions clarify, amplify, or make insignificant modifications to the Draft EIR.

The Draft EIR was submitted to the State Clearinghouse Office of Planning and Research and circulated for public review from January 26, 2023 to March 27, 2023.

4.2 EXECUTIVE SUMMARY

Page ES-13 – The first paragraph under the Hawthorne Option heading is revised as follows:

> The Hawthorne Option would start within the existing Metro ROW, leave the Metro ROW to parallel I-405 between Inglewood Avenue and Hawthorne Boulevard, and follow Hawthorne Boulevard south between 162nd Street and 190th Street. The entire alignment within the Hawthorne Option segment would be elevated, for approximately 2.7 miles. *Existing overhead transmission lines along the segment would need to be relocated to avoid conflicts with the elevated structure*. South of 190th Street, the alignment and Torrance TC Station would be identical to the Proposed Project. Figure ES-10 shows an overview of the alignment. Example cross-sections are shown in Figure ES-11 and Figure ES-12.

Page ES-20 - The summary in Table ES-2. Summary of Impacts Evaluation is corrected as follows: for air quality item A related to the Trench Option to accurately reflect the analysis in the Draft EIR's Section 3.4; for biological resources items A and E related to all alignments to account for an added mitigation measure; for all cultural resources items to account for revised mitigation measures; and for all tribal cultural resources items to account for added mitigation measure:

Table ES-2. Summary of Impacts Evaluation

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Air Quality				
A. Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Trench Option	***Construction***: ~~Less than~~ ***Significant*** Operations: Less than Significant	None	***Construction***: ~~Less than~~ ***Significant and Unavoidable*** Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
A. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Proposed Project	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Hawthorne Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Proposed Project	**Construction**: ~~No Impact~~ ***Significant*** **Operations**: ~~No Impact~~ ***Significant***	*Construction:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat* *Operations:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: ~~No Impact~~ *Less than Significant* Operations: ~~No Impact~~ *Less than Significant*

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Trench Option	**Construction**: ~~No Impact~~ ***Significant*** **Operations**: ~~No Impact~~ ***Significant***	*Construction:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat* *Operations:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: ~~No Impact~~ *Less than Significant* Operations: ~~No Impact~~ *Less than Significant*

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Hawthorne Option	**Construction**: ~~No Impact~~ ***Significant*** **Operations**: ~~No Impact~~ ***Significant***	*Construction:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat* *Operations:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: ~~No Impact~~ *Less than Significant* Operations: ~~No Impact~~ *Less than Significant*

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Cultural Resources				
A. Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Proposed Project	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Proposed Project	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: ~~Archaeologist Consultation~~ *Cultural Resources Monitoring and Mitigation Plan*	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: ~~Archaeologist Consultation~~ *Cultural Resources Monitoring and Mitigation Plan*~~-~~	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: ~~Archaeologist Consultation~~ *Cultural Resources Monitoring and Mitigation Plan*	Construction: Less than Significant Operations: No Impact

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Cultural Resources				
C. Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Proposed Project	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains ~~Associated with Known Cemeteries~~	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains ~~Associated with Known Cemeteries~~	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
A. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Proposed Project	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
B. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Proposed Project	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

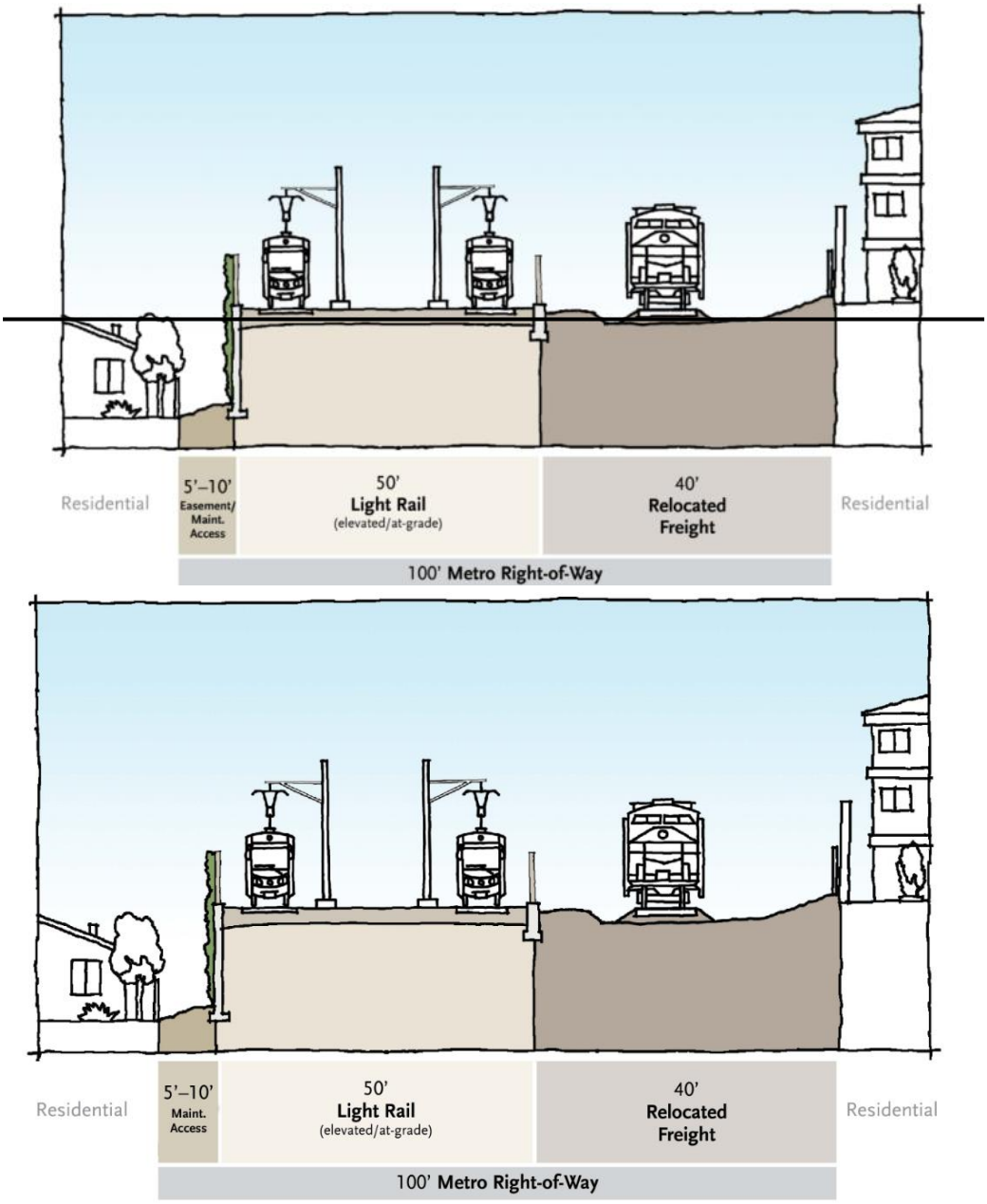
4.3 CHAPTER 2.0 - PROJECT DESCRIPTION

Page 2-4 – The first sentence in the third bullet point under Section 2.1, Project History, is revised as follows:

> **Green Line Extension to Torrance Supplemental Alternatives Analysis (SAA) (2017 to 2018)** – Measure M was passed in November 2016, which provided a source of funding for the Project in addition to the previously allocated funding from Measure R, passed in ~~2009~~ *2008*.

Page 2-11 – The figure and caption of Figure 2.3-6 Proposed Project – Looking South of Artesia Boulevard is replaced as follows:

Figure 2.3-6 Proposed Project – Looking South of Artesia Boulevard <u>near Grant Avenue</u>



Source: Cityworks Design, 202~~2~~5

Dimensions ~~and ROW boundaries~~ are preliminary and subject to confirmation in future phases of design.

Page 2-17 – The text under Section 2.3-1.4 Station Sites is revised as follows:

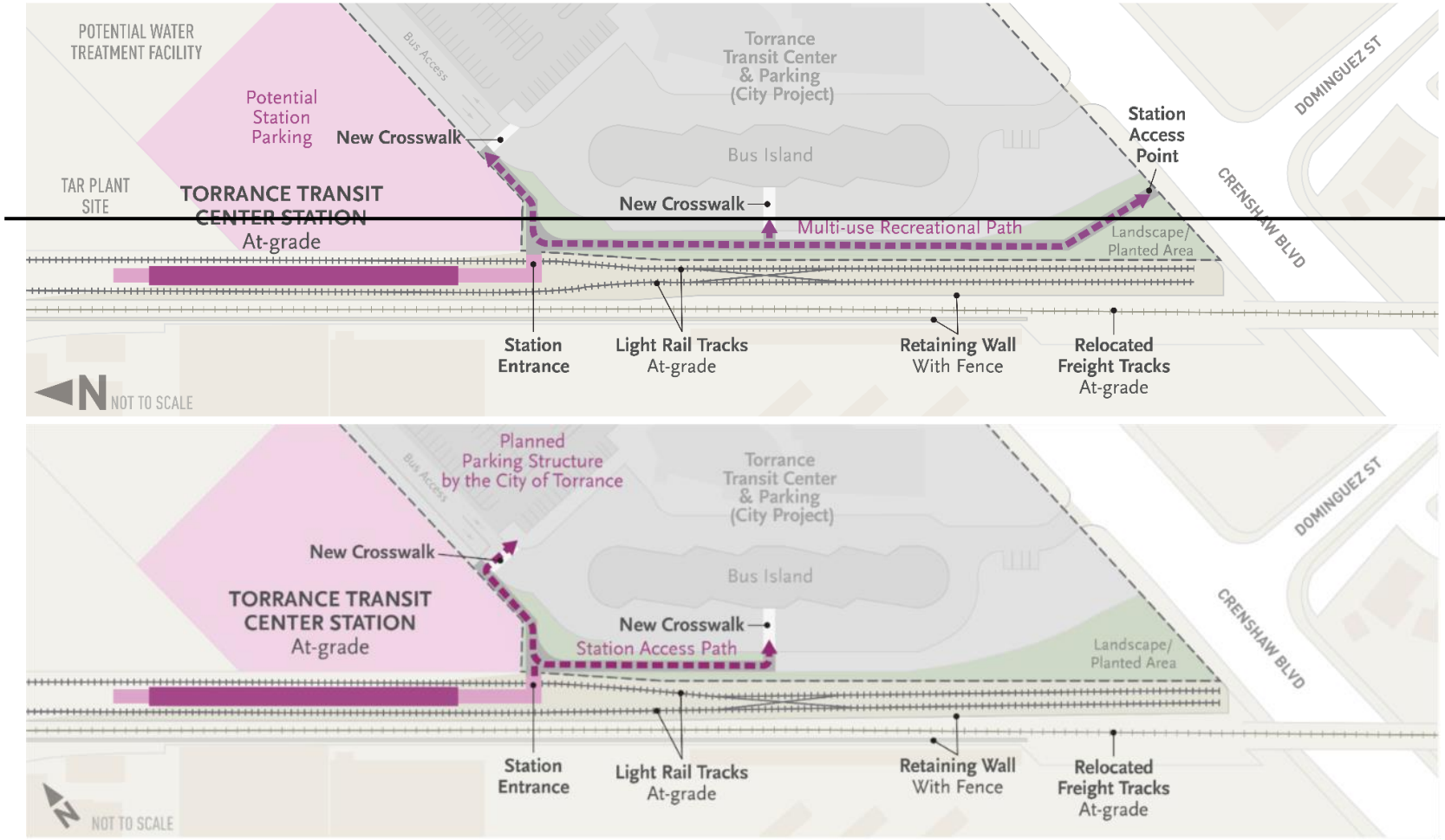
> The Proposed Project includes two new light rail stations. The stations would follow Metro's Systemwide Station Design Standards consistent with the Metro Board<u>'</u>*s* Systemwide Station Design Policy.

Page 2-20 – The text under the Torrance TC Station is revised as follows:

The City of Torrance's regional transit center, the Torrance TC, is located west of Crenshaw Boulevard and east of the Metro ROW. The Proposed Project would include an at-grade light rail station adjacent to the city's transit center, slightly north of the bus plaza (shown in Figure 2.3-14). ~~The Proposed Project station would also include a surface parking lot with approximately 180 spaces, north of the city transit center's parking area.~~ *The City of Torrance is currently proposing to construct a parking structure at the Torrance TC. As it is a separate project by the City, Metro will continue to coordinate with the City as both projects progress.* The light rail station platform would be accessible by pedestrian pathways and crosswalks from the Torrance TC bus plaza and parking areas~~, and as well as a path from Crenshaw Boulevard~~. This would be the southern terminus station for the Proposed Project.

Page 2-20 – Figure 2.3-13 Proposed Project – Torrance Station Layout is replaced as follows, consistent with the truncating of the station access path:

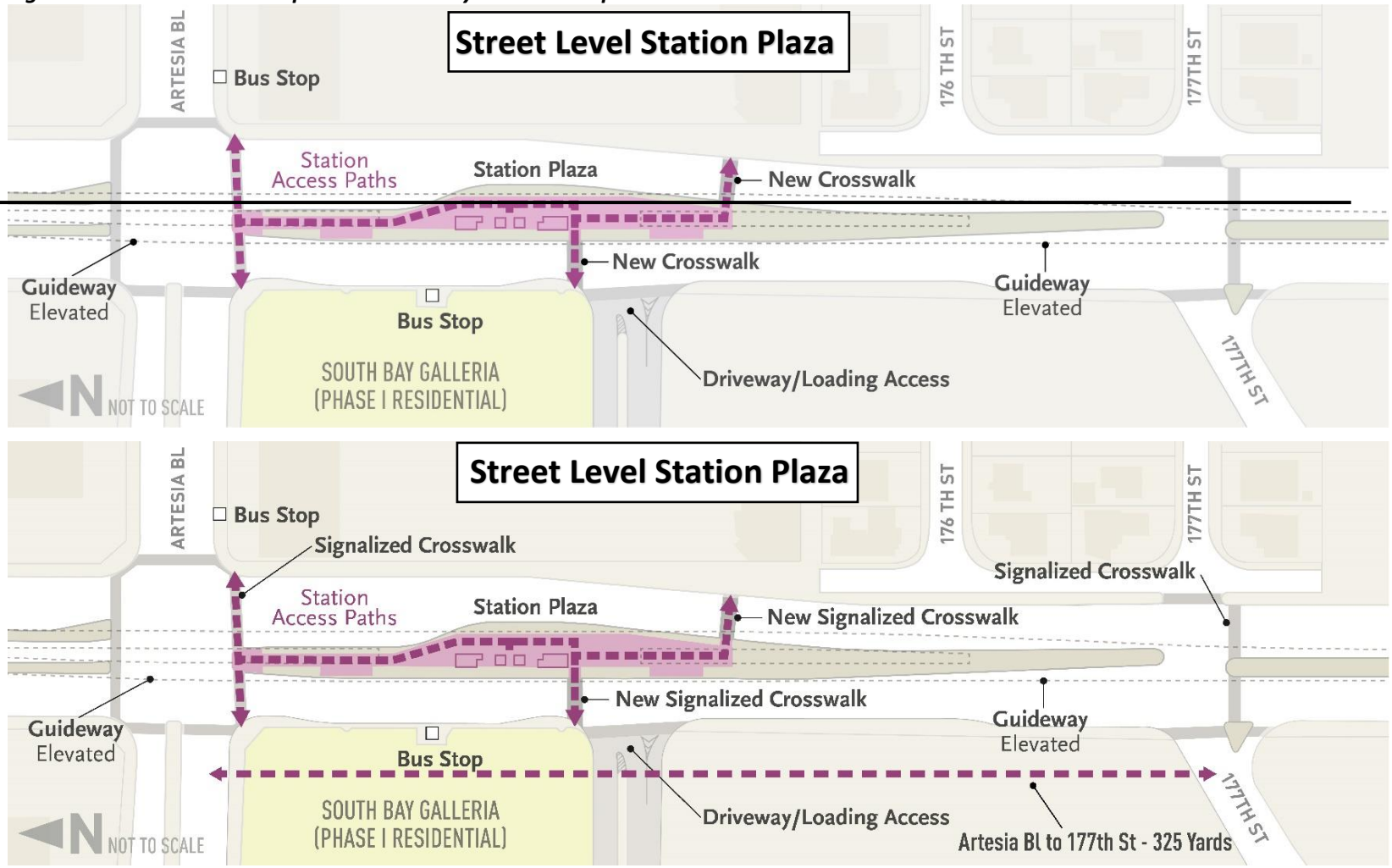
Figure 2.3-13 Proposed Project – Torrance TC Station Layout



Source: Cityworks Design, 2022~~2~~5
Not to Scale

Page 2-40 –Figure 2.3-29 Hawthorne Option – South Bay Galleria Proposed Station Layout is replaced as follows to label new signalized crosswalks:

Figure 2.3-29. Hawthorne Option – South Bay Galleria Proposed Station



Source: Cityworks Design, 2022~~5~~5
Not to Scale

Page 2-43 – Section 2.3-4.3 Maintenance Facility is revised as follows:

> The LPA would not include a new or modified maintenance facility. The light rail vehicles would be serviced, maintained, and stored at the existing Division 16 Southwestern Yard~~, located~~ in the City of ~~El Segundo~~ *Los Angeles or the existing El Segundo Yard Division 22 in the City of Hawthorne*.

Page 2-43 – Section 2.3-3.3 Ancillary Facilities and Support Facilities is revised as follows:

> Multiple additional elements are required to support light rail vehicle operations, including an overhead ~~catenary~~ *contact* system (OCS), traction power substations (TPSS), and communications and signaling buildings. *The light rail system components would adhere to the Metro Rail Design Criteria and would use a similar design as existing Metro light rail lines. At the Redondo Beach (Marine) Station, the project would tie into the existing systems infrastructure of the Metro C/K Line.*

Page 2-47 – Section 2.3-4.4.3 Communications and Signaling Buildings is revised as follows:

> Communications and signaling buildings contain train control and communications equipment. They would be located at each station. These facilities are typically constructed as enclosures either underneath the station platforms or as small stand-alone structures along the guideway away from major pedestrian access*; however, the project would not include such facilities underneath station platforms*. The communications buildings would require approximately 500 square feet area and signaling buildings would require approximately 100 square feet. Figure 2.3-35 shows an example of a train communications and signaling building.

Page 2-49 – The Railroad/Light Rail Track text is revised as follows:

> **Railroad/Light Rail Track** – Construction activities for at-grade light rail track would include preparation of the track bed and installation of the supporting base, followed by installation of the rails and ties. Rails would be flash-butt *and thermite* welded either on site or in a nearby staging yard. On-track regulators and tampers would be utilized to set and align the tracks, with grinders used to adjust the rail heads to match train wheel profiles. For elevated guideways, the light rail track would be installed via direct fixation (i.e., rail fastened directly to a bridge superstructure). Construction activities for the relocated BNSF tracks would be coordinated with BNSF.

Page 2-56 – Section 2.5 Project Features is revised to include the following:

> *Biology*

- *PF-BIO-1. Metro Tree Policy*

> *Public Services*

- *PF-PS-1: Coordination with Torrance Refining Company and Emergency Responders*

Page 2-58 – The first row of Table 2.6-1 Permits and Approvals is revised as follows:

Table 2.6-1. Permits and Approvals

Agency/Jurisdiction		Permit/Approval Required
State	California Department of Transportation	~~Permit a~~*A*pprovals for ~~encroachment on~~ *modifications to* Caltrans ~~ROW~~ *lease agreement* (~~I-405 and Hawthorne Boulevard for Hawthorne Option,~~ Artesia Boulevard and Hawthorne Boulevard bridge~~s~~ for Proposed Project and Trench Option, *or encroachment onto Caltrans ROW (I-405 and Hawthorne Boulevard for Hawthorne Option).*

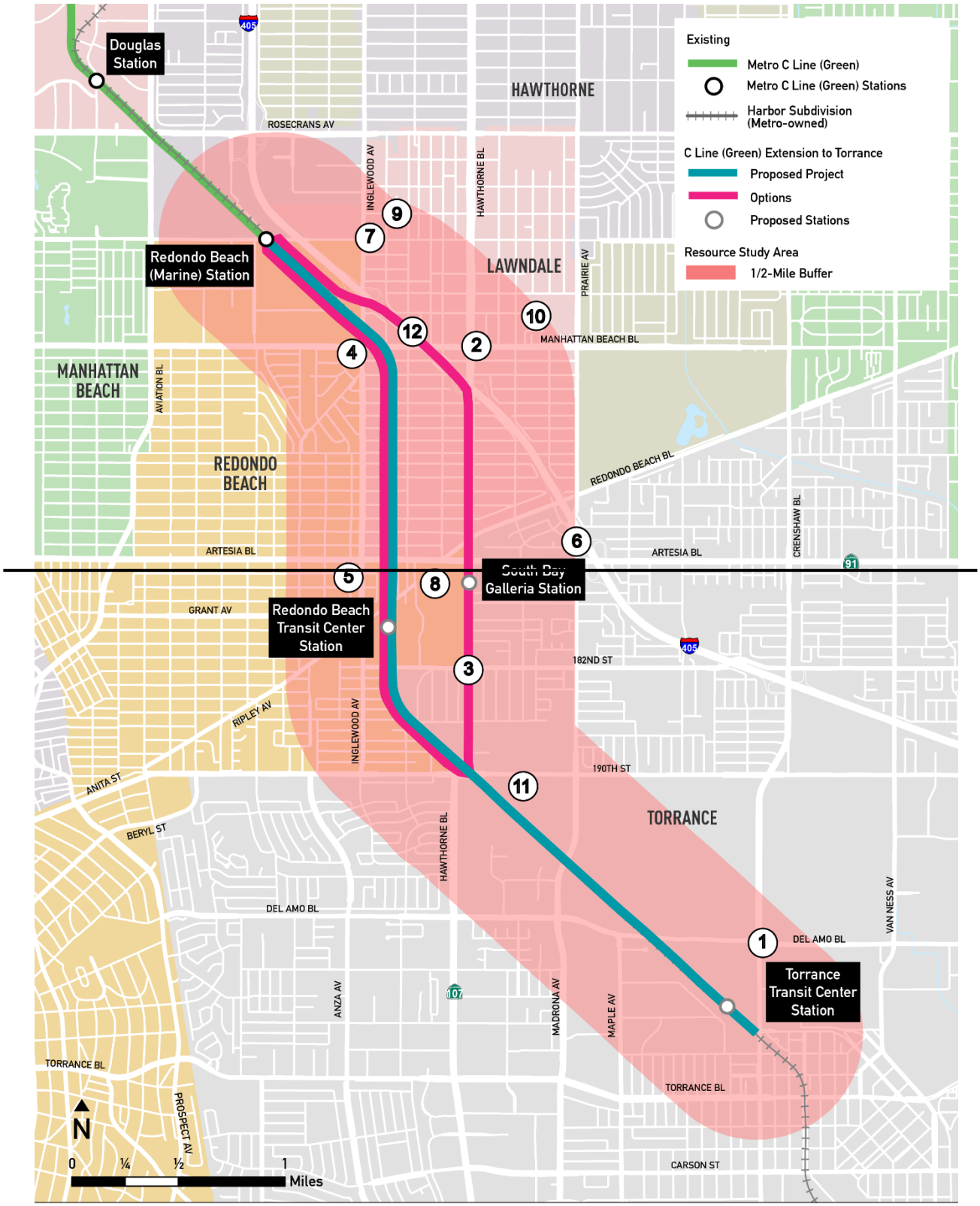
4.4 CHAPTER 3.0 - INTRODUCTION

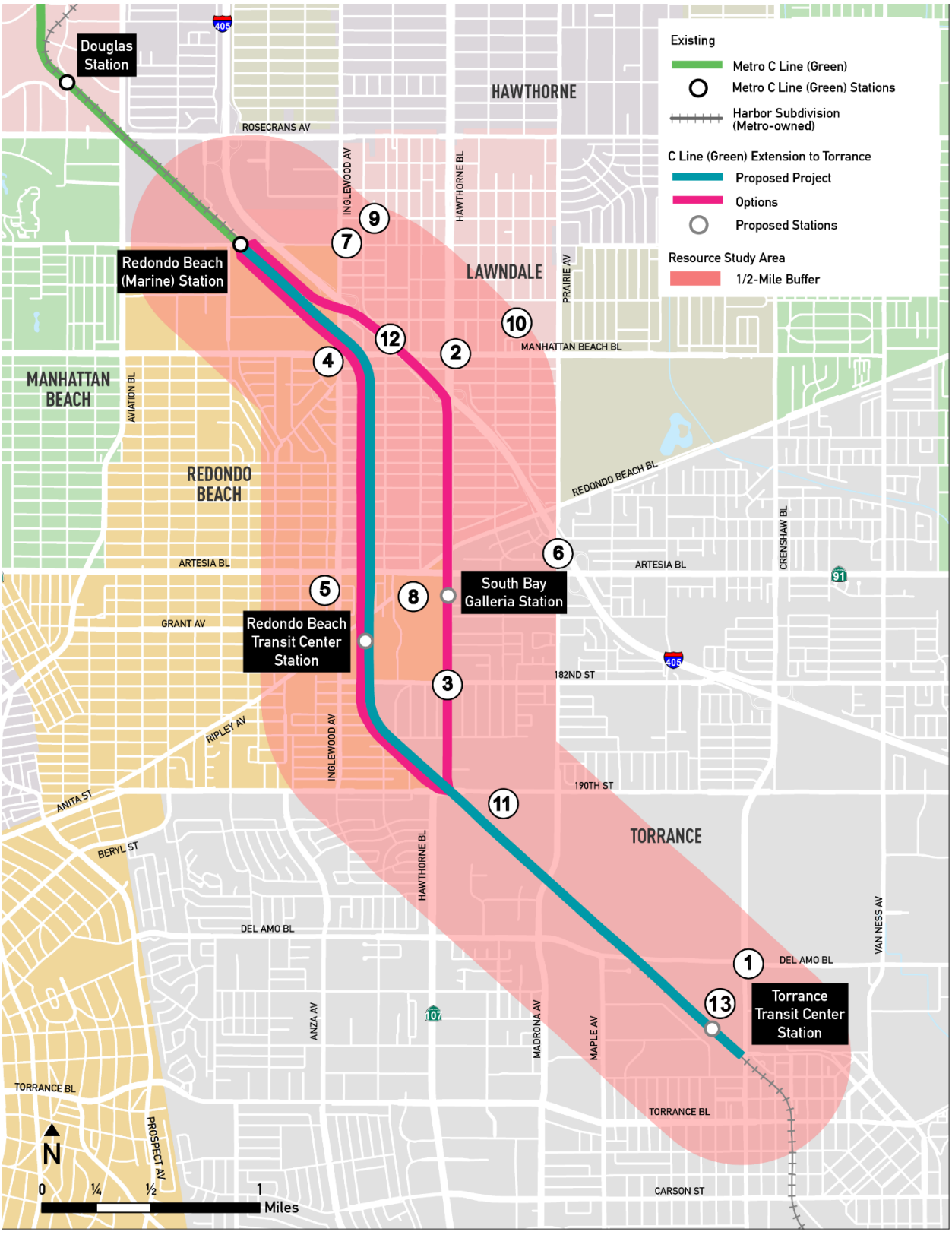
Page 3-2 – The third paragraph of Section 3.0-2 Cumulative Analysis Methodology is revised as follows:

> This Draft EIR utilizes both approaches. For regional cumulative impacts, the cumulative analysis incorporates regional projections from the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS reflects transportation, population, employment, and land use data for the six-county SCAG area through the year 2045.
>
> *Since the release of the Draft EIR, SCAG has adopted the 2024–2050 RTP/SCS, Connect SoCal 2024. The guiding policies, strategies, and regional planning assumptions in Connect SoCal 2024 are materially similar to those in the prior 2020-2045 RTP/SCS and continue to support development of high-capacity transit infrastructure such as the Proposed Project. Therefore, the Proposed Project remains consistent with the RTP/SCS, including Connect SoCal 2024's emphasis on expanding transit and reducing vehicle miles traveled (VMT), and supporting compact, infill development.*
>
> *The travel demand modeling and growth forecasts used in the Draft EIR to reflect incremental population and employment growth in the study area and surrounding region remain valid for evaluating cumulative impacts. The differences between the two RTP/SCS documents are not substantial enough to alter the environmental conclusions of the Draft EIR. Accordingly, an updated analysis using Connect SoCal 2024 as the basis for cumulative conditions is not required, as the results and findings would not be substantially different than what is presented in the Draft EIR.*
>
> For more site-specific or localized cumulative impacts, the analysis is based on a list of probable future projects within a half-mile of the alignments, listed in Table 3.0-1 and depicted in Figure 3.0-1. The cumulative analysis for each environmental resource is included in the individual sections in Chapter 3.

Page 3-3 – Figure 3.0-1. Cumulative Projects Within Half-Mile of the Proposed Alignments is revised to include cumulative project 13:

Figure 3.0-1. Cumulative Projects Within Half-Mile of the Proposed Alignments





Source: STV, 2022~~1~~5

Page 3-4 - Table 3.0-1 Cumulative Projects within Half-Mile of the Proposed Alignments is revised as follows to update respective project status:

Table 3.0-1. Cumulative Projects Within Half-Mile of the Proposed Alignments

Map #	Status	Project Type	Project Name	Project Description	Project Location	Project City
1	~~Pre-Construction~~ *Construction*	Road	Crenshaw Boulevard Intersection Improvements	Addition of dedicated right-turn lane for southbound lane	Crenshaw Blvd between Del Amo Blvd and the Torrance TC entrance	Torrance
4	~~Planning~~ *Completed*	Road	Inglewood Avenue Intersection Improvements	Construction of a right turn only lane	Inglewood Ave at Manhattan Beach Blvd	Redondo Beach
11	~~Pre-construction~~ *Completed*	Industrial	Torrance Industrial Exchange	428,020 sq. ft. warehouse/industrial complex	19201 Prairie Ave	Torrance
13	*Planning*	*Parking Garage*	*Mary K. Giordano Regional Transit Center Parking Structure*	*Parking structure with up to 4 levels and 1,000 stalls with electrical vehicle charging stations*	*465 Crenshaw Blvd. Torrance, CA 9050*	*Torrance*

4.5 CHAPTER 3.1 - TRANSPORTATION

Page 3.1-4 – The first bullet point under the heading Southern California Association of Governments (SCAG) is revised as follows:

> RTP – SCAG updates its long-range (i.e., minimum 20 years) RTP/ Sustainable Communities Strategy (SCS) every four years, per federal law (23 U.S.C.A. §134 et seq) and state law (SB 375). SCAG's 2020–2045 RTP/SCS "Connect SoCal" was adopted in May 2020 for federal transportation conformity purposes; the plan in its entirety was formally adopted in September 2020. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.1-44 – The Hawthorne Option construction impacts text is revised as follows:

> Transit: During construction, some existing bus stops may need to be temporarily *closed and* relocated; this is a common practice and is communicated in advance to passengers and posted with signs. Because the project would be constructed in phases, it is anticipated that bus service would be maintained with stop relocations shifting in response to construction stages. Construction would not preclude planning for or expanding transit options.
>
> Roadways: The construction would occur in stages that would temporarily reduce travel lanes on Hawthorne Boulevard progressively in segments along the alignment. Additionally, there could be short-term closures of freeway shoulder and/or travel lanes and select ramps on I-405. Although these activities would temporarily reduce travel efficiency, alternate routes are available for travelers through the area on parallel major roadways. Pursuant to PF-T-1, during construction, access to businesses would be maintained during business hours, and access

~~would remain to neighborhoods, although some detours may be required and would be signed~~ *to and from neighborhoods would remain, although some detours with signage may be required*. The project could temporarily increase the potential for neighborhood cut-through traffic, which would be addressed through the use of signed detours and other strategies to be included in the CTMPs.

Bicycling and Walking: Similarly, access to bicycle routes and pedestrian facilities would remain during construction although some alternate routes for pedestrians may be required during construction on the east side of Hawthorne Boulevard when curb work would encroach on the sidewalk. Construction of the project would not preclude jurisdictions from planning or implementing improved bicycling and walking infrastructure. No existing or planned bicycle facilities ~~are directly on the streets affected by construction. Small segments of intersecting bikeways, for example, on 190th Street immediately east of Hawthorne Boulevard, may be temporarily shifted, reduced, or closed during construction.~~ *would be directly affected by construction of the Hawthorne Boulevard Option. However, indirect temporary impacts may occur along small segments of [existing/planned] intersecting bikeways. For example, travel lanes and sidewalks on 190th Street may be temporarily shifted, reduced, or closed during construction east of Hawthorne Boulevard.* ~~Typically, signage~~ *Signage* warning road users to share the lane with bicyclists ~~is~~ *would be* provided *as needed* for the reduced segment; the bike lane on either side of the construction activity would remain unaffected by the construction.

Page 3.1-45 – The Proposed Project operational impacts, Policies Addressing Transit, text is revised as follows:

Relevant regulatory plans, policies, and ordinances set forth by Metro, discussed in ~~Section 2.2.16~~ *Appendix 3.1-A, Transportation Policy Analysis*, include the 2020 LRTP, TOC Implementation Plan, Sustainability Strategic Plan, Goods Movement Strategic Plan, Measure M Expenditure Plan, BRT Vision & Principles Study, 2014 SRTP, Grade Crossing Safety Policy, FLM Strategic Plan, Complete Streets Policy, Vision 2028 Plan, Next Gen Bus Study, and ATSP. The Proposed Project is consistent with and would not conflict with Metro's plans.

4.6 CHAPTER 3.2 - LAND USE AND PLANNING

Page 3.2-1 – The last paragraph under the heading Southern California Association of Governments (SCAG) is revised as follows:

The Connect SoCal Project List, including both funded projects through the 2019 Federal Transportation Improvements Program (FTIP) as well as strategic projects, identifies funding for the following public transit projects in the land use and planning resource study area (RSA): the Metro C Line (Green) extension to Torrance (this project), a city bus transfer station at the Redondo Beach Transit Center (TC), the Torrance TC, called the Torrance Transit Park and Ride Regional Terminal in the FTIP, and a transit service connection between Long Beach and the South Bay Galleria. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.2-2 – In Table 3.2-2 City of Lawndale – Relevant Regulations, the fourth subheader is revised as follows:

Table 3.2-2. City of Lawndale – Relevant Regulations

Code/Goal/Policy	Description
City of Lawndale ~~Necessary Regulations~~ *Zoning Regulations*	

Page 3.2-5 – The text under the Zoning heading is revised as follows:

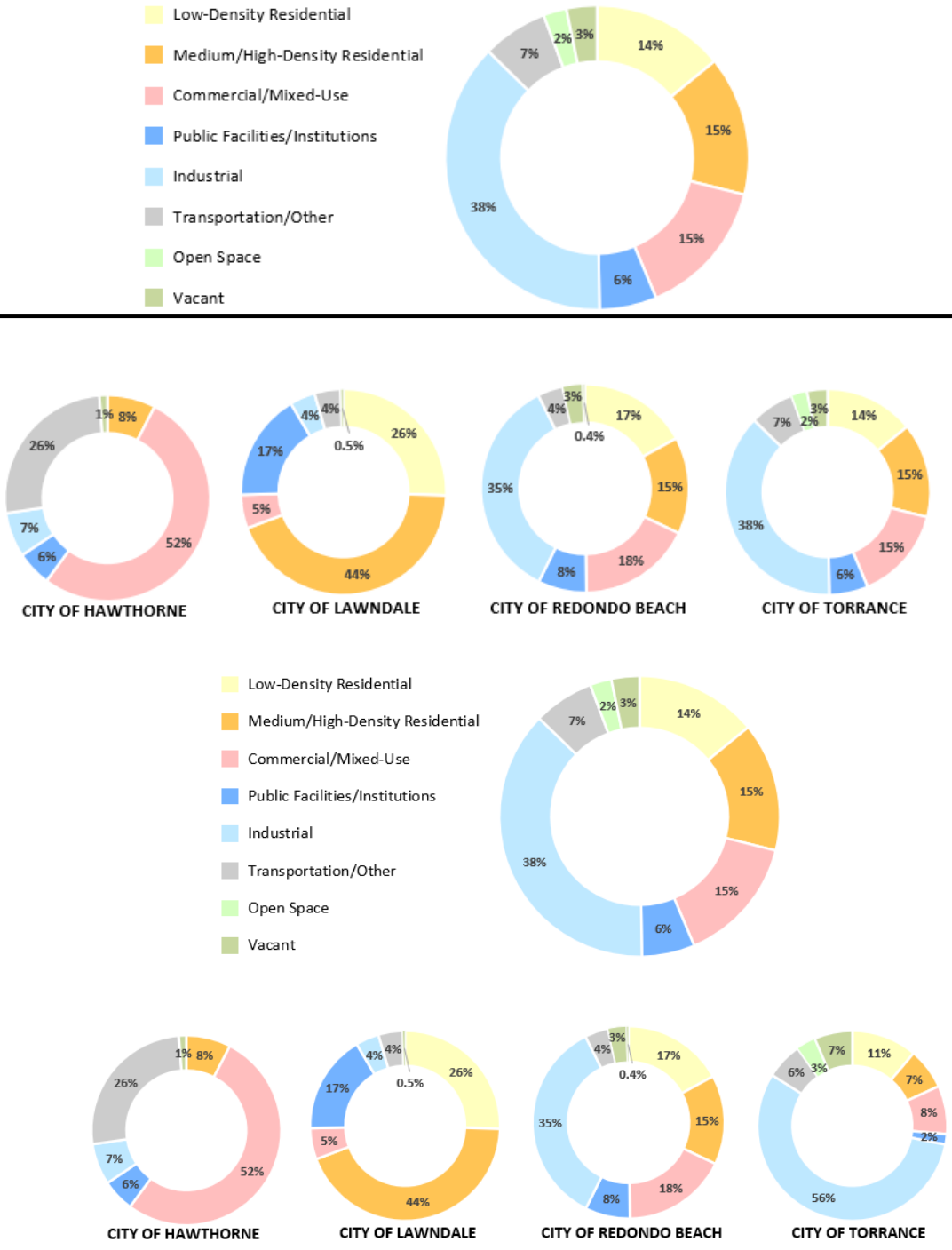
> The City of Torrance's Planning and Land Use Code (commonly referred to as the Zoning Code and last amended in ~~June 2020~~ *January 2023*) serves as the primary implementation tool for the General Plan. The Planning and Land Use Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Planning and Land Use Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Planning and Land Use Code also indicates which land uses are permitted in the various zones. The purpose of the Planning and Land Use Code is to provide the economic and social advantages resulting from an orderly planned use of land resources and to conserve and promote the public health, safety, and general welfare.

Page 3.2-6 – The following information is added under the Hawthorne Boulevard Corridor Specific Plan heading:

> The 1996 City of Torrance Hawthorne Boulevard Corridor Specific Plan outlines land use and transportation goals, objectives, policies, and standards for a six-mile section of the Hawthorne Boulevard Corridor. The Specific Plan acknowledges and supports transit service that enhances mobility in the corridor and serves as a convenient alternative to automobile travel. The Specific Plan includes a policy, which requires coordination with local and regional transit services operating within the corridor *to enhance transit availability and convenience. This Specific Plan aims to support local businesses and maintain a healthy retail tax base for the City of Torrance. Additionally, the envisioned design concept for the North Torrance District positions it as a northern gateway to the city and its most prominent commercial boulevard, fostering an active, community-oriented commercial environment.* This policy serves to maximize the transit service provided and transit user convenience.

Page 3.2-12 – Figure 3.2-5. Proposed Project and Trench Option – Percentage of Existing Land Uses in Resource Study Area is replaced as follows:

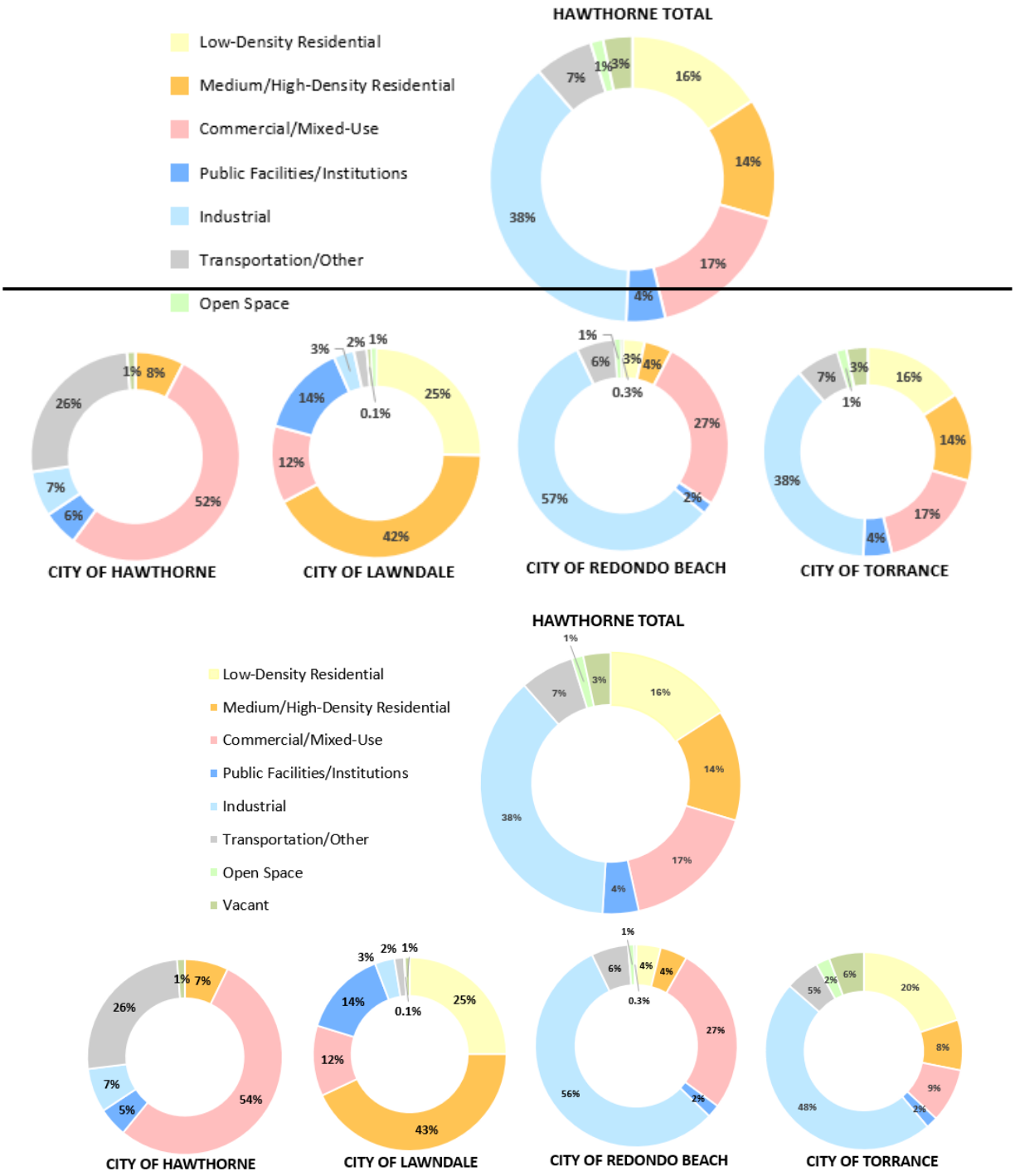
Figure 3.2-4.65 Proposed Project and Trench Option – Percentage of Existing Land Uses in Resource Study Area



Source: SCAG, 2020; STV, 2022
Note: Percentages may not add up to 100 due to rounding.

The figure and caption of Figure 3.2-10 Hawthorne Option – Percentage of Existing Land Uses in Resource Study Area is replaced as follows:

Figure 3.24.6***-10. Hawthorne Option – Percentage of Existing Land Uses in Resource Study Area***



Source: SCAG, ~~2020~~ *2016*; STV,2022
Note: Percentages may not add up to 100 due to rounding.

Page 3.2-21 – The text is revised under the City of Torrance heading as follows:

Zoning along Hawthorne Boulevard is predominantly single-family residential along the east side of Hawthorne Boulevard between Redondo Beach Boulevard and 180th Street. From 180th Street south, commercial uses, including vehicle dealerships, restaurants, auto businesses, and a mobile home residential community, exist. Additionally, some industrial uses exist near the Torrance TC. Before rejoining the Metro ROW at 190th Street, the Hawthorne Option is surrounded by land zoned Hawthorne Boulevard Specific Plan and Single Family, Two-Family, and Limited Multiple Family Residential. The portion of the RSA surrounding the South Bay Galleria Station that falls within the City of Torrance is almost entirely Residential, with a few parcels zoned Planned Development, Public Use, General Commercial, and Light Agricultural. As with the Proposed Project and Trench Option, the primary zoning classifications along the alignment from 190th Street to the proposed Torrance TC are Heavy Manufacturing and Residential zones, including Single Family, Two-Family, Limited Multiple Family, and some Commercial zones along Hawthorne Boulevard.

Page 3.2-23 – The first paragraph on the page is revised as follows:

The Hawthorne Option would require 2.9 miles of elevated structures to be constructed parallel to the west side of the I-405 and continuing in the median of Hawthorne Boulevard between Manhattan Beach Boulevard and 190th Street with no at-grade crossings. Most of the land uses along Hawthorne Boulevard are primarily Residential, Commercial/Mixed land use, Industrial, and Public facilities/Institutional use. The Hawthorne Option would require additional parcel acquisitions to construct the elevated guideways and stations when compared to the Trench Option and Proposed Project between the existing Redondo Beach (Marine) Station and 190th Street. *These acquisitions would not change the land use patterns so as to indirectly cause a physical division within the community.*

Page 3.2-26 – Several rows of Table 3.2-5 are revised as follows (those not included below remain unchanged):

Table 3.2-5. Consistency Analysis of Land Use Plans, Policies, and Regulations

Policies/Goals	Consistency of the Proposed Project and Options
Local Regulations	
City of Torrance, Hawthorne Boulevard Corridor Specific Plan	
Hawthorne Boulevard Corridor Specific Plan: • *Providing transit services that provide convenient alternatives to car travel.* • *Support local businesses and ensure a robust retail tax base by creating a thriving commercial environment.* • *Foster an active, community-oriented atmosphere that encourages social interaction and engagement.* • *Ensure collaboration with local and regional transit agencies to maximize transit efficiency.*	***Consistent**. This Project aligns with the Hawthorne Boulevard Corridor Specific Plan, which balances economic growth with community needs and transportation efficiency.*

Policies/Goals	Consistency of the Proposed Project and Options
City of Torrance, General Plan	
General Plan Goals: • A balanced transportation system that provides for the safe, convenient, and efficient movement of people and goods throughout the city and region and an infrastructure system that supports the local economy and quality of life in Torrance • Promote and facilitate travel by alternative modes of transportation such as walking, bicycling, and transit; and • Achieve a high quality of life through a balanced mix of attractive Residential neighborhoods, high-quality public services, and economically viable and attractive Commercial and Industrial areas.	**Consistent**. The Project aligns with these General Plan goals, which include a transportation supporting local economy and quality of life, encouraging other modes (transit) of travel, and creating an attractive community with quality public services which may include transit. In addition to the consistency of these policies, there would be no conflicts with ~~change to~~ existing land use patterns.
City of Redondo Beach, General Plan	
Land Use Element: • Goal 1D: Provide for the development of public infrastructure to support existing and future residents, businesses, recreation, and other uses. • Goal 1F: Maintain the fundamental pattern of existing land uses, preserving Residential neighborhoods and Commercial and Industrial districts, while providing opportunities for intensification or reuse of selected sub-areas, which improve the definition of centers of community activity and identity. • Objective 1.8: Commit lands for the continued operation of public infrastructure which supports residents, businesses, and visitors and protects them from environmental hazards. • Policy 1.41.8 Integrate public transit facilities on the [South Bay Galleria] site and ensure that they are accessible by automobile, bicycle, and walking from peripheral Residential neighborhoods. *Circulation Element Goals:* • Reduce Trip Generation • Take Action on Climate Change • Promote Alternative Modes • Plan Regionally • Pursue Transit Priorities. • G14 – Increase the provision of bike lockers, bike racks, and lighting for bike facilities;	**Consistent.** These policies support the following which all apply to the Project: • Public infrastructure development that protects the public from environmental hazards and contributes to community uses. • Maintaining existing land use and improving centers of community activity. • Integrating public transit facilities. • Providing reliable, safe fixed-route transit • Policy P31 states the extension of the Metro C (Green) Line. The City of Redondo Beach also identifies the South Bay Galleria as a potential site for transit-oriented development due to the anticipated C Line (Green) connection. In addition to the consistency of these policies, there would be no *conflicts with* ~~change to~~ existing land use patterns.

Policies/Goals	Consistency of the Proposed Project and Options
• G16 – Provide reliable, safe fixed-route transit; • P13 – Encourage shared parking between land uses when consistent with industry standards; • P14 – Explore parking maximums around fixed guideway transit investment to maximize transit ridership; • P23 – Focus on [bicycle and pedestrian] access at transit stations, the waterfront, South Bay Galleria, Artesia Boulevard, Riviera Village, Pacific Coast Highway retail zones, and school zones; • P30 – Promote use of alternative transportation for short trips; conduct periodic bicycle and pedestrian counts to assess whether alternative mode use is increasing; • P31 – Extend Metro's C Line (Green); • P32 – Create multi-modal transit hubs; • P33 – Enhance transit wayfinding and signage at transit stops; • P35 – Provide bus turnouts whenever possible so that busses do not interrupt the regular flow of vehicle traffic, particularly on Pacific Coast Highway; and • P38 – Investigate expansion of existing bus service.	
City of Lawndale, General Plan	
Land Use Element Policy/Goals: • Goal 1: Preserve and enhance the environment, values, aesthetic character, and image of Lawndale as a vital, attractive, desirable, and safe urban community; • Policy 1a: Maintain the existing Residential development pattern, except in locations along major transportation corridors and public centers where Commercial or higher-density Residential uses are more appropriate; *Circulation Element Policy/Goals:* • Goal 1: Provide an integrated transportation system for the safe and efficient movement of people and goods with minimal disruption to the environment within and through the City; • Goal 2: Consider all modes of transportation; and	**Consistent.** These policies support maintaining: • land use patterns except for major transit corridors • a viable and desirable community • integrating public transportation facilities and encouraging all modes of transportation In addition to the consistency of these policies, there would be no *conflicts with* ~~change to~~ existing land use patterns.

Policies/Goals	Consistency of the Proposed Project and Options
• Goal 5: Participate in and assist with coordinating regional efforts which integrate the City's transportation system with the regional transportation system.	

Source: SCAG, 2020. SCAQMD, 2024. City of Hawthorne, 1990. City of Torrance Hawthorne Boulevard Specific Plan, 1996. City of Torrance, 2010. City of Lawndale General Plan, 1992a; 1992c.

Page 3.2-31 – The final paragraph under 3.2-7.3 Hawthorne Option is revised to format text in bold as follows:

> Operation of the Hawthorne Option would not divide the existing community in conjunction with the related projects as access within and out of the communities would be unchanged or changed very little by these projects. Further, the related projects would be required to be consistent with applicable general plans and zoning codes. Therefore, the Hawthorne Option, combined with past, present, and reasonably foreseeable projects, ~~would not result in a cumulatively significant impact to land use and planning during construction or operation~~ ***would not result in a cumulatively significant impact*** *to land use and planning during construction or operation.*

4.7 CHAPTER 3.3 – VISUAL AND AESTHETICS

Page 3.3-10 – PF-AES-2 is revised as follows:

> **PF-AES-2. Metro Design Standards**
>
> All project components, including, but not limited to track guideway, auxiliary facilities, *and station* (public and ancillary) facilities, ~~and the parking facility~~, will be designed per the MRDC and consistent with the objectives of the Metro Art Program Policy, Metro's Transit Service Policies & Standards, Systemwide Station Design Standards Policy, and Standard/Directive Drawings, or equivalent. Landscaping and operational lighting will also be installed consistent with these design standards.

Page 3.3-57 – The first paragraph of Section 3.3-4.3.2 Operational Impacts is revised as follows:

> To assess the potential visual changes that would result from the operation of the Project, 23 KOPs were specifically selected to depict the Proposed Project's visual changes. Visual simulations from these KOPs were prepared to provide a before and after comparison of the visual effects that would result from the Proposed Project, Trench Option, and Hawthorne Option. The KOPs are representative of direct views within the RSA; simulations from the same locations show how these views would change as a result of the implementation of the Proposed Project. The simulated views represent conceptual design and are not intended to represent the final Project design. The simulations are included to conceptually illustrate the general visual changes that would be expected to occur. Details concerning the landscaping and soundwalls for the Proposed Project and Options are provided, as relevant, in the text corresponding with the visual simulations. The locations of the KOPs are shown on Figure 3.3-33. *See Appendix 2-A for more detailed plans and profiles for the alignments, as well as typical cross-sections depicting the general heights and widths of the project elements.*

4.8 CHAPTER 3.4 - AIR QUALITY

Page 3.4-6 – The first paragraph under the heading Southern California Association of Governments (SCAG) is revised as follows:

While Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG is the Metropolitan Planning Organization for the six-county region and is required to prepare an RTP/SCS every four years that provides a comprehensive framework and outlook for guiding growth in population, housing, and employment. The most recent iteration of the SCAG RTP/SCS that has been formally adopted is the Connect SoCal 2020–2045 RTP/SCS (Connect SoCal), which was officially adopted in September 2020 and forecasts regional growth projections through the horizon year of 2045. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.4-51 – 3.4-4.3.2 Operational Impacts is revised as follows (before last sentence under the Proposed Project discussion):

Less than Significant Impact. The following analysis includes criteria air pollutants, mobile source air toxics, and CO hot-spots.

Regarding criteria air pollutants, operation of the Proposed Project would extend the existing Metro C (Green) Line light rail and would not introduce a new substantial permanent direct source of emissions to the RSA. No direct source of air pollutant emissions along the Proposed Project alignment would occur as the light rail cars, stations, and systems and signals would be electrically powered and connected to the SCE grid. Minor stationary sources would be associated with the use of landscaping equipment and sanitation service vehicle trips at station facilities. Proposed Project operations would not involve a facility where a significant number of vehicles would dwell and would not deteriorate congestion at nearby intersections. *Regarding localized* O_3*, it is both a natural and a man-made product that occurs in the Earth's upper atmosphere (the stratosphere) and lower atmosphere (the troposphere). Depending on where it is in the atmosphere,* O_3 *affects life on Earth in either good or bad ways. Stratospheric* O_3 *is formed naturally through the interaction of solar ultraviolet radiation with molecular oxygen. The "ozone layer," approximately 6 through 30 miles above the Earth's surface, reduces the amount of harmful UV radiation reaching the Earth's surface. Tropospheric or ground-level* O_3*–what we breathe–s formed primarily from photochemical reactions between two major classes of air pollutants, volatile organic compounds (VOC) and nitrogen oxides (NOx). The Proposed Project would reduce regional VMT thereby leading to regional reductions in pollutant emissions. Therefore, the Proposed Project would not increase* O_3 *levels. This includes localized* O_3 *concentrations as the Proposed Project is primarily grade-separated and would not substantially increase local vehicle delays.* Operation of the Proposed Project would not have the potential to expose sensitive receptors to substantial criteria pollutant (i.e., O_3, NO_2, and PM) concentrations; impacts would be less than significant.

~~Regrading~~ *Regarding* mobile source air toxics *(MSAT)*, federal and state regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. An analysis of national trends with the USEPA MOVES model forecasts a combined reduction of over 80% in the total annual emission rate for the priority MSAT from 2010 to 2050 and VMT is projected to increase by over 100%. MSAT emissions are directly correlated to VMT;

therefore, reductions in daily MSAT emissions would result through Proposed Project implementation. Operation of the Proposed Project would reduce daily regional VMT by approximately 34,500 miles relative to the 2042 without Project conditions, thereby decreasing daily MSAT emissions throughout the RSA. The Proposed Project would not result in adverse effects related to MSAT emissions.

Regarding CO hot-spots, although the SCAB is designated as a maintenance area for CO, it is no longer a pollutant of concern in the region. According to CARB, the NAAQS for CO was last exceeded in 2002. The SCAQMD last published data for 2020 included maximum 1- and 8-hour concentrations of 1.6 and 1.3 parts per million (ppm), respectively, in the Proposed Project area. These concentrations were substantially below the 1- and 8-hour NAAQS of 20 and 9 ppm. The Proposed Project is planned to open in 2030. As indicated in the CARB EMFAC model, CO emission rates would be substantially less in 2030 than in 2003 when CO attainment was demonstrated in the AQMP. Therefore, operation of the Proposed Project would not result in a significant impact related to a CO hot spot.

Both light rail and freight train operations would generate small amounts of dust due to braking friction and resuspended particulates from trains passing over unpaved areas. However, these emissions would not result in a substantial increase in localized particulate matter concentrations along the alignment near residential receptors. Furthermore, proposed sound walls that would be installed between the rail tracks and the adjacent residences—from Manhattan Beach Boulevard to Artesia Boulevard, from Artesia Boulevard to Grant Avenue, and from 182nd Street to Hawthorne Boulevard—would serve as a physical barrier that would reduce dust dispersion and deposition into the surrounding communities as demonstrated through extensive controlled and real-world studies conducted by the SCAQMD. Based on the above analyses, operation of the Proposed Project would result in a **less than significant impact** related to criteria pollutant concentrations, toxic air contaminants, and CO hot-spots.

Page 3.4-52 – 3.4-4.3.2 Operational Impacts under the Trench Option is revised as follows:

Less than Significant Impact. The impacts assessment for the Trench Option is like the analysis presented for the Proposed Project, as operations will occur along the same alignments and use the same operating pattern and equipment. Long-term operation of the Trench Option would not introduce any new direct source of criteria pollutant or TAC emissions to the regional or localized RSA. Metro employee vehicle trips would not be expected to increase with implementation of the Trench Option, and the light rail vehicles would be propelled by electricity with no internal combustion occurring that would produce hydrocarbon and other pollutant emissions. Furthermore, operation of the Trench Option would reduce daily regional VMT by approximately 34,500 miles relative to the 2042 without Project condition, thereby decreasing daily MSAT emissions throughout the RSA.

Similar to the discussion for the Proposed Project, with implementation of the Trench Option both light rail and freight train operations would generate small amounts of dust due to braking friction and resuspended particulates from trains passing over unpaved areas. However, these emissions would not result in a substantial increase in localized particulate matter concentrations along the alignment near residential receptors. Furthermore, proposed soundwalls that would be installed between the rail tracks and the adjacent residences—rom West 163rd Street to Artesia Boulevard, from Artesia Boulevard to Grant Avenue, and from 186th Street to Hawthorne Boulevard—would serve as a physical barrier that would reduce dust dispersion and deposition into the surrounding communities as demonstrated through extensive

controlled and real-world studies conducted by the SCAQMD. Operation of the Trench Option would result in a **less than significant impact** related to substantial pollutant concentrations at receptor locations.

Page 3.4-52 – 3.4-4.3.2 Operational Impacts under the Hawthorne Option is revised as follows:

Less than Significant Impact. The impacts assessment for the Hawthorne Option is like to the analysis presented for the Proposed Project, as operations would occur along a similar alignment and use the same operating pattern and equipment. Long-term operation of the Hawthorne Option would not introduce any new direct source of criteria pollutant or TAC emissions to the regional or localized RSA. Metro employee vehicle trips would not be expected to increase with implementation of the Hawthorne Option, and the light rail vehicles would be propelled by electricity with no internal combustion occurring that would produce hydrocarbon and other pollutant emissions. Furthermore, operation of the Hawthorne Option would reduce daily regional VMT by approximately 34,900 miles relative to the 2042 without Project condition, thereby decreasing daily MSAT emissions throughout the RSA.

Similar to the discussion for the Proposed Project, with implementation of the Hawthorne Option both light rail and freight train operations would generate small amounts of dust due to braking friction and resuspended particulates from trains passing over unpaved areas. However, these emissions would not result in a substantial increase in localized particulate matter concentrations along the alignment near residential receptors. Furthermore, proposed sound walls that would be installed at the outer edge of the elevated rail guideway—from West 156th Street to Manhattan Beach Boulevard, from Manhattan Beach Boulevard to south of Redondo Beach Boulevard, from the South Bay Galleria Station to 182nd Street, and from 182nd Street to Butler Drive—would serve as a physical barrier between adjacent residences and uses and would reduce dust dispersion and deposition into the surrounding communities as demonstrated through extensive controlled and real-world studies conducted by the SCAQMD. Operation of the Hawthorne Option would result in a **less than significant impact** related to substantial pollutant concentrations at nearby receptor locations.

Page 3.4-55 – Section 3.4-7 Cumulative Impacts, the headers for the analysis of each option are revised as follows:

3.4-~~1~~7.1. Proposed Project

3.4-~~1~~7.2. Trench Option

3.4-~~1~~7.3. Hawthorne Option

Page 3.4-56 – Section 3.4-7.1 Proposed Project, the fourth paragraph is revised as follows:

Furthermore, the analysis presented under impact criterion 3.4-4.3 demonstrated that construction of the Proposed Project would not generate localized emissions of NOX, CO, or particulate matter in excess of the applicable LST screening values. The SCAQMD LST screening values were designed to prevent the occurrence of unhealthy pollutant concentrations reaching sensitive receptors near construction sites. The same SCAQMD cumulative significance rationale can be applied to the localized emissions. Although it is possible that construction of other CEQA projects may occur within the localized RSA during construction of the Proposed Project*, such as the Mary K. Giordano Regional Transit Center Parking Structure*, emissions from Proposed Project construction would be controlled to the maximum extent feasible through implementation of BMPs contained within the Metro Green Construction Policy and would not

exceed the SRA 3 LST screening values. Therefore, construction of the Proposed Project would result in less than significant cumulative impacts at both the regional and localized geographic scales.

4.9 CHAPTER 3.5 - GREENHOUSE GAS EMISSIONS

Page 3.5-7 – The first paragraph under the heading Southern California Association of Governments (SCAG) is revised as follows:

> SCAG is the MPO for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino, and Imperial counties. Connect SoCal, the 2020-2045 RTP/SCS, includes a strong commitment to reduce emissions from transportation sources to comply with SB 375. SB 375 requires CARB to develop regional CO2 emission reduction targets (exclusive of Pavley emissions that are counted separately), compared to 2005 emissions, for cars and light trucks for each MPO. The 2020–2045 RTP/SCS charts a course for closely integrating land use and transportation planning including in areas labeled as High Quality Transit Areas. High Quality Transit Areas reflect areas with rail transit service or bus service where lines have peak headways of less than 15 minutes. The 2020-2045 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process by SCAG and it serves as an update to the 2016–2040 RTP/SCS. Major themes in the 2020–2045 RTP/SCS that are relevant to the Proposed Project include integrating strategies for land use and transportation, striving for sustainability, protecting and preserving the existing transportation infrastructure, increasing capacity through improved system management, and giving people more transportation choice. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.5-16 – The text under the Proposed Project Construction is revised as follows:

> Table 3.5-7 summarizes the Proposed Project construction schedule, including the amount of material hauling that would occur during each phase in cubic yards (CY) and the daily construction crew size. Metro plans for contractors to use trucks with trailers (30-CY capacity total) to minimize heavy-duty truck trips involved in material hauling. Comprehensive off-road equipment lists were developed by Metro for each phase to estimate total GHG emissions that would be generated by Proposed Project construction. Construction would be anticipated to take approximately five *years*.

Page 3.5-18 – 3.5-2.3. Operational GHG Emissions is revised in the paragraph and footnote of Table 3.5-10 as follows:

> Implementation of the Proposed Project would extend an existing electrically propelled Metro light rail transit line and would not require additional maintenance facilities that would introduce new direct sources of GHG emissions into the RSAs. Operations would predominantly involve changes to indirect sources of regional GHG emissions, including electricity generation to power the light rail transit corridor and stations, as well as transportation fuel savings associated with passenger vehicle trip displacement corresponding to increased transit ridership. Table 3.5-10 presents a summary of the annual projected vehicle revenue miles (VRM) for the Proposed Project and Options as well as the forecasted on-road vehicle miles traveled (VMT) displacement*, calculated using the potential operating pattern that results in the least VMT displacement*.

Table 3.5-10. Summary of Operational Parameters Relevant to GHG Emissions (2042)

Parameter	Proposed Project	Trench Option	Hawthorne Option
Annual Vehicle Revenue Miles	757,841	757,841	757,841
Annual On-Road VMT Displacement[1]	17,083,851	17,083,851	17,207,383

Source: Metro, 2022

[1]Calculated using the potential operating pattern that results in the least forecasted VMT displacement.

Page 3.5-29 – Table 3.5-16. Proposed Project and Options GHG Emissions (2042) is revised with a footnote to the table as follows:

Table 3.5-16. Proposed Project and Options GHG Emissions (2042)

Operational Source	Proposed Project	Trench Option	Hawthorne Option
Amortized Construction ($MTCO_2e$/year)	**436.6**	**638.5**	**459.9**
Light Rail Corridor Electricity (MWh/year)	6,946.5	6,946.5	6,946.5
Stations & Parking Lot Electricity (MWh/year)	882.0	882.0	882.0
Indirect Electricity Emissions ($MTCO_2e$/year)	**915.5**	**915.5**	**915.5**
Vehicle Trip Displacement (VMT[1]/day)	49,233	49,233	49,589
Emissions Displacement ($MTCO_2e$/year)	**(3,721.4)**	**(3,721.4)**	**(3,748.4)**
Total Annual Emissions ($MTCO_2e$/year)	**(2,369.4)**	**(2,167.4)**	**(2,373.0)**

Source: TAHA, 2022

[1]Calculated using the potential operating pattern that results in the least forecasted VMT displacement.

4.10 CHAPTER 3.6 - NOISE AND VIBRATION

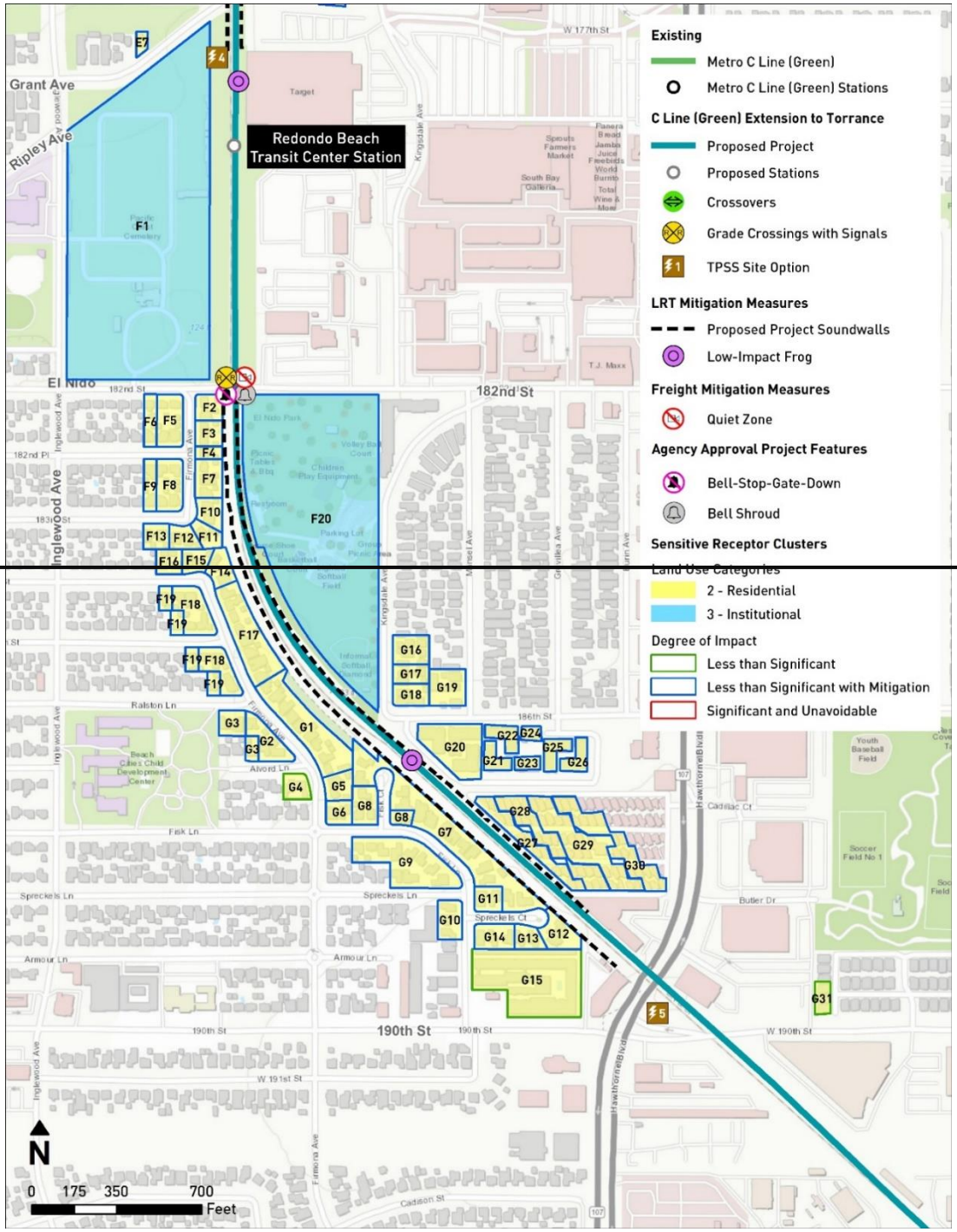
Page 3.6-52 – Figure 3.6-22. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (2 of 4) is replaced to correct a cluster labeling error:

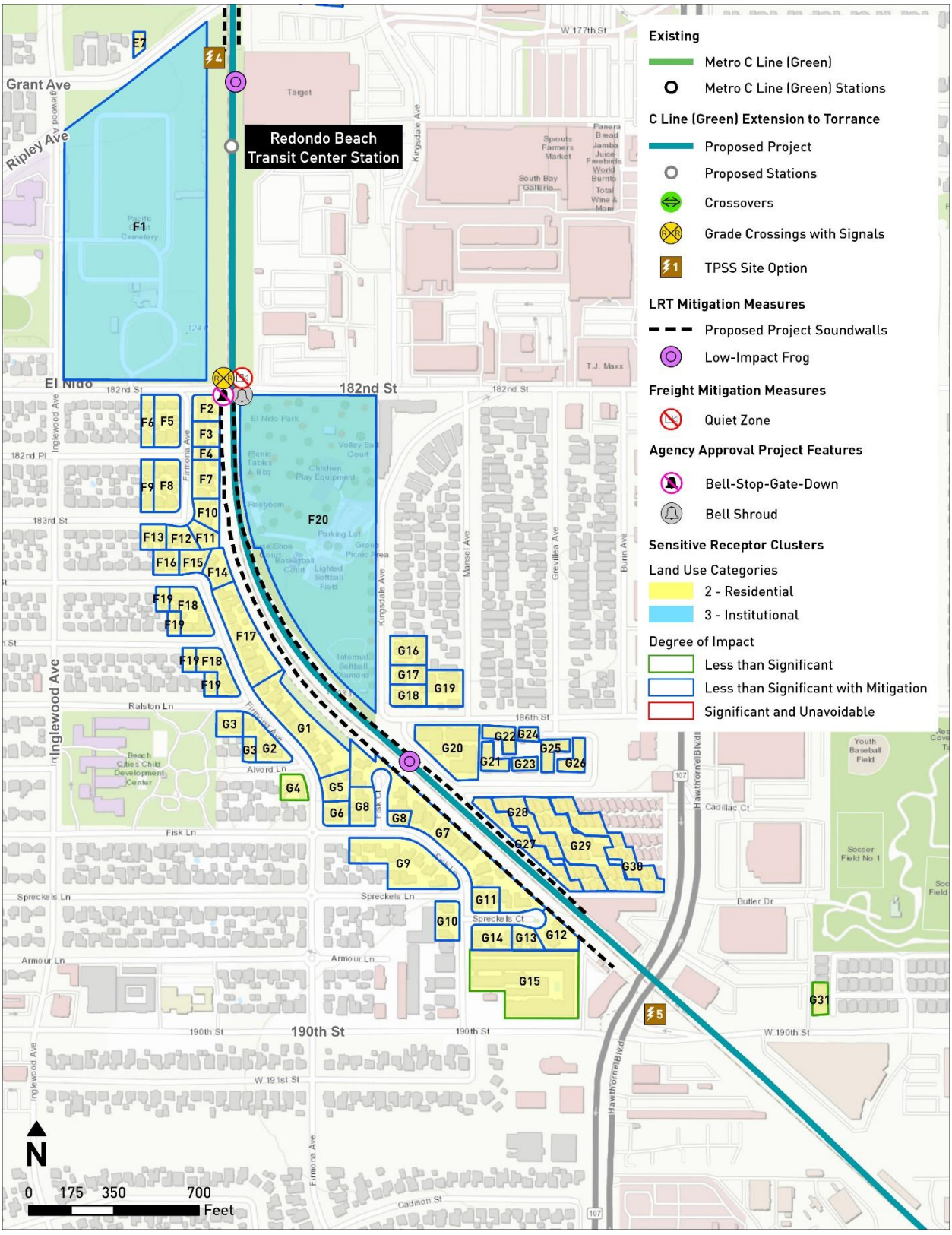
Figure 3.6-22. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (2 of 4)

Source: TAHA, 2025

Page 3.6-53 – Figure 3.6-23. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4) is replaced to correct a cluster labeling error:

Figure 3.6-23. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4)





Source: TAHA, 2025

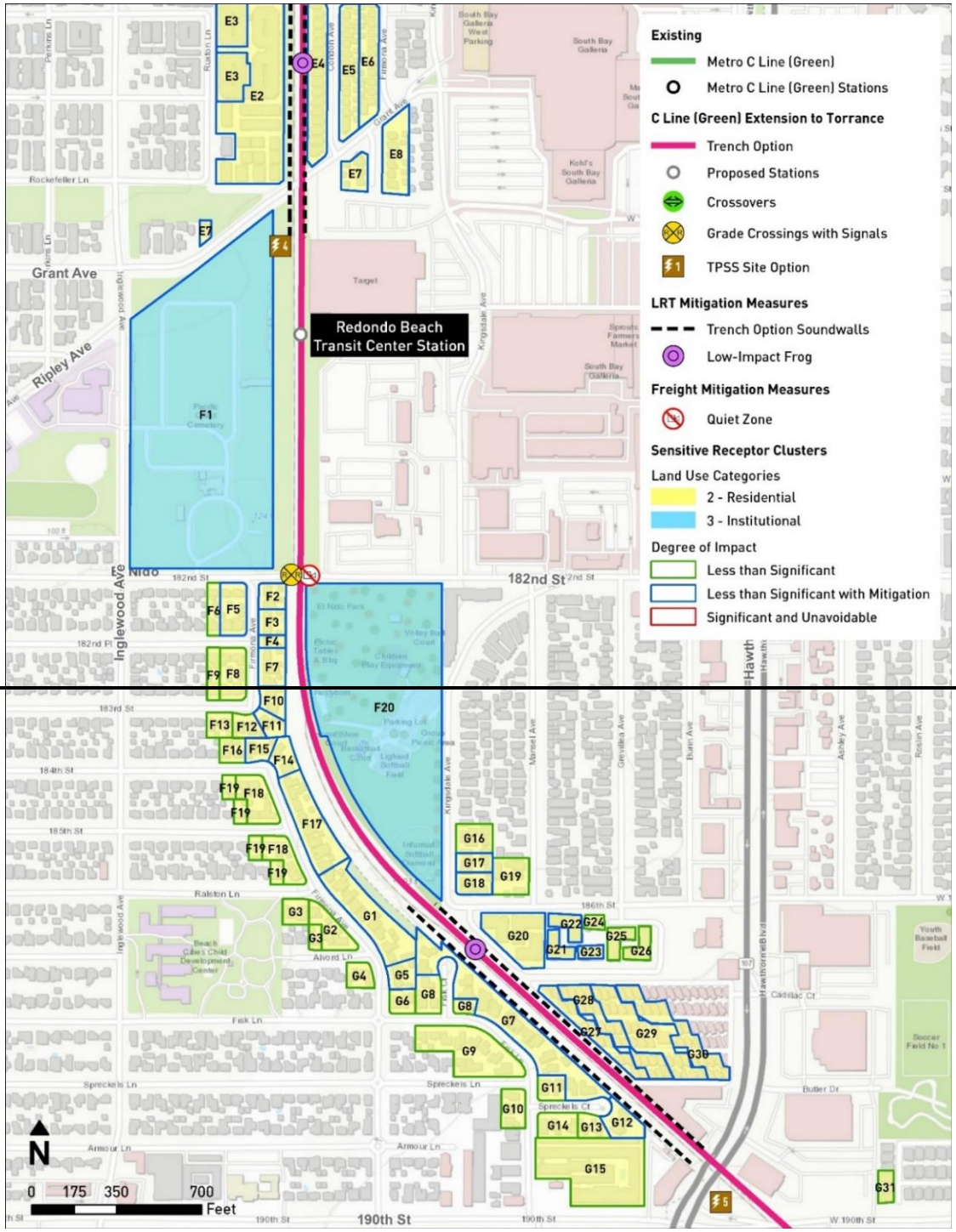
Page 3.6-66 – Figure 3.6-26. Trench Option – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4) is replaced to correct a cluster labeling error:

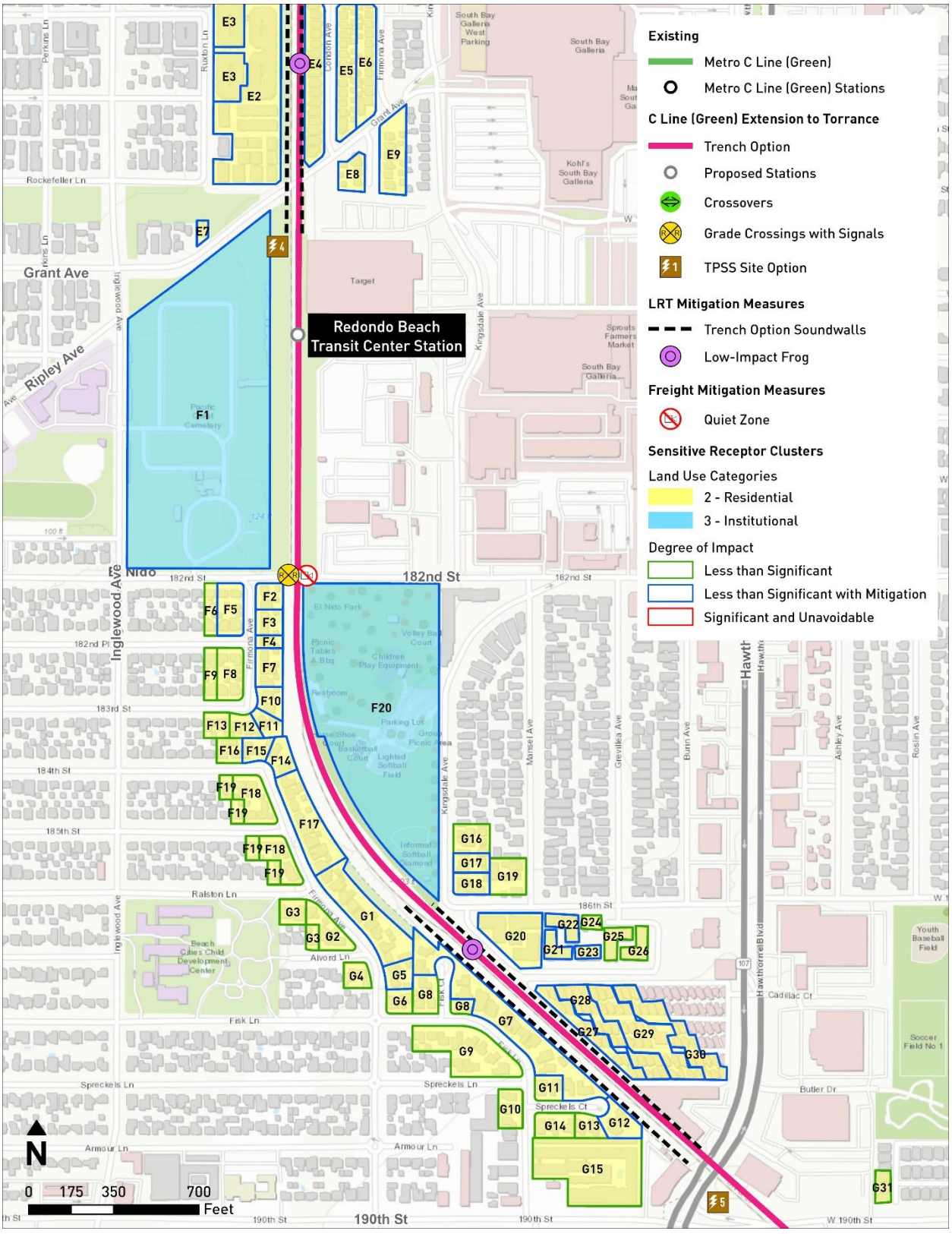
Figure 3.6-66. Trench Option – Combined Light Rail and Relocated Freight Mitigated Noise Impacts (2 of 3)

Source: TAHA, 2025

Page 3.6-67 – Figure 3.6-27. Trench Option – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4) is replaced to correct a cluster labeling error:

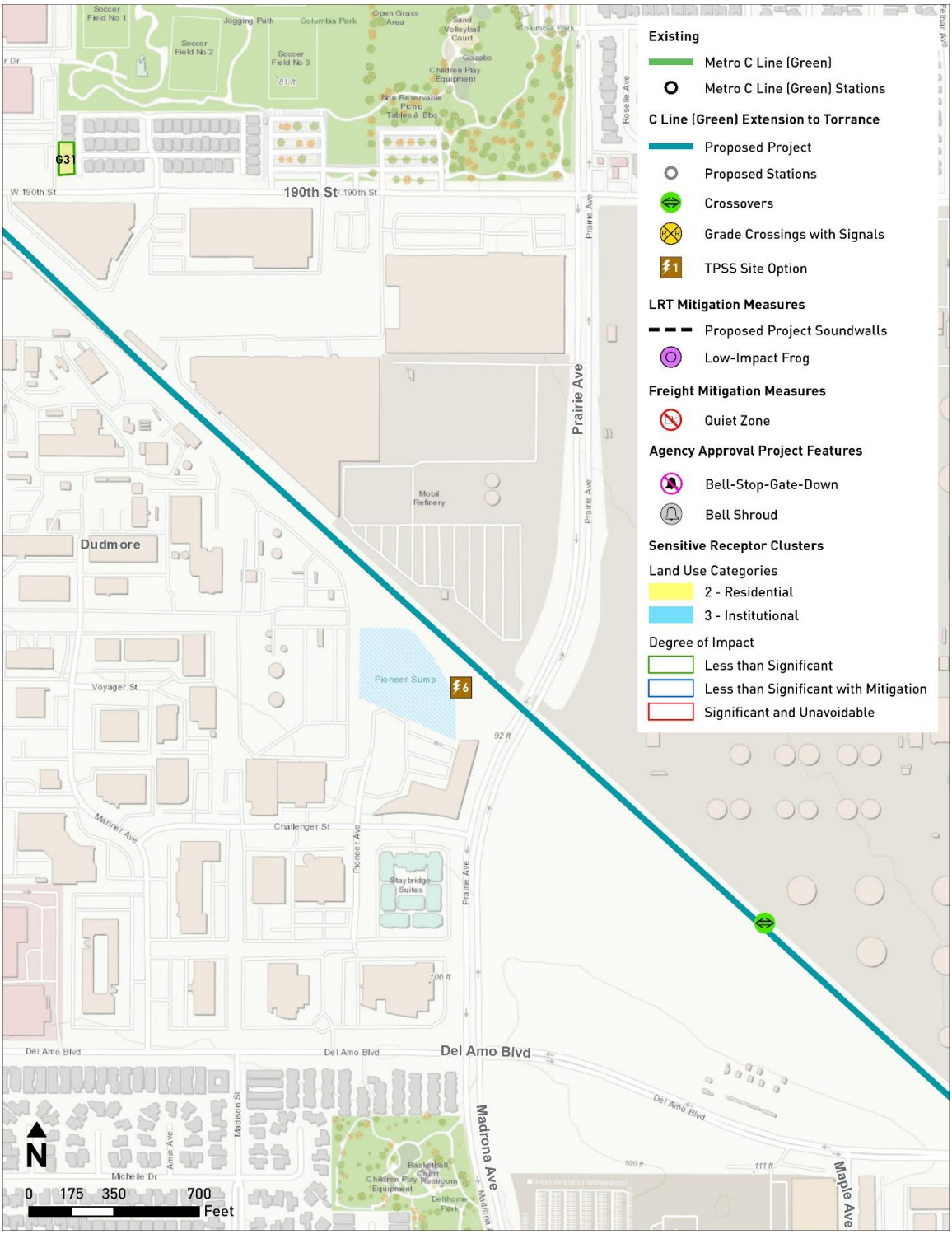
Figure 3.6-67. Trench Option – Combined Light Rail and Relocated Freight Mitigated Noise Impacts (3 of 3)





Source: TAHA, 2025

Page 3.6-54 – The following figure, which was not included in the Draft EIR because no sensitive receptors or noise impacts would occur in this area, is inserted between Figure 3.6-23. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4) and Figure 3.6-24. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (4 of 4):



Source: TAHA, 2022

Page 3.6-55 – In Table 3.6-16 of the Draft EIR, values from the Trench Option's "Mitigated Freight and LRT Combined" column were inadvertently copied into the Proposed Project's corresponding column. In addition, baseline noise level assumptions for the area around 162nd Street are adjusted downward in this Final EIR to ensure consistency on both sides of the street. This change lowers the threshold at which a noise impact would be considered significant. However, even with the revised baseline, no significant noise impact was identified at this location. Table 3.6-16. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts is revised as follows:

Table 3.6-16. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})					Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
A1	2	67.0	63.0	~~56.0~~	*54.0*	62.0	Less Than Significant With Mitigation
A2	2	67.0	63.0	~~58.0~~	*55.0*	62.0	Less Than Significant With Mitigation
A3	2	67.0	59.0	~~51.0~~	*59.0*	62.0	Less than Significant
A4	2	70.0	62.0	~~50.0~~	*57.0*	64.0	Less than Significant
A5	2	70.0	62.0	~~51.0~~	*57.0*	64.0	Less than Significant
A6	2	70.0	63.0	~~51.0~~	*57.0*	64.0	Less than Significant
A7	2	70.0	63.0	~~52.0~~	*58.0*	64.0	Less than Significant
B1	3	71.0	73.0	~~60.0~~	*61.0*	70.0	Less Than Significant With Mitigation
B2	2	66.0	67.0	~~52.0~~	*60.0*	61.0	Less Than Significant With Mitigation
B3	2	65.0	64.0	~~50.0~~	*59.0*	61.0	Less Than Significant With Mitigation
B4	2	65.0	62.0	~~47.0~~	*57.0*	61.0	Less Than Significant With Mitigation
B5	2	67.0	70.0	~~56.0~~	*61.0*	62.0	Less Than Significant With Mitigation
B6	2	66.0	65.0	~~50.0~~	*59.0*	61.0	Less Than Significant With Mitigation
B7	2	65.0	63.0	~~48.0~~	*57.0*	61.0	Less Than Significant With Mitigation
B8	2	71.0	70.0	~~55.0~~	*62.0*	65.0	Less Than Significant With Mitigation
B9	2	70.0	65.0	~~50.0~~	*60.0*	65.0	Less Than Significant With Mitigation
B10	2	70.0	63.0	~~48.0~~	*57.0*	64.0	Less than Significant
B11	2	71.0	70.0	~~56.0~~	*62.0*	65.0	Less Than Significant With Mitigation
B12	2	70.0	65.0	~~50.0~~	*60.0*	65.0	Less Than Significant With Mitigation
B13	2	70.0	63.0	~~48.0~~	*57.0*	64.0	Less than Significant
B14	2	71.0	70.0	~~56.0~~	*62.0*	65.0	Less Than Significant With Mitigation
B15	2	70.0	65.0	~~51.0~~	*59.0*	65.0	Less Than Significant With Mitigation
B16	2	70.0	63.0	~~48.0~~	*58.0*	64.0	Less than Significant
B17	2	~~70.0~~ *61.0*	65.0	~~54.0~~	*55.0*	~~65.0~~ *58.0*	Less Than Significant With Mitigation
B18	2	~~70.0~~ *58.0*	62.0	~~50.0~~	*52.0*	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B19	2	~~70.0~~ *57.0*	60.0	~~48.0~~	*49.0*	~~64.0~~ *56.0*	Less than Significant *With Mitigation*

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})					Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
B20	2	~~70.0~~ *61.0*	65.0	~~54.0~~	*55.0*	~~65.0~~ *58.0*	Less Than Significant With Mitigation
B21	2	~~70.0~~ *58.0*	62.0	~~50.0~~	*52.0*	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B22	2	~~70.0~~ *57.0*	60.0	~~48.0~~	*49.0*	~~64.0~~ *56.0*	Less than Significant *With Mitigation*
B23	2	61.0	65.0	~~54.0~~	*56.0*	58.0	Less Than Significant With Mitigation
B24	2	58.0	63.0	~~51.0~~	*53.0*	57.0	Less Than Significant With Mitigation
B25	2	57.0	60.0	~~48.0~~	*50.0*	56.0	Less Than Significant With Mitigation
B26	2	61.0	65.0	~~54.0~~	*56.0*	58.0	Less Than Significant With Mitigation
B27	2	58.0	63.0	~~51.0~~	*53.0*	57.0	Less Than Significant With Mitigation
B28	2	57.0	60.0	~~48.0~~	*51.0*	56.0	Less Than Significant With Mitigation
B29	2	61.0	65.0	~~54.0~~	*54.0*	58.0	Less Than Significant With Mitigation
B30	2	58.0	63.0	~~51.0~~	*51.0*	57.0	Less Than Significant With Mitigation
B31	2	57.0	60.0	~~48.0~~	*49.0*	56.0	Less Than Significant With Mitigation
B32	2	61.0	65.0	~~54.0~~	*55.0*	58.0	Less Than Significant With Mitigation
B33	2	58.0	63.0	~~51.0~~	*52.0*	57.0	Less Than Significant With Mitigation
B34	2	57.0	60.0	~~48.0~~	*49.0*	56.0	Less Than Significant With Mitigation
B35	2	71.0	71.0	~~61.0~~	*60.0*	65.0	Less Than Significant With Mitigation
B36	2	66.0	67.0	~~52.0~~	*57.0*	61.0	Less Than Significant With Mitigation
B37	2	65.0	64.0	~~49.0~~	*55.0*	61.0	Less Than Significant With Mitigation
B38	2	67.0	74.0	~~61.0~~	*61.0*	62.0	Less Than Significant With Mitigation
B39	2	66.0	67.0	~~52.0~~	*57.0*	61.0	Less Than Significant With Mitigation
B40	2	65.0	64.0	~~49.0~~	*55.0*	61.0	Less Than Significant With Mitigation
B41	2	71.0	72.0	~~59.0~~	*60.0*	65.0	Less Than Significant With Mitigation
B42	2	70.0	68.0	~~53.0~~	*58.0*	65.0	Less Than Significant With Mitigation
B43	2	70.0	64.0	~~49.0~~	*55.0*	64.0	Less Than Significant With Mitigation
B44	2	71.0	72.0	~~59.0~~	*63.0*	65.0	Less Than Significant With Mitigation
B45	2	70.0	68.0	~~53.0~~	*61.0*	65.0	Less Than Significant With Mitigation
B46	2	70.0	64.0	~~49.0~~	*58.0*	64.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})					Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
B47	2	~~71.0~~ *61.7*	68.0	~~58.0~~	*55.0*	~~65.0~~ *59.0*	Less Than Significant With Mitigation
B48	2	~~70.0~~ *58.9*	64.0	~~53.0~~	*52.0*	~~65.0~~ *57.0*	Less Than Significant *With Mitigation*
B49	2	~~70.0~~ *57.5*	60.0	~~49.0~~	*48.0*	~~64.0~~ *56.0*	Less Than Significant *With Mitigation*
B50	2	~~71.0~~ *61.7*	68.0	~~57.0~~	*54.0*	~~65.0~~ *59.0*	Less Than Significant With Mitigation
B51	2	~~70.0~~ *58.9*	64.0	~~53.0~~	*52.0*	~~65.0~~ *57.0*	Less Than Significant *With Mitigation*
B52	2	~~70.0~~ *57.5*	60.0	~~49.0~~	*48.0*	~~64.0~~ *56.0*	Less Than Significant *With Mitigation*
B53	2	62.0	68.0	~~54.0~~	*55.0*	59.0	Less Than Significant With Mitigation
B54	2	59.0	64.0	~~50.0~~	*52.0*	57.0	Less Than Significant With Mitigation
B55	2	58.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
B56	2	62.0	68.0	~~54.0~~	*55.0*	59.0	Less Than Significant With Mitigation
B57	2	59.0	64.0	~~50.0~~	*52.0*	57.0	Less Than Significant With Mitigation
B58	2	58.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
B59	2	62.0	68.0	~~54.0~~	*54.0*	59.0	Less Than Significant With Mitigation
B60	2	59.0	64.0	~~50.0~~	*51.0*	57.0	Less Than Significant With Mitigation
B61	2	58.0	60.0	~~47.0~~	*47.0*	56.0	Less Than Significant With Mitigation
B62	2	62.0	68.0	~~54.0~~	*55.0*	59.0	Less Than Significant With Mitigation
B63	2	59.0	64.0	~~50.0~~	*51.0*	57.0	Less Than Significant With Mitigation
B64	2	58.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
C1	2	61.0	65.0	~~54.0~~	*54.0*	58.0	Less Than Significant With Mitigation
C2	2	59.0	63.0	~~51.0~~	*52.0*	57.0	Less Than Significant With Mitigation
C3	2	57.0	60.0	~~48.0~~	*49.0*	56.0	Less Than Significant With Mitigation
C4	2	61.0	65.0	~~54.0~~	*54.0*	58.0	Less Than Significant With Mitigation
C5	2	59.0	63.0	~~52.0~~	*52.0*	57.0	Less Than Significant With Mitigation
C6	2	57.0	60.0	~~48.0~~	*49.0*	56.0	Less Than Significant With Mitigation
C7	2	61.0	65.0	~~54.0~~	*55.0*	58.0	Less Than Significant With Mitigation
C8	2	59.0	63.0	~~52.0~~	*52.0*	57.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
C9	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C10	2	61.0	65.0	~~54.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C11	2	59.0	63.0	~~52.0~~ *52.0*	57.0	Less Than Significant With Mitigation
C12	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C13	2	61.0	65.0	~~54.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C14	2	59.0	63.0	~~52.0~~ *52.0*	57.0	Less Than Significant With Mitigation
C15	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C16	2	61.0	65.0	~~54.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C17	2	59.0	63.0	~~52.0~~ *53.0*	57.0	Less Than Significant With Mitigation
C18	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C19	2	61.0	65.0	~~54.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C20	2	59.0	63.0	~~52.0~~ *52.0*	57.0	Less Than Significant With Mitigation
C21	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C22	2	62.0	68.0	~~54.0~~ *55.0*	59.0	Less Than Significant With Mitigation
C23	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C24	2	58.0	60.0	~~47.0~~ *48.0*	56.0	Less Than Significant With Mitigation
C25	2	61.0	68.0	~~55.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C26	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C27	2	57.0	60.0	~~47.0~~ *48.0*	56.0	Less Than Significant With Mitigation
C28	2	61.0	68.0	~~55.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C29	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C30	2	57.0	60.0	~~47.0~~ *48.0*	56.0	Less Than Significant With Mitigation
C31	2	61.0	68.0	~~55.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C32	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C33	2	57.0	60.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
C34	2	61.0	68.0	~~55.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C35	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
C36	2	57.0	60.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
C37	2	61.0	68.0	~~55.0~~ *55.0*	59.0	Less Than Significant With Mitigation
C38	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C39	2	57.0	60.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
C40	2	61.0	68.0	~~55.0~~ *55.0*	59.0	Less Than Significant With Mitigation
C41	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C42	2	57.0	60.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
D1	2	61.0	65.0	~~54.0~~ *54.0*	58.0	Less Than Significant With Mitigation
D2	2	59.0	63.0	~~51.0~~ *52.0*	57.0	Less Than Significant With Mitigation
D3	2	58.0	60.0	~~48.0~~ *49.0*	57.0	Less Than Significant With Mitigation
D4	2	61.0	65.0	~~54.0~~ *57.0*	58.0	Less Than Significant With Mitigation
D5	2	59.0	62.0	~~51.0~~ *54.0*	57.0	Less Than Significant With Mitigation
D6	2	58.0	60.0	~~49.0~~ *53.0*	57.0	Less Than Significant With Mitigation
D7	2	57.0	59.0	~~47.0~~ *51.0*	56.0	Less Than Significant With Mitigation
D8	2	65.0	69.0	~~57.0~~ *60.0*	61.0	Less Than Significant With Mitigation
D9	2	65.0	69.0	~~57.0~~ *57.0*	61.0	Less Than Significant With Mitigation
D10	2	65.0	69.0	~~57.0~~ *57.0*	61.0	Less Than Significant With Mitigation
D11	2	65.0	69.0	~~57.0~~ *57.0*	61.0	Less Than Significant With Mitigation
D12	2	65.0	69.0	~~57.0~~ *57.0*	61.0	Less Than Significant With Mitigation
D13	2	66.0	69.0	~~57.0~~ *57.0*	62.0	Less Than Significant With Mitigation
D14	2	66.0	69.0	~~58.0~~ *58.0*	62.0	Less Than Significant With Mitigation
D15	2	61.0	66.0	~~54.0~~ *54.0*	58.0	Less Than Significant With Mitigation
D16	2	61.0	66.0	~~55.0~~ *54.0*	58.0	Less Than Significant With Mitigation
D17	2	59.0	62.0	~~50.0~~ *53.0*	57.0	Less Than Significant With Mitigation
D18	2	58.0	60.0	~~49.0~~ *52.0*	57.0	Less Than Significant With Mitigation
D19	2	57.0	59.0	~~48.0~~ *51.0*	56.0	Less Than Significant With Mitigation
D20	2	59.0	62.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
D21	2	59.0	62.0	~~50.0~~	*51.0*	57.0	Less Than Significant With Mitigation
D22	2	59.0	62.0	~~50.0~~	*51.0*	57.0	Less Than Significant With Mitigation
D23	2	62.0	62.0	~~51.0~~	*51.0*	59.0	Less Than Significant With Mitigation
D24	2	61.0	61.0	~~51.0~~	*49.0*	58.0	Less Than Significant With Mitigation
D25	2	61.0	59.0	~~49.0~~	*47.0*	58.0	Less Than Significant With Mitigation
D26	2	61.0	69.0	~~55.0~~	*56.0*	59.0	Less Than Significant With Mitigation
D27	2	59.0	64.0	~~51.0~~	*52.0*	57.0	Less Than Significant With Mitigation
D28	2	57.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
D29	2	61.0	69.0	~~55.0~~	*60.0*	59.0	Significant and Unavoidable
D30	2	59.0	64.0	~~51.0~~	*55.0*	57.0	Less Than Significant With Mitigation
D31	2	57.0	60.0	~~47.0~~	*51.0*	56.0	Less Than Significant With Mitigation
D32	2	62.0	69.0	~~55.0~~	*59.0*	59.0	Significant and Unavoidable
D33	2	59.0	65.0	~~51.0~~	*55.0*	57.0	Less Than Significant With Mitigation
D34	2	57.0	60.0	~~47.0~~	*51.0*	56.0	Less Than Significant With Mitigation
D35	2	62.0	69.0	~~55.0~~	*56.0*	59.0	Less Than Significant With Mitigation
D36	2	59.0	65.0	~~51.0~~	*51.0*	57.0	Less Than Significant With Mitigation
D37	2	57.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
D38	2	62.0	69.0	~~55.0~~	*56.0*	59.0	Less Than Significant With Mitigation
D39	2	59.0	65.0	~~51.0~~	*51.0*	57.0	Less Than Significant With Mitigation
D40	2	57.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
D41	2	63.0	68.0	~~57.0~~	*55.0*	60.0	Less Than Significant With Mitigation
D42	2	61.0	61.0	~~50.0~~	*50.0*	59.0	Less Than Significant With Mitigation
D43	2	61.0	56.0	~~45.0~~	*45.0*	58.0	Less than Significant
D44	2	63.0	68.0	~~58.0~~	*58.0*	60.0	Less Than Significant With Mitigation
D45	2	61.0	61.0	~~51.0~~	*50.0*	59.0	Less Than Significant With Mitigation
D46	2	61.0	56.0	~~46.0~~	*45.0*	58.0	Less than Significant

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
D47	2	61.0	68.0	~~57.0~~ *57.0*	58.0	Less Than Significant With Mitigation
D48	2	61.0	64.0	~~53.0~~ *52.0*	58.0	Less Than Significant With Mitigation
D49	2	61.0	59.0	~~48.0~~ *46.0*	58.0	Less Than Significant With Mitigation
D50	2	61.0	68.0	~~57.0~~ *55.0*	58.0	Less Than Significant With Mitigation
D51	2	61.0	64.0	~~54.0~~ *51.0*	58.0	Less Than Significant With Mitigation
D52	2	61.0	59.0	~~49.0~~ *46.0*	58.0	Less Than Significant With Mitigation
E1	2	75.0	60.0	~~60.0~~ *60.0*	65.0	Less than Significant
E2	2	58.0	64.0	~~53.0~~ *56.0*	57.0	Less Than Significant With Mitigation
E3	2	57.0	56.0	~~43.0~~ *47.0*	56.0	Less Than Significant With Mitigation
E4	2	58.0	69.0	~~54.0~~ *56.0*	57.0	Less Than Significant With Mitigation
E5	2	57.0	61.0	~~48.0~~ *51.0*	56.0	Less Than Significant With Mitigation
E6	2	57.0	60.0	~~47.0~~ *49.0*	56.0	Less Than Significant With Mitigation
E7	2	57.0	58.0	~~45.0~~ *48.0*	56.0	Less Than Significant With Mitigation
E8	2	57.0	61.0	~~48.0~~ *51.0*	56.0	Less Than Significant With Mitigation
E9	2	57.0	58.0	~~45.0~~ *47.0*	56.0	Less Than Significant With Mitigation
F1	3	60.0	73.0	~~55.0~~ *55.0*	63.0	Less Than Significant With Mitigation
F2	2	64.0	68.0	~~57.0~~ *59.0*	60.0	Less Than Significant With Mitigation
F3	2	64.0	67.0	~~56.0~~ *56.0*	60.0	Less Than Significant With Mitigation
F4	2	64.0	68.0	~~56.0~~ *56.0*	60.0	Less Than Significant With Mitigation
F5	2	57.0	58.0	~~47.0~~ *49.0*	56.0	Less Than Significant With Mitigation
F6	2	57.0	56.0	~~48.0~~ *47.0*	56.0	Less Than Significant With Mitigation
F7	2	63.0	68.0	~~56.0~~ *56.0*	60.0	Less Than Significant With Mitigation
F8	2	57.0	58.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
F9	2	57.0	56.0	~~45.0~~ *45.0*	56.0	Less Than Significant With Mitigation
F10	2	61.0	66.0	~~54.0~~ *54.0*	58.0	Less Than Significant With Mitigation
F11	2	61.0	65.0	~~53.0~~ *53.0*	58.0	Less Than Significant With Mitigation
F12	2	59.0	61.0	~~50.0~~ *50.0*	57.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
F13	2	57.0	56.0	~~45.0~~ *45.0*	56.0	Less Than Significant With Mitigation
F14	2	61.0	65.0	~~54.0~~ *54.0*	58.0	Less Than Significant With Mitigation
F15	2	59.0	63.0	~~51.0~~ *51.0*	57.0	Less Than Significant With Mitigation
F16	2	57.0	57.0	~~46.0~~ *46.0*	56.0	Less Than Significant With Mitigation
F17	2	61.0	65.0	~~54.0~~ *53.0*	58.0	Less Than Significant With Mitigation
F18	2	57.0	57.0	~~46.0~~ *46.0*	56.0	Less Than Significant With Mitigation
F19	2	56.0	56.0	~~43.0~~ *45.0*	56.0	Less Than Significant With Mitigation
F20	3	60.0	72.0	~~52.0~~ *51.0*	63.0	Less Than Significant With Mitigation
G1	2	60.0	68.0	~~52.0~~ *49.0*	58.0	Less Than Significant With Mitigation
G2	2	57.0	58.0	~~47.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G3	2	57.0	57.0	~~46.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G4	2	56.0	55.0	~~47.0~~ *46.0*	56.0	Less than Significant
G5	2	56.0	67.0	~~52.0~~ *49.0*	56.0	Less Than Significant With Mitigation
G6	2	56.0	66.0	~~50.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G7	2	57.0	71.0	~~54.0~~ *53.0*	56.0	Less Than Significant With Mitigation
G8	2	56.0	64.0	~~49.0~~ *48.0*	56.0	Less Than Significant With Mitigation
G9	2	56.0	62.0	~~47.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G10	2	56.0	56.0	~~45.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G11	2	56.0	64.0	~~51.0~~ *53.0*	56.0	Less Than Significant With Mitigation
G12	2	57.0	66.0	~~54.0~~ *55.0*	56.0	Less Than Significant With Mitigation
G13	2	56.0	63.0	~~50.0~~ *52.0*	56.0	Less Than Significant With Mitigation
G14	2	56.0	61.0	~~49.0~~ *51.0*	56.0	Less Than Significant With Mitigation
G15	2	75.0	64.0	~~51.0~~ *53.0*	65.0	Less than Significant
G16	2	61.0	67.0	~~53.0~~ *47.0*	59.0	Less Than Significant With Mitigation
G17	2	61.0	68.0	~~55.0~~ *48.0*	59.0	Less Than Significant With Mitigation
G18	2	61.0	70.0	~~55.0~~ *50.0*	59.0	Less Than Significant With Mitigation
G19	2	61.0	66.0	~~53.0~~ *47.0*	59.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})					Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
G20	2	62.0	71.0	~~56.0~~	*52.0*	59.0	Less Than Significant With Mitigation
G21	2	61.0	68.0	~~56.0~~	*49.0*	59.0	Less Than Significant With Mitigation
G22	2	61.0	66.0	~~54.0~~	*47.0*	59.0	Less Than Significant With Mitigation
G23	2	61.0	66.0	~~54.0~~	*47.0*	59.0	Less Than Significant With Mitigation
G24	2	61.0	59.0	~~53.0~~	*49.0*	59.0	Less Than Significant With Mitigation
G25	2	61.0	59.0	~~53.0~~	*49.0*	59.0	Less Than Significant With Mitigation
G26	2	61.0	59.0	~~52.0~~	*48.0*	59.0	Less Than Significant With Mitigation
G27	2	62.0	75.0	~~56.0~~	*53.0*	59.0	Less Than Significant With Mitigation
G28	2	62.0	71.0	~~56.0~~	*51.0*	59.0	Less Than Significant With Mitigation
G29	2	61.0	69.0	~~54.0~~	*49.0*	59.0	Less Than Significant With Mitigation
G30	2	61.0	61.0	~~51.0~~	*50.0*	59.0	Less Than Significant With Mitigation
G31	2	75.0	59.0	~~59.0~~	*48.0*	65.0	Less than Significant
H1	2	70.0	57.0	~~57.0~~	*57.0*	64.0	Less than Significant
H2	2	70.0	54.0	~~54.0~~	*54.0*	64.0	Less than Significant

Source: TAHA, 2022

[1]The impact threshold is compared to (unmitigated freight and LRT combined) and (mitigated freight and LRT combined) noise level to determine impact after mitigation.

Page 3.6-68 and 3.6-69 – Table 3.6-17. Trench Option – Combined Light Rail and Freight Relocation Mitigated Noise Impacts is revised as follows to make the baseline noise level consistent at 162nd Street:

Table 3.6-17. Trench Option – Combined Light Rail and Freight Relocation Mitigated Noise Impacts

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold [1]	
B17	2	~~70.0~~ *61.0*	61.0	54.0	~~65.0~~ *58.0*	Less than Significant *With Mitigation*
B18	2	~~70.0~~ *58.0*	57.0	50.0	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B19	2	~~70.0~~ *57.0*	54.0	48.0	~~64.0~~ *56.0*	Less than Significant
B20	2	~~70.0~~ *61.0*	61.0	54.0	~~65.0~~ *58.0*	Less than Significant *With Mitigation*
B21	2	~~70.0~~ *58.0*	57.0	50.0	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B22	2	~~70.0~~ *57.0*	54.0	48.0	~~64.0~~ *56.0*	Less than Significant
B47	2	~~71.0~~ *61.7*	62.0	58.0	~~65.0~~ *59.0*	Less than Significant *With Mitigation*
B48	2	~~70.0~~ *58.9*	57.0	53.0	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B49	2	~~70.0~~ *57.5*	54.0	49.0	~~64.0~~ *56.0*	Less than Significant
B50	2	~~71.0~~ *61.7*	61.0	57.0	~~65.0~~ *59.0*	Less than Significant *With Mitigation*
B51	2	~~70.0~~ *58.9*	57.0	53.0	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B52	2	~~70.0~~ *57.5*	54.0	49.0	~~64.0~~ *56.0*	Less than Significant

Source: TAHA, 2022

[1]The impact threshold is compared to (unmitigated freight and LRT combined) and (mitigated freight and LRT combined) noise level to determine impact after mitigation.

Page 3.6-88 – The first paragraph on page 3.6-88 and sixth row of Table 3.6-20 is revised as follows:

> The number of residential structures impacted by the potential ground-borne vibration levels due to the operation of the vibratory roller and impact pile driver are summarized by segment in Table and shown graphically in Appendix 3.6-C, Figures 3.6-B1 to 3.6-B33. Appendix 3.6-C shows construction impact contour lines in green for the damage threshold of 0.2 inch/second PPV; a total of ~~133~~*134* structures fall within those contour lines, and they would experience a potentially significant impact related to ground-borne vibration damage during construction. Construction of the Proposed Project would have a significant impact on ~~133~~*134* residential structures related to damage caused by excessive ground-borne vibration levels, and mitigation would be required.

Table 3.6-20. Summary of Proposed Project and Trench Option Construction Ground-borne Vibration Potential Damage Impacts by Segment

From	To	Number of Residential Structures Impacted	
		West of ROW	East of ROW
182nd St	190th St	~~15~~*16*	5

Source: AECOM, 2022
Note: Vibration damage impacts are assessed at the building envelope

Page 3.6-90 – The third paragraph on page 3.6-90 of the Draft EIR is revised as follows:

> The ground-borne vibration impacts for the Trench Option are identified in Table and shown graphically in Appendix 3.6-C, Figures 3.6-B34 to 3.6-B55. The Trench Option would have damage-related construction ground-borne vibration impacts to the same ~~133~~*134* residential structures as the Proposed Project, though it would have lower potential damage impacts near Grant Avenue as it would not construct the relocated freight bridge. Construction of the Trench Option would have a significant impact related to ground-borne vibration levels in excess of FTA's damage levels, and mitigation would be required. Mitigation Measure MM-VIB-1 would require the contractor to prepare a Vibration Control Plan, conduct monitoring to demonstrate compliance with the vibration limits, and reduce vibration impacts as feasible. Implementation of MM-VIB-2 would limit the use of vibratory rollers from occurring within 26 feet of buildings, and vibratory pile drivers from occurring within 22 feet of buildings, as well as require alternative pile driving techniques, such as CIDH, when feasible. With implementation of MM-VIB-1 and MM-VIB-2, construction of the Trench Option would not result in generation of excessive ground-borne vibration. The impact would be **less than significant with mitigation**.

Page 3.6-93 – The final paragraph on page 3.6-93 of the Draft EIR is revised as follows:

> The number of *impacts that would occur from* ~~residences impacted by the potential~~ ground-borne vibration levels due to the operation of the proposed relocated freight and light rail are summarized in Table 3.6-24, along with the worst-case ground-borne vibration level that would occur within each segment of the alignment. *Impacts for relocated freight and for light rail were counted separately, and therefore, Table 3.6-24 represents the total number of impacts, not the total number of affected structures; in some instances, one structure would experience both types of impacts.* Impacts identified ~~for freight impacts~~ from Manhattan Beach Blvd to 160th St would be a result of the freight track re-alignment *only. Impacts identified from 160th Street to Grant Avenue would be a result of the light rail tracks only*. Between 182nd Street and 190th Street, there would be *both light rail- and* freight-related ground-borne vibration impacts on both sides of the Metro ROW. The freight track would be shifted approximately eight to 12 feet to the west. However, this realignment of the freight track is not anticipated to be the primary reason for the impacts on the west side of the ROW, as the existing ground-borne vibration levels in this area likely already exceed FTA criteria. Additionally, this analysis applied a +10 VdB adjustment in this area to account for the observed existing ground-borne vibration levels near the embankment, as described above, so the number of impacts listed in Table 3.6-24 are conservative. Appendix 3.6-C shows the Proposed Project operational impact contour lines in blue and red for freight and light rail, respectively, in Figures 3.6-B1 to 3.6-B33. A total of ~~267~~ *269 impacts would occur* ~~residences fall within those contour lines~~, and occupants would experience a potentially significant annoyance impact during operation.

Page 3.6-94 – The seventh row of Table 3.6-24. Summary of Proposed Project Operational Ground-borne Vibration Annoyance Impacts are revised as follows:

Table 3.6-24. Summary of Proposed Project Operational Ground-borne Vibration Annoyance Impacts

From	To	LRT			Freight		
		Number of Residences Impacted		Worst-Case Vibration Level (VdB)	Number of Residences Impacted		Worst-Case Vibration Level (VdB)
		West of ROW	East of ROW		West of ROW	East of ROW	
182nd St	190th St	~~60~~*61*	70	93	~~35~~*36*	11	87

Source: AECOM, 2022
LRT = light rail transit; VdB = decibel notation; ROW = right-of-way; TC = Transit Center

Page 3.6-95 – The second paragraph and seventh row of Table 3.6-25. Summary of Trench Option Operational Ground-borne Vibration Annoyance Impacts are revised as follows:

> Table 3.6-25 summarizes the impacts for the Trench Option for light rail and freight. Appendix 3.6-C shows operational impact contour lines in blue and red for freight and light rail, respectively, in Figures 3.6-B34 to 3.6-B55. The freight-related impacts would be the same as the Proposed Project, but there would be 12 more impact~~ed residences~~ from light rail operations, for a total of ~~279~~*281* impacts.

Table 3.6-25. Summary of Trench Option Operational Ground-borne Vibration Annoyance Impacts

From	To	LRT			Freight		
		Number of Residences Impacted		Worst-Case Vibration Level (VdB)	Number of Residences Impacted		Worst-Case Vibration Level (VdB)
		West of ROW	East of ROW		West of ROW	East of ROW	
182nd St	190th St	~~60~~*61*	70	93	~~35~~*36*	11	87

Source: AECOM, 2022
LRT = light rail transit; VdB = decibel notation; ROW = right-of-way; TC = Transit Center

Page 3.6-96 – The first bullet point under Mitigation Measure MM-NOI-1: Noise Control Plan is revised as follows:

> - *Construction activities shall be limited to daytime hours, except when nighttime work is necessary due to utility coordination, safety considerations, traffic minimization, or other conditions requiring a nighttime variance. In such cases, the contractor shall obtain a variance from the applicable jurisdiction and demonstrate that noise control measures will maintain noise levels below FTA and local standards.* ~~If nighttime construction is planned, a noise variance may be prepared by the contractor, if required by the jurisdiction, that demonstrates the implementation of control measures to maintain noise levels below the applicable FTA and local standards.~~

Page 3.6-98 – Mitigation Measure MM-VIB-1: Vibration Control Plan is revised as follows:

> Prior to construction, the contractor would prepare a Vibration Control Plan demonstrating how the FTA building damage risk criteria and the FTA vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-

generating construction activities *and include the requirement that the contractor, in coordination with Metro and the City of Torrance Public Works Department, shall notify nearby receptors, including businesses near Del Amo Bridge, of pile-driving activities at least 72 hours in advance*. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels ~~are~~ *at* the closest sensitive receivers. The contractor would conduct *continuous* vibration monitoring to demonstrate compliance with the vibration limits. Where the construction cannot be performed to meet the vibration criteria, the contractor would investigate alternative means and methods of construction measures to reduce vibration levels as much as feasible.

Page 3.6-105 – The first and second paragraphs of Section 3.6-6.2.1 are revised as follows:

Without mitigation, the Proposed Project would generate ground-borne vibration levels that exceed FTA impact criteria for damage at ~~133~~*134* structures during construction. Construction of the Proposed Project would also result in temporary annoyance impacts to residences along the Metro ROW. MM-VIB-1, MM-VIB-2, and MM-VIB-3 would be implemented, which would reduce the potential for damage impacts, but one impact would remain at a residential structure near Grant Avenue. Mitigation measures would also reduce impacts related to annoyance, but not all equipment types can be feasibly replaced. Therefore, the impact would be **significant and unavoidable** for both damage and annoyance after mitigation.

TRENCH OPTION

Without mitigation, the Trench Option would generate ground-borne vibration levels that exceed FTA impact criteria for damage at ~~133~~*134* structures during construction. While the same structures as the Proposed Project would have potential damage impacts, unlike the Proposed Project, the Trench Option would not require construction of the relocated Grant Avenue freight bridge, thereby avoiding the impacts associated with impact pile driving. Implementation of MM-VIB-1 and MM-VIB-2 would reduce damage impacts to less than significant. Construction of the Trench Option would also result in temporary annoyance impacts to residences along the Metro ROW. MM-VIB-1 and MM-VIB-2 would reduce impacts, but impacts related to annoyance cannot be fully mitigated, and the impact would be **significant and unavoidable** after mitigation.

Page 3.6-105 – The first and second paragraphs of Section 3.6-6.2.2 of the Draft EIR are revised as follows:

Without mitigation, the Proposed Project would generate ground-borne vibration levels that exceed FTA impact criteria for annoyance ~~at 267 residences~~ during operations, *for a total of 269 impacts*. Implementation of MM-VIB-4, MM-VIB-5, and MM-VIB-6 at the locations identified in Table 3.6-35 and Table 3.6-36 would reduce impacts of the Proposed Project to a **less than significant** level.

TRENCH OPTION

Without mitigation, the Trench Option would generate ground-borne vibration levels that exceed FTA impact criteria for annoyance ~~at 279 sensitive receivers~~ during operations, *for a total of 281 impacts*. Implementation of MM-VIB-4, MM-VIB-5, and MM-VIB-6 at the locations identified in Table 3.6-35 and Table 3.6-37 would reduce operation impacts of the Trench Option to a **less than significant** level.

Page 3.6-106 – The first, second, and last rows of Table 3.6-35. Proposed Project and Trench Option Vibration Mitigation Locations – Freight Track are revised as follows:

Table 3.6-35. Proposed Project and Trench Option Vibration Mitigation Locations – Freight Track

Section	Track Structure	Switches/ Crossovers[1]	Resilient Fasteners	Ballast Mat	Spring Frog
Existing Redondo Beach (Marine) Station to Santa Fe Ave	At grade	~~None~~ *Yes*	Not Required	Not Required	Not Required
Santa Fe Ave to Manhattan Beach Blvd	At grade	~~None~~ *Yes*	Not Required	Not Required	Not Required
Hawthorne Blvd to Torrance TC Station	At grade	~~None~~ *Yes*	Not Required	Not Required	Not Required

Source: AECOM, 2022
[1]Vibration mitigation measures are not proposed in sections where vibration impacts do not exist.

Page 3.6-109 – Cumulative impacts of noise are revised within Section 3.6-7.1.1 Construction as follows.

Proposed Project

Construction of the Proposed Project would require heavy earth-moving equipment, generators, cranes, pneumatic tools, and other similar machinery. The existing cumulative noise condition is characterized by existing traffic noise and existing freight noise which was captured by existing ambient noise measurements. Construction noise levels for the Proposed Project would exceed FTA and local noise standards due to the intensive nature of light rail construction activities and the proximity of sensitive land uses to the corridor. Implementation of MM-NOI-1 (Noise Control Plan) would reduce construction noise levels, but there may still be temporary or periodic exceedances of the FTA construction noise criteria and local standards resulting in temporary adverse effects related to construction noise. Similar to the Proposed Project, construction of projected future projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Projected future projects would go through their own environmental clearance process and would include mitigation for construction noise to reduce impacts. Related projects within 500 feet of Proposed Project construction could result in a cumulative construction noise impact at sensitive receptors. Related projects listed in Table 3.0-1 that are in the pre-construction or construction phase are anticipated to be completed prior to construction of the Proposed Project. Construction of the South Bay Galleria Development Project ~~is~~ *would be* located within 500 feet and may overlap with construction of the Proposed Project and result in increased construction noise levels from the combination of the two projects. *Additionally, construction of the Mary K. Giordano Regional Transit Center Parking Structure would be within 500 feet of the Torrance TC Station; should the construction of these overlap, increased noise during construction could result from the combination of these two projects.* Although it is not possible to predict which related projects would result in a cumulative construction noise scenario, the construction noise levels associated with the Proposed Project could increase ambient noise levels. Therefore, when combined with noise generated by past, present and probable future projects, the Proposed Project would result in a significant cumulative noise effects during construction, and the Proposed Project's incremental contribution to this impact would be **cumulatively considerable**.

4.11 CHAPTER 3.7 - BIOLOGICAL RESOURCES

Page 3.7-9 – The paragraph under Section 3.7-2.3 Project Features is revised as follows:

As described in Chapter 2, Project Description, a number of features have been incorporated into the project to ensure compliance with the laws, guidelines, or best practices of federal, state, local, and regional agencies. ~~There are no specific project features for biological resources.~~ *The following project features have been developed for biological resources.*

PF-BIO-1. Metro Tree Policy

The Metro Tree Policy outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the replacement ratio defined in the policy is two trees for every tree removed. This policy also prioritizes planting strategies that maximize the use of native species.

Page 3.7.23 – Table 3.7-4. Special-Status Plant and Wildlife Species Potential for Occurrence within the RSA row for the *Polioptila californica* is revised as follows:

Scientific Name	Common Name	Status	Potential for Occurrence (High/Moderate/Low)/ Comments
Polioptila californica	Coastal California gnatcatcher	FT / SSC	Low – No suitable habitat present. *Therefore, the species is not expected to occur.*

Sources: AECOM, 2020; CDFW, 2020; CNPS, 2020.

Page 3.7-22 – The second paragraph is revised as follows:

One special-status plant species, southern tarplant, was determined to have a high potential to occur *and is known to occur within the City of Torrance Open Space Preserve adjacent to the Torrance TC*. The southern tarplant is the only species that has been previously documented within the RSA in the City of Torrance (DTSC, 2008), as discussed in Section 3.7-3.2, and is, therefore, the only species with a high potential of occurrence. Suitable habitat for *southern tarplant is present within the RSA and the Proposed Project footprint, specifically along the maintenance and emergency access path located partially within the established Open Space Preserve on its perimeter* ~~this species is present within the RSA, immediately adjacent to the Proposed Project's parking lot located at the Torrance TC.~~ *Southern tarplant is an annual herb native to coastal southern California (Santa Barbara County through San Diego County) and northern Baja California, typically found in low-elevation grasslands, marshes, and vernal pool habitats (CNPS 2025). Within Los Angeles County, the species persists in fragmented populations (CNPS 2025) with one other population of southern tarplant located within the City of Torrance at Madrona Marsh (Calflora n.d).*

Page 3.7-25 – The analysis under Section 3.7-4.1.1 Construction Impacts is revised as follows:

Less than Significant Impact with Mitigation. Although the RSA is largely urbanized, construction of the Proposed Project could adversely impact special-status plant and wildlife species. The southern tarplant was previously detected during historic survey efforts at the Torrance TC site, which is adjacent to the Proposed Project's surface parking lot~~,~~ and has potential to occur within ~~areas of suitable habitat in the RSA located immediately adjacent to the established Open Space Preserve (Helix, 2014), shown in Figure3.7-15. Potential direct impacts to the southern tarplant may include the loss of individual plants as a result of removal or crushing due to construction related activities (i.e., equipment or employees inadvertently working in an unauthorized area). Potential indirect impacts may include soil and contaminant runoff in the wet season, dust in the dry season during excavation, and the introduction of non-native/invasive species that have potential to degrade habitat and outcompete southern~~

~~tarplant for critical resources. Construction of the Proposed Project would not disturb the Open Space Preserve that has been established adjacent to the Torrance TC, as this area has been designated as a protected space by the City of Torrance. Impacts to southern tarplant would be less than significant through implementation of mitigation measures (described in more detail in Section 3.7-5). MM-BIO-1, General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources, and MM-BIO-4, Pre-Construction Rare Plant Survey, would require the delineation of work limits and buffers, a preconstruction rare plant survey prior to ground disturbance, and on-site monitoring by a qualified botanist.~~

the maintenance and emergency access path located partially in the established Open Space Preserve on its perimeter (see Figure 3.7-15). In 2014, the City of Torrance established this 2-acre Open Space Preserve near Crenshaw Boulevard and 208th Street as mitigation for impacts to approximately 300–400 southern tarplant individuals associated with the Torrance Regional Transit Center Project (Helix, 2014). A mitigation plan was developed to fully mitigate for these impacts through on-site restoration, habitat creation, and long-term preservation. As discussed in the Southern Tarplant Mitigation Plan (Helix 2014) the restoration goals included:

- *Relocation of the southern tarplant population to the existing Open Space Preserve*
- *Maintain the population onsite at a 3:1 ratio (as recommended by CDFW), with a goal of approximately 900-1,200 individuals maturing in each of two of five years following restoration implementation.*
- *Manage the 2-acre property in perpetuity.*

The Proposed Project's maintenance and emergency access path would occupy approximately 7,471 square feet of the 87,036-square-foot Preserve. Direct impacts to southern tarplant would include loss of approximately 7,471 square feet of habitat and mortality of individual plants within the Proposed Project's footprint. Potential indirect impacts could include soil and contaminant runoff during the wet season, dust during the dry season, especially during excavations, and the introduction of non-native or invasive species that could degrade habitat and outcompete southern tarplant for resources.

Although the regional viability of southern tarplant is not expected to be affected—given the population's ecological and geographic isolation from other occurrences—these direct and indirect impacts would reduce the on-site viability of the species by direct reduction in population size and thereby diminishing contributions to the seed bank and weakening long-term population resilience.

Through ongoing coordination with the City of Torrance, Metro understands that the City is in discussions with CDFW regarding relocation of the entire Open Space Preserve. In accordance with MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat), Metro would coordinate with the City and CDFW to identify and evaluate suitable-off-site mitigation sites for southern tarplant habitat, with the goal of establishing, preserving, and managing such habitat in perpetuity at a minimum 3:1 replacement ratio or higher if required by CDFW. If the City elects to relocate and re-establish the entire Preserve, Metro may fulfill its mitigation obligation by funding and implementing a proportional share of the new preserve area under an agreement that includes long-term maintenance provisions and performance standards consistent with MM-BIO-5. If the City does not proceed with relocation, Metro would implement independent offsite mitigation meeting the same performance standards, including securing appropriate land rights, implementing habitat enhancement measures, conducting long-term monitoring, and

establishing an endowment or other funding mechanism. Construction Impacts on southern tarplant would be reduced to less-than-significant levels through implementation of mitigation measures MM-BIO-1 (General Protection Measures), MM-BIO-4 (Pre-Construction Rare Plant Survey), and MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat), detailed in section 3.7-5. In addition to off-site preservation, these measures require delineation of work limits and buffers, pre-construction surveys by a qualified botanist, on-site monitoring, and off-site mitigation for both individuals and habitat.

Page 3.7-26 – The last paragraph on the page is revised as follows:

Through incorporation of MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, *and MM-BIO-5* impacts to special-status plants, wildlife, and other birds protected under the MBTA and CFGC, associated with the construction of the Proposed Project would be **less than significant *with mitigation***.

Page 3.7-27 – The analysis under Section 3.7-4.1.1 Construction Impacts is revised as follows:

TRENCH OPTION

Less than Significant Impact with Mitigation. The Trench Option is similar to the Proposed Project, following the same alignment, but with a lower profile in segments where the light rail would run below street level in an open air trench between Inglewood Ave and 170th Street, as well as under 182nd Street. Potential impacts associated with the Trench Option are similar to the Proposed Project due to their location and similarity in construction methods. With the exception of a few select areas along the alignment, the construction of the Trench Option would require approximately the same land area within the Metro ROW *and would affect the same portion of the Open Space Preserve (7,471 square feet of the 87,036-square-foot Preserve),* ~~to construct~~ and therefore would result in equivalent *direct and* potential *indirect* impacts to special-status plant and wildlife species *as the Proposed Project*. The difference in excavation, structural reinforcement, and duration of construction would require a longer duration of mitigation, but otherwise would be similar in the context of protected habitat and species. The duration of construction of the Trench Option would be approximately two years longer than that of the Proposed Project, but the same mitigation measures taken to mitigate impacts would still be applicable. Therefore, through implementation of MM-BIO-1, MM-BIO-2, MM-BIO-3, ~~and~~ MM-BIO-4, *and MM-BIO-5,* impacts associated with construction of the Trench Option would be **less than significant *with mitigation***.

HAWTHORNE OPTION

Less than Significant Impact with Mitigation. Construction of the Hawthorne Option would take approximately the same amount of time as the Proposed Project. The footprint within the Hawthorne Option segment is a few acres larger than that of the Proposed Project *overall, but would affect the same portion of the Open Space Preserve (7,471 square feet of the 87,036-square-foot Preserve),* ~~but it~~ *and* would ~~still~~ result in equivalent *direct and* potential impacts to special-status plant and wildlife species*, as discussed for the Proposed Project*. In contrast to both the Proposed Project and Trench Option, the Hawthorne Option does not intersect with *public* open space and park areas containing trees or vegetation but does include areas of ornamental trees, though not special-status, located within the center median and east side of Hawthorne Boulevard. Through implementation of MM-BIO-1, MM-BIO-2, MM-BIO-3, ~~and~~ MM-BIO-4, *and MM-BIO-5* impacts associated with construction of the Hawthorne Option would be **less than significant *with mitigation***.

Page 3.7-28 – The analysis under Section 3.7-4.1.2 Operational Impacts is revised as follows:

Less than Significant Impact with Mitigation. Maintenance activities along the Metro ROW may potentially result in both temporary direct and indirect impacts to bird species protected under the MBTA and CFGC if trees and vegetation that have potential to support nesting birds during the breeding season were removed or disturbed during the breeding season. Potential direct impacts may subsequently cause nest abandonment (and thus loss of young), nest failure, or direct mortality of individuals. However, Metro routine maintenance during operation does not typically disturb vegetation or trees that supports nesting birds.

~~Potential~~ *If the City does not proceed with relocation of the Open Space Preserve, maintenance activities could result in* indirect impacts to southern tarplant individuals *and habitat* ~~present~~ within the Open Space Preserve adjacent to the Torrance TC*. These impacts could* ~~may~~ occur as a result of oil and fluid run-off from the Proposed Project's surface parking lot ~~degrading~~ *and from use of the maintenance and emergency egress path, which may degrade* habitat and soil quality *and cause die-off of southern tarplant individuals, including the seed bank*. However, ~~although~~ *no impacts are expected because* the Proposed Project parking lot would be impervious~~, it would~~ *and* ~~not contribute to stormwater runoff, since the site~~ would be designed with best management practices to retain stormwater on-site (see Section 3.10, Hydrology and Water Quality)*. These features and best management practices would also apply to the Proposed Project's maintenance and emergency egress path*. *In addition, if the City does not relocate the Preserve, Metro would implement stand-alone off-site mitigation consistent with MM-BIO-5 (Off-Site Mitigation) to offset the affected portion of southern tarplant habitat.* ~~This~~ *These* factor*s*, ~~and~~ *together* with implementation of MM-BIO-1 *(General Protection Measures)*, would *avoid or minimize degradation of habitat and soil quality, thereby preventing substantial adverse effects on southern tarplant during operation. Therefore, with implementation of MM-BIO-1 and MM-BIO-5, operation of the Proposed Project would* result in **less than significant impacts *with mitigation*** to southern tarplant.

TRENCH OPTION

Less than Significant Impact with Mitigation. Within the Trench Option segment, the potential impacts would be similar to the Proposed Project. Metro routine maintenance during operation does not typically disturb vegetation or trees that supports nesting birds.

Like the Proposed Project*, if the City does not proceed with relocation of the Open Space Preserve,* potential indirect impacts to southern tarplant ~~individuals present within the Open Space Preserve adjacent to the Torrance TC~~ may occur as a result of oil and fluid run-off from the ~~Proposed Project~~ *proposed* surface parking lot *and the maintenance and emergency access path; this runoff could* ~~degrading~~ *degrade* habitat and soil quality *and cause die-off of southern tarplant individuals, including the seed bank*. However, the ~~Proposed Project~~ *project* parking lot *and maintenance and emergency egress path* would be impervious,~~ it~~ *and* would not contribute to stormwater runoff, since ~~the site~~ *both the parking lot and the maintenance and emergency egress path* would be designed with best management practices to retain stormwater on-site (see Section 3.10, Hydrology and Water Quality). *In addition, if the City does not relocate the Preserve, Metro would implement stand-alone off-site mitigation consistent with MM-BIO-5 to offset the affected portion of southern tarplant habitat* ~~This~~*These* factor*s*, ~~and~~ *together* with implementation of MM–BIO-1, *would avoid or minimize degradation of habitat and soil quality, preventing substantial adverse effects on southern tarplant during operation. Therefore,*

operation of the Trench Option would result in **less than significant impacts *with mitigation*** to southern tarplant.

HAWTHORNE OPTION

Less than Significant Impact. Within the Hawthorne Option segment, the potential impacts would be similar to the Proposed Project. Metro routine maintenance during operation does not typically disturb vegetation or trees that supports nesting birds.

Like the Proposed Project, *if the City does not proceed with relocation of the Open Space Preserve,* potential indirect impacts to southern tarplant ~~individuals present within the Open Space Preserve adjacent to the Torrance TC~~may occur as a result of oil and fluid run-off from the ~~Proposed Project~~ *project's* surface parking lot *and maintenance and emergency egress path, which could* ~~degrading~~ *degrade* habitat and soil quality *and cause die-off of southern tarplant individuals, including the seed bank*. However, *both* the ~~Proposed Project~~ parking lot *and the maintenance and emergency access path* would be impervious *and would be designed with best management practices to retain stormwater on-site (see Section 3.10, Hydrology and Water Quality)*. ~~This~~ *These* factor*s*, *together* ~~and~~ with implementation of MM–BIO-1*,* would *avoid or minimize degradation of habitat and soil quality, thereby preventing substantial adverse effects on southern tarplant during operation. Therefore, with implementation of MM-BIO-1 and MM-BIO-5, operation of the Hawthorne Option would* result in **less than significant impacts *with mitigation*** to southern tarplant.

Page 3.7-30 – The analysis under Section 3.7-4.3.1 Construction Impacts is revised as follows:

No Impact. Construction of the Proposed Project is not expected to adversely impact state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Wetland features previously identified at the Torrance TC site have since been disturbed by other projects, and mitigation by another project consisted of establishment of a two-acre Open Space Preserve that ~~would~~ support*s* the *appropriate hydrological function for the* on-site population of southern tarplant (see discussion in Section 3.7-3.3). *Even without implementation of mitigation, the Proposed Project's maintenance and emergency egress path within this Open Space Preserve is not expected to adversely impact any state or federally protected wetlands because the path would not alter existing hydrology or encroach into areas that meet the definition of wetlands under state or federal law.* The Pioneer Basin is located within the RSA but would not be impacted by construction activities as it is situated on a bluff well above (in elevation) the Metro ROW. In addition, no impacts are anticipated to the City of Torrance storm water retention basins (i.e., sumps) as these areas are located adjacent to, and outside of, the RSA. Therefore, construction of the Proposed Project would result in **no impact**.

Page 3.7-32 – The analysis under Section 3.7-4.5.1 Construction Impacts is revised as follows:

Less than Significant Impact with Mitigation. ~~**No Impact.**~~ Construction of the Proposed Project ~~is not expected to~~ *would have the potential to* conflict with local policies or ordinances protecting biological resources. Relevant local objectives and policies are described in Section 3.7-1.3 (and include the City of Torrance General Plan's Open Space and Habitat Objectives and Policies, Dominguez WPPM, and the City of Torrance Street Tree Master Plan). As noted in Section 3.7-1.3, the City of Torrance has applicable open space objectives and policies. ~~but construction of the Proposed Project would not infringe on key open space areas identified for protection and preservation by the City.~~ The Open Space Preserve established for southern tarplant protection*.* is located immediately adjacent to the Proposed Project footprint

(specifically, the surface parking lot) *and the maintenance and emergency egress path would occupy approximately 7,471 square feet of the 87,036-square-foot Preserve. This encroachment would conflict with the Preserve's open space and habitat objectives and therefore would represent a significant impact before mitigation. However, consistent with MM-BIO-5, impacts would be reduced to a less-than-significant level through either (1) participation in and funding of the City's relocation and re-establishment of the Preserve under an agreement that meets the mitigation measure's performance standards, or (2) implementation of an independent off-site mitigation preserve meeting the same performance standards, including long-term management and funding provisions. MM-BIO-1 (General Protection Measures) would also be implemented to avoid and minimize temporary construction-related effects within the Preserve.*~~; however, construction related activities will not occur within the boundaries of the Open Space Preserve and no impacts are anticipated.~~

The Dominguez WMMP was developed to manage and enhance water quality and habitats within the watershed, of which construction of the Proposed Project is not expected to significantly impact. The Street Tree Master Plan (City of Torrance, 2015f) was created to enhance and preserve the City's trees by having a set list of recommended trees that would best fit each area of the city. Although loss of non-native trees may occur within the Metro ROW as a result of construction, the Proposed Project alignment does not overlap with any of the eight Special Designated Areas for Tree Conservation and Protection, as designated by the City of Torrance. In addition, local regulations and ordinances do not apply to any existing Metro-owned property. Therefore, no City ordinances require that the Proposed Project replace impacted trees within the Metro ROW.

The Cities of Redondo Beach and Lawndale do not have applicable objectives and/or policies protecting biological resources, including tree preservation ordinances. Therefore, although the Proposed Project could cause a loss of some open space and the loss of some non-native, ornamental trees in the Cities of Redondo Beach and Lawndale, it would not conflict with any relevant policy adopted by those cities. ~~Therefore, construction of the Proposed Project would result in **no impact**.~~

*With implementation of MM-BIO-1 and MM-BIO-5, conflict with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, would be reduced to **less than significant with mitigation**.*

TRENCH OPTION

Less than Significant Impact with Mitigation. ~~**No Impact.**~~ Similar to the Proposed Project, construction of the Trench Option ~~is not expected to~~ *has the potential to* conflict with local policies or ordinances *protecting the established Open Space Preserve for the southern tarplant*, as it would be constructed in the same location. Therefore, *conflicts with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, could result in a significant impact before mitigation. With implementation of MM-BIO-1 and MM-BIO-5, construction of the Trench Option would have a **less than significant impact with mitigation**.* ~~construction of the Trench Option would result in **no impact**.~~

HAWTHORNE OPTION

Less than Significant Impact with Mitigation. ~~**No Impact.**~~ Similar to the Proposed Project, the Hawthorne Option ~~is not expected to~~ *has the potential to* conflict with local policies or ordinances *protecting the established Open Space Preserve for the southern tarplant*, as it would

be constructed in the same cities and under the same local policies and ordinances. ~~Therefore,~~ *With implementation of MM-BIO-1 and MM-BIO-5, construction of the Hawthorne Option would not conflict with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, and this impact would be* ***less than significant with mitigation****.* ~~construction of the Hawthorne Option would result in **no impact**.~~

3.7-4.5.2 Operational Impacts

Less than Significant Impact with Mitigation. ~~**No Impact.**~~ The operational activities associated with the Proposed Project ~~are not expected to~~ *could* conflict with ~~any of the~~ local policies or ordinances discussed in Section 3.7-1.3. Operation of the Proposed Project is not expected to directly or indirectly impact protected trees, as the Proposed Project alignment does not occur within any of the eight Special Designated Areas for Tree Conservation and Protection, designated by the City of Torrance. In addition, local regulations and ordinances do not apply to the existing Metro-owned property. As a result, any tree trimming and thinning activities associated with operation of the Proposed Project would not need to comply with tree protection ordinances. Operation of the Proposed Project ~~will~~ would not occur within open space areas established for protection by the City of Torrance, *except for* ~~including~~ the two-acre Open Space Preserve for southern tarplant~~,~~. *Use of the maintenance and emergency access path within the Preserve would represent a potential conflict with the Preserve's open space and habitat objectives, which would constitute a significant impact before mitigation. However, consistent with MM-BIO-5 (Off-Site Mitigation for Southern Tarplant), this impact would be mitigated prior to operation through either (1) Metro's participation in and funding of the City's relocation and re-establishment of the Preserve under an agreement that meets the mitigation measure's performance standards, or (2) implementation of an independent off-site mitigation project meeting the same performance standards, including long-term management and funding provisions. Because MM-BIO-5 would be implemented during construction, the required mitigation would be in place before operation begins. If the City does not relocate the Preserve, implementation of MM-BIO-1 (General Protection Measures) together with MM-BIO-5, would ensure operational impacts related to conflicts with local policies or ordinances protecting biological resources are reduced to a less-than-significant level.* ~~and will~~ *Operation of the Proposed Project would* not jeopardize water quality and habitats within the watershed of the overarching Dominguez WMMP. *With implementation of MM-BIO-1 and MM-BIO-5, potential operational conflicts with local policies or ordinances protecting biological resources, specifically, impacts to the established Open Space Preserve, would be* ***less than significant with mitigation****.* ~~Therefore, the operation of the Proposed Project would result in **no impact**.~~

TRENCH OPTION

Less than Significant Impact with Mitigation. ~~***No Impact.***~~ Similar to the Proposed Project, operation of the Trench Option ~~is not expected *to*~~ *has potential to* conflict with local policies or ordinances, as it would operate along the same alignment in the same operating pattern. *Like the Proposed Project, with implementation* of *MM-BIO-1 and MM-BIO-5, impacts associated with conflicts with local policies or ordinances protecting biological resources, specifically, impacts to the established Open Space Preserve, would be reduced to* ***less than significant with mitigation****.* ~~Therefore, operation of the Trench Option would result in **no impact**.~~

HAWTHORNE OPTION

Less than Significant Impact with Mitigation**.** ~~**No Impact.**~~ Similar to the Proposed Project, operation of the Hawthorne Option ~~is not expected to~~ *could* conflict with local policies or

ordinances, as it would be operated within the same policy context and with the same operating pattern. *Like the Proposed Project, with implementation of MM-BIO-1 and MM-BIO-5, impacts associated with conflicts with local policies or ordinances protecting biological resources, specifically, impacts to the established Open Space Preserve, would be reduced to* ***less than significant with mitigation****.* ~~Therefore, operation of the Trench Option would result in **no impact**.~~

Page 3.7-34 – MM-BIO-1 is revised as follows:

Prior to the initiation of construction activities, construction work limits shall be defined and marked (i.e., by caution tape, temporary fencing, etc.). All temporary fencing or other markers must be clearly visible to construction personnel.

Prior to and during construction, a qualified Biologist, selected by Metro, shall confirm that the outer perimeter of the construction work limits, *fencing, and erosion control measures are properly installed and shall monitor compliance with these measures within and adjacent to the Open Space Preserve* ~~is not within 50 feet of any area where native vegetation and sensitive habitats occur, specifically, the Open Space Preserve established as part of the Torrance TC Project by the City of Torrance and adjacent to the Proposed Project's Torrance TC Station~~. No native vegetation removal or grading shall occur ~~within areas designated for avoidance~~ *within any remaining areas of the Open Space Preserve*. Fenced impact limits shall include erosion control measures to minimize erosion and siltation during initial vegetation clearing/removal and construction through the use of silt fencing, siltation basins, gravel bags, or other controls necessary to stabilize the soil in cleared or graded areas. Erosion control measures would be installed prior to the onset of vegetation clearing/removal. These measures would be maintained in good repair until the completion of construction. Vegetation clearing/removal during routine maintenance shall also include similar erosion control measures. Specific work areas within the Torrance TC Station site~~, including the surface parking lot,~~ adjacent to *portions of* the Open Space Preserve *that remain in place, if the City of Torrance does not relocate the Preserve to a different site prior to construction,* shall include specific erosion and run-off control measures necessary to ensure no contaminants enter the *fenced impact limits of the* Open Space Preserve and consequently degrade *any remaining* habitat for the southern tarplant. These erosion and run-off control measures shall be implemented long-term per Regional *Water Quality Control Board* ~~R~~*requirements* to ensure the continued protection of the Open Space Preserve and quality of habitat within. *These measures are in addition to, and not in lieu of, the compensatory mitigation requirements of MM-BIO-5, which shall be implemented prior to any ground-disturbing activities within the Southern Tarplant Open Space Preserve.*

Page 3.7-34 – The second paragraph of Mitigation Measure MM-BIO-2 is revised as follows:

A pre-construction nesting bird survey shall be conducted by a qualified biologist (i.e., a biologist familiar and experienced with the identification and life histories of wildlife and plant species in southern California) within *72 hours, or as determined by the qualified biologist,* ~~4 days (96 hours)~~ prior to the start of construction activities, to determine whether active nests are present within or directly adjacent to the construction zone. Nests found shall be recorded.

Page 3.7-35 – Mitigation Measure MM-BIO-3 is revised as follows:

Prior to demolition permit issuance and in preparation for ~~demolition both bridges at Grant Avenue and~~ *activities at* the Del Amo Boulevard *bridge and for other bridge modifications*, a bat roost habitat assessment shall be performed by a qualified biologist (i.e., a biologist familiar with

bat identification and ecology in southern California) at each location in order to identify both potential day time and nighttime roosting activity and maternity roosts, for bat species with potential to occur. The bat roost habitat assessment shall be conducted during the spring/summer months between April 1 through August 31 to most effectively identify maternity roost activity. Signs indicating active use by bat species may include guano, urine staining, and audible vocalizations; and shall be recorded upon observation for inclusion in a summary report.

If active maternity roosts are identified, consultation shall occur with CDFW and a bat mitigation plan shall be prepared in advance of construction that shall include measures to avoid, minimize, and mitigate project impacts to bat species per conversations with, and recommendations from, CDFW. The bat mitigation plan ~~shall~~ *may* include bat exclusion measures to be implemented outside the California maternity season (the maternity season is defined as April 1 through August 31 in southern California) in order to prevent potential direct impacts to individuals. During the maternity season, a recommended buffer shall be implemented around any active maternity roosts, and no project related activities shall occur within the buffer until a biologist has determined that the roost is no longer in use. In addition, the bat mitigation plan shall require the replacement of lost habitat associated with demolition of the bridges and shall include mitigation addressing loss of roosts; this replacement should be on site when feasible and off site only when on site replacement is not feasible. The mitigation plan shall include required monitoring of mitigation to ensure the success of the proposed mitigation measures.

Page 3.7-34 – Mitigation Measure MM-BIO-4 is revised as follows:

Prior to construction, *if the Open Space Preserve has not been fully relocated and portions of the Preserve remain,* suitable habitat in the portion of the RSA immediately adjacent to the Open Space Preserve shall be visually surveyed on foot by a qualified botanist (i.e., a botanist familiar with southern tarplant identification) in order to identify potential southern tarplant presence. Surveys should be conducted during the appropriate blooming period for optimal identification (defined as May – November).

If individuals are detected, individuals shall be flagged, and this area shall be clearly marked for avoidance through visible signage and fencing. A buffer zone shall be established of at least 50 feet from the outermost perimeter of the population in order to sufficiently eliminate potential disturbance to the plants from human activity and any other potential sources of disturbance including trampling, erosion, and dust. No vegetation removal, grading, or other earthwork shall occur within areas designated for avoidance. *These avoidance requirements apply to southern tarplant individuals outside the permanent impact footprint of the Project within the Open Space Preserve. Impacts to individuals within the permanent Project footprint shall instead be addressed through the compensatory mitigation requirements of MM-BIO-5.*

A qualified botanist shall perform bi-weekly (twice per week) site visits, or at a frequency necessary to ensure protection *of any remaining areas* of the Open Space Preserve, during all construction activities occurring immediately adjacent to *any remaining areas of* the Open Space Preserve to ensure construction activities remain within the designated, and delineated, approved construction area; and that construction fencing, and other boundary demarcations remain in the appropriate condition

Page 3.7-36 – After the second paragraph on page 3.7-36, the following text is added:

MM-BIO-5. Off-site Mitigation for Southern Tarplant Habitat

Prior to construction, Metro shall coordinate with the City of Torrance and CDFW to identify and evaluate one or more suitable off-site mitigation sites for southern tarplant habitat. The goal of this effort is to mitigate the permanent loss of southern tarplant habitat through the establishment, preservation, and long-term management of suitable off-site mitigation habitat.

Metro shall ensure that mitigation occurs at a minimum 3:1 ratio for habitat area, or at a higher ratio if required by CDFW. A site-specific biological assessment, prepared by a qualified botanist (i.e., a botanist familiar with identification, survey, and management of southern tarplant), shall demonstrate that the selected mitigation site(s) have appropriate soil, hydrology, and ecological conditions to support self-sustaining, long-term tarplant populations.

It is Metro's understanding that the City of Torrance is currently evaluating the relocation and re-establishment of the entire Open Space Preserve to the Elm Water Yard in the City of Torrance. If the City elects to proceed with that relocation, Metro may satisfy its mitigation obligation by entering into an agreement with the City to fund and implement a proportional share of the new preserve area. This agreement must include provisions for a non-wasting endowment or other long-term funding mechanism sufficient to cover Metro's proportional share of perpetual management costs, and must include performance standards equivalent or greater than those described in this mitigation measure for Metro's proportional share.

If the City of Torrance opts not to relocate and re-establish the Open Space Preserve, Metro shall implement an independent off-site mitigation project that achieves the same performance standards for habitat value and long-term viability, including securing a conservation easement, deed restriction, or other legally enforceable land protection instrument; implementing habitat enhancement measures; conducting long-term monitoring, and establishing a non-wasting endowment or other funding mechanism sufficient to cover Metro's proportional share of perpetual management costs. Metro shall make a reasonable, documented effort to implement the off-site mitigation within the City of Torrance.

If no appropriate off-site mitigation site can be identified within the City of Torrance, Metro shall identify and evaluate one or more suitable sites outside the City, such as an existing preserve that includes the same species of southern tarplant, that achieve the same habitat value and long-term viability standards as determined by a qualified botanist.

A qualified botanist shall also prepare a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW that includes feasible and achievable performance standards. The plan shall include, but is not limited to, methods and sourcing guidelines for seed collection (to occur for a minimum of two years); best management practices for planting and invasive species control; monitoring protocols, and a schedule of implementation activities. The Translocation Plan/Enhancement shall be finalized prior to any ground-disturbing activities that could affect the Southern Tarplant Open Space Preserve.

If, after a reasonable and documented effort, no suitable off-site mitigation site can be identified or implemented within or outside the City of Torrance, Metro shall consult with CDFW to identify an alternative mitigation strategy that achieves equivalent biological value and long-term viability. This may include payment of an in-lieu fee to a CDFW-approved land management entity, provided that the entity commits to establishing, preserving, and managing southern tarplant habitat in perpetuity at a minimum ratio of 3:1 or higher, consistent with the performance standards described above.

Pages 3.7-36 through 3.7-37 – Section 3.7-7 Cumulative Impacts is revised as follows:

3.7-7.1 Proposed Project

Historically, development and rapid urbanization has been occurring in the surrounding region since the late 1800s. Continued development relating to infrastructure improvement, housing construction, and other community needs is regularly, and frequently, occurring. There is an existing cumulative impact related to biological resources as a result of the highly urbanized setting and both historic and present development throughout the region. Today, the region is an established metropolitan setting consisting of a mostly highly urbanized landscape including both industrial and residential communities, resulting in an existing impact to the biological setting of the RSA. The Proposed Project could contribute to the existing cumulative impact.

The analysis of biological resources in Section 3.7-4 identifies less than significant impacts after mitigation resulting from construction of the Proposed Project. *While the Proposed Project could contribute to significant impacts on biological resources in the region, this incremental contribution would not be cumulatively considerable due to the implementation of mitigation measures. With respect to southern tarplant, the Proposed Project could result in direct impacts to individual southern tarplant plants and associated habitat, as well as encroachment into a portion of the City of Torrance's designated Southern Tarplant Open Space Preserve. These impacts could contribute to cumulatively significant regional impacts on special-status plant species and on locally protected open space resources. However, implementation of Mitigation Measure MM-BIO-5 would ensure that impacts to the southern tarplant and Open Space Preserve are mitigated through the establishment, preservation, and long-term management of off-site southern tarplant habitat at a minimum 3:1 ratio. If feasible, Metro may satisfy this requirement through coordination with the City of Torrance to fund a proportional share of the relocation and re-establishment of the Open Space Preserve. If the City elects not to pursue relocation, Metro would independently implement a stand-alone off-site mitigation project that meets the same performance standards for habitat value and long-term viability.* There efforts, in combination with Implementation of mitigation measures MM-BIO-1 through MM-BIO-4, would avoid or mitigate impacts to southern tarplant, nesting birds, and bats. Operation of the Proposed Project would have less than significant impacts to biological resources. Therefore, the Proposed Project's incremental contribution to cumulatively significant impacts on biological resources*, including both species-level and preserve-level,* effects would not be cumulatively considerable during construction or operation.

3.7-7.2 Trench Option

The Trench Option would be constructed in the same location as the Proposed Project using similar equipment, methods, and timeframe as the Proposed Project. While it would require deeper and more extensive excavation and construction of structures than the Proposed Project, with implementation of mitigation measures MM-BIO-1 through ~~MM-BIO-4~~ *MM-BIO-5*, these activities are not anticipated to cause a greater disturbance to biological resources than the Proposed Project. The Trench Option's potential for cumulative effects would largely be similar to that that of the Proposed Project. Similarly, the Trench Option would operate along the same alignment and in the same operating pattern as the Proposed Project. Therefore, the Trench Option's incremental contribution to cumulatively significant impacts on biological resources would not be cumulatively considerable during construction or operation.

3.7-7.3 Hawthorne Option

The Hawthorne Option would be constructed along Hawthorne Boulevard, a built-out major arterial largely devoid of any natural or biological resource, using similar equipment, methods, and timeframe as the Proposed Project. While it would require more construction of structures than the Proposed Project, with implementation of mitigation measures MM-BIO-1 through ~~MM-BIO-4~~ *MM-BIO-5*, these activities are not anticipated to cause a greater disturbance to biological resources than the Proposed Project. The Hawthorne Option would have the same operating pattern as the Proposed Project. The Hawthorne Option's potential for cumulative effects would largely be similar to that that of the Proposed Project. Therefore, the Hawthorne Option's incremental contribution to cumulatively significant impacts on biological resources would not be cumulatively considerable during construction or operation.

4.12 CHAPTER 3.8 - GEOLOGY AND SOILS

Page 3.8-7 – Section 3.8-2.5 under the heading PF-GEO-1. Metro Geotechnical Design Standards is revised to include the following first paragraph:

Prior to construction, Metro will complete soil investigations, including examination of any potential sinkholes by the geotechnical engineer of record, to inform site-specific design and construction measures.

Page 3.8-21 – Section 3.8-3.12- is revised as follows:

3.8-3.12 Subsidence~~, and~~ Settlement*, and Collapsible Soils*

Subsidence (other than that caused by liquefaction) may occur due to earthquake shaking, removal of groundwater, and/or removal of hydrocarbons from the underlying soil material.

Subsidence may occur in unconsolidated soils during earthquake shaking as the result of a more efficient rearrangement of existing individual soil particles. Subsidence of sufficient magnitude to cause significant structural damage is normally associated with rapidly deposited alluvial materials or improperly compacted fill.

Collapsible soils consist predominantly of sand- and silt-size particles arranged in a loose "honeycomb" structure. This loose structure is held together by small amounts of water-softening cementing agents, such as clay or calcium carbonate. When the soil becomes wet, these cementing agents soften and the honeycomb structure collapses and generates ground settlement. Collapsible soil can also contribute to sinkholes.

According to the City of Redondo Beach Geological Hazards section of the General Plan (1993f), no areas were identified as being prone to subsidence. In addition, subsidence occurring from withdrawal of hydrocarbons in the City of Redondo Beach is nonexistent. *According to the City of Redondo Beach's 2024 Draft Program Environmental Impact Report for their Focused General Plan Update, the soil within the city is generally not susceptible to collapse due to the granular nature of the soils and lack of clay (2024).*

According to the City of Lawndale Safety Element (~~2015~~*2023*), the city does not *have any historic or current U.S. Geological Survey-recorded subsidence, and the risk for collapsible soils is low.* ~~contain areas of rapidly deposited alluvial material, and therefore the risk for subsidence is low.~~

Page 3.8-27 – The evaluation of the Trench Option is revised as follows:

Less Than Significant Impact. The construction of a trench requires deeper excavations which, during a seismic event, could potentially increase the risk of loss, injury, or death as a result of trench collapses or cave-ins. The potential for strong seismic ground shaking would exacerbate

these risks. Generally, to prevent these issues, sloping or benching the excavation, shoring the trench walls with support would be implemented. *Shoring would be monitored for lateral and vertical movement during construction.* Three types of walls for the proposed Trench Option are proposed: U walls, secant pile walls without struts, and secant pile walls with struts. U walls may be constructed using bottom-up construction with excavating the soil behind the walls. The other two types of secant pile walls would be constructed using top-down construction method. The secant pile wall would have series of closely spaced cast-in-drilled-hole piles with overlapping soil-cement piles. This secant pile wall system would first be constructed (using top-down construction technique) and then the trench excavations would be performed. This would provide a safe working environment to construction workers. The U walls can be constructed with proper back-sloping to avoid any slope failures due to seismic ground shaking. The Trench Option would comply with PF-GEO-1, Metro Geotechnical Design Standards which would ensure that during the design phase, seismically induced earth pressures would be incorporated in the design to prevent the failures due to seismic ground shaking. For these reasons and the intermittent and temporary nature of construction work and the relative rarity of strong seismic events, Trench Option would have a **less than significant impact** related to risk of loss, injury, or death involving strong seismic ground shaking.

Page 3.8-32 – The text under Section 3.8-4.6.1 is revised as follows:

Less Than Significant Impact. As previously discussed, the Proposed Project footprint is not located within a CGS mapped liquefaction zone. *The Proposed Project footprint, in general, is in a relatively low relief area and the nearest CGS mapped landslide zone is over 1.5 miles west and south; see Figure 3.8-4. Based on prior studies and existing geotechnical data, there is a low potential for subsidence and naturally occurring collapsible soils within the project area.* Therefore, *the project is not located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and resulting* impacts associated with unstable soils ~~and their consequences~~ are considered minimal. *However, deep excavations for piles could potentially encounter unconsolidated or water-saturated soils.* ~~However, p~~*P*reviously performed geotechnical investigation indicated shallow groundwater (this could be perched water) was recorded in the northern area of the Proposed Project footprint, which would be further evaluated during the design phase with incorporation of PF-GEO-1. *PF-GEO-1 would require a site-specific geotechnical investigation to assess the subsurface conditions and current groundwater depth to conclude the landslide, lateral spreading, subsidence, liquefaction, and collapse risk, as well as seismic risk solutions such as deep foundations and ground improvements. As part of the geotechnical investigation, the site-specific soil types would be identified and appropriate ground-stabilization measures would be incorporated into the design and construction of the project, to ensure that the project would not result in impacts related to unstable soils.* ~~In addition, the Proposed Project footprint, in general, is in a relatively low relief area and the nearest CGS mapped landslide zone is over 1.5 miles west and south; see Figure 3.8-4.~~ Given the intermittent and temporary nature of construction work and the relative rarity of seismic events, the occurrence of seismic ground shaking resulting in liquefaction, lateral spreading, landslides, or seismically induced slope failures during construction of the Proposed Project is unlikely. In addition, there is no evidence of groundwater pumping within or around the Proposed Project footprint that can cause ground subsidence, although this will be confirmed and evaluated during the final design phase.

~~Based on shallow groundwater recorded in the northern area of the Proposed Project footprint, the coarse-grained soils may be susceptible to liquefaction. PF-GEO-1 would require a site-specific geotechnical investigation to assess the subsurface conditions and current groundwater depth to~~

~~conclude the landslide, lateral spreading, subsidence, liquefaction, and collapse risk, as well as seismic risk solutions such as deep foundations and ground improvements.~~ Therefore, the construction impacts for Proposed Project would be **less than significant** on unstable soils as a result of landslides, lateral spreading, subsidence, liquefaction, or collapse.

4.13 CHAPTER 3.9 - HAZARDOUS MATERIALS

Page 3.9-10 – Project Feature PF-HHM-1 is revised as follows:

PF-HHM-1. Handling, Storage, and Transport of Hazardous Materials and Wastes

Prior to the start of construction, the contractor would provide Metro with a hazardous waste and hazardous materials management plan, such as a plan defined in Title 19 CCR, or a Spill Prevention, Control, and Countermeasure Plan. The plan will be completed to Metro contractor specifications and will comply with the SWRCB Construction Clean Water Act Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and storage of hazardous materials during construction and operation. The plan will identify the responsible parties and outline procedures for hazardous waste and hazardous materials handling, storage, and transport. The excavation and transport of soils contaminated by heavy metals (e.g., lead) would be managed according to SCAQMD Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants) and SCAQMD Rule 1166 (VOC emissions from Decontamination of Soil). The plan would also prescribe best management practices (BMP) to follow to prevent hazardous material releases and for cleanup of any hazardous material releases that may occur. *The transportation of hazardous materials and waste shall be conducted in accordance with the applicable regulations codified in 49 CFR Parts 101, 106, 107, and 171 to 180, including, but not limited to, those related to packagings, pre-transportation functions, transportation functions, and functions not subject to the requirements of the federal Hazardous Materials Regulations.*

Additionally, the contractor would comply with applicable federal and state regulations regarding hazardous material handling and storage practices, such as the RCRA, CERCLA, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.

Page 3.9-11 – Project Feature PF-HHM-2 is revised as follows:

PF-HHM-2. Demolition Plans

Prior to the start of construction, the contractor would prepare demolition plans for the safe dismantling and removal of *roadways,* building components, and debris. The demolition plans would also include plans for testing and abatement procedures for ACM, LBP, and PCB, as well as handling and disposal of treated wood waste (TWW)*, such as creosote and arsenic-treated railroad ties,* and universal waste in accordance with federal and state regulations, including the 1994 Federal Occupational Exposure to Asbestos Standards, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), Title 22 of the CCR Division 4.5 (Hazardous Waste), the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines, and Title 40 of the CFR Part 761.

Page 3.9-31 – The third paragraph of Section 3.9-4.1.1 is revised as follows:

The Proposed Project would demolish *two* existing bridges at Grant Avenue and Del Amo Boulevard *and segments of the surrounding roadways near support columns for bridges*, and reconfigure freight tracks throughout the corridor. The excavation and demolition of the existing

bridges would require the removal, transport, and disposal of soil and bridge materials that have potentially been contaminated by various contaminants of concern as discussed in Section 3.9-3. *Demolition of existing roadways would also potentially encounter lead-based paint and other heavy metals from yellow paint striping and other pavement markings.*

Page 3.9-35 – The second paragraph in Section 3.9-4.2.1 is revised as follows:

Oil and Gas Pipelines

Less than Significant Impact. Oil and gas pipelines are located adjacent to the Proposed Project corridor, and oil refineries are located near the southern end. Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines run within the Metro ROW. Oil and gas pipelines may pose a hazard to human health and safety or to the environment if oil or gas are released. Release could occur through spills during construction or rupture of a pipeline during construction, and *release could also pose potential fire and explosion hazards*. At this phase of design, Metro has obtained as-built drawings from these utility owners and developed preliminary plans for relocation or protect-in-place. *To the greatest extent possible, the project requires pipelines and utilities to be protected in place during construction, rather than relocated. Utilities protected in place would follow all applicable safety regulations and utility owner standards regarding necessary clearances.* Per the Metro Rail Design Criteria, Metro would continue to coordinate with the utility owners in future phases of design, and present preliminary relocation concepts to each utility owner with affected facilities. Metro would conduct additional surveys and potholing as needed to verify the relocation plans, which would avoid any conflicts with pipelines during construction. *Prior to and during construction, Metro and its contractors would follow established utility protection protocols and construction techniques and procedures to prevent accidental damage to underground utilities.* As noted in PF-US-1 in Section 3.11, Utilities and Service Systems, prior to ground-disturbing activities, all oil and gas pipelines within the ROW would be identified and marked onsite in coordination with the ~~well~~*utility* owners to avoid damaging the pipelines. *Other standard operating procedures that would be followed during construction include hand-digging techniques at certain depths to minimize the risk of hitting underground lines, and ensuring that on-site inspectors monitor construction activities to verify compliance with safety protocols.* Utility agreements would be finalized to ensure the designs are prepared by third party utility owners~~.~~*, and the final design layouts would be confirmed or adjusted as needed based on field verification conducted prior to construction. Additionally, the levels of groundborne vibration expected during project construction are not anticipated to exceed the levels at which damage to underground utilities could occur. Most pipelines are buried at depths where vibration from surface construction dissipates significantly, and they are designed to withstand vibration associated with urban development and roadway construction. Moreover, geotechnical engineers and licensed contractors routinely evaluate soil conditions, pipeline depth, and distance from equipment when selecting construction methods, and incorporate design safeguards accordingly. Per Caltrans' Transportation and Construction Vibration Guidance Manual (2020), even high-impact activities such as mine blasting rarely produce vibrations intense enough to damage buried pipelines.* Therefore, the impact related to oil and gas pipelines would be **less than significant**.

Page 3.9-39 – The first two paragraphs in Section 3.9-4.2.2 are revised as follows:

Less than Significant Impact. Once the Proposed Project is operational, the risks discussed in Section 3.9-4.2.1 regarding construction impacts would end. Operation of the Proposed Project

would involve the occasional use and storage of routine detergents and cleansers for vehicle maintenance activities. There would also be potential for fuels, oils, and transmission fluids to drip or spill from Metro support vehicles in limited quantities. Accidental exposure to some of these chemicals can pose physical hazards (e.g., chemical burns) or health hazards (e.g., poisoning), which may give rise to acute or chronic illnesses. The properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The exposure of individuals to hazardous materials is minimal, given the limited quantities of these materials that would be stored and used on the project site. The Proposed Project would not include use or storage of chemicals that have the potential to result in an off-site upset or accidental event. *The project would not increase the risk of derailment for the existing freight train, and therefore would not increase the risk of accidental release of hazardous materials in the unlikely event of a freight train derailment. Additionally, the light rail and freight trains would not pose a risk to underground utilities, as any utilities affected by the project would have either been relocated during construction in compliance with utility setback requirements or protected in place using appropriate engineering measures. Vibration levels generated by the operation of light rail transit vehicles and freight trains would remain well below thresholds known to cause damage to buried pipelines.* Therefore, the Proposed Project would result in a **less than significant impact** related to accident conditions involving the release of hazardous materials into the environment during operation.

TRENCH OPTION

Less than Significant Impact. Similar to the Proposed Project, the Trench Option would not include use or storage of chemicals, or disturbance in areas with active or abandoned oil and gas wells that have the potential to result in an off-site upset or accidental event. *Similarly, the project would not increase the risk of derailment for the existing freight train, and therefore would not increase the risk of accidental release of hazardous materials in the unlikely event of a freight train derailment.* Therefore, the Trench Option would result in a **less than significant impact** related to accident conditions involving the release of hazardous materials into the environment during operation.

Page 3.9-40 – The first paragraph of Section 3.9-4.3.1 of the Draft EIR is revised as follows:

Less than Significant Impact. RK Lloyde Continuation High School and Centinela Valley Independent Study School are located near the northern end of the RSA within a quarter-mile of the existing Redondo Beach (Marine) Station. Environmental Charter High School, William Green Elementary School, Adams Middle School, Washington Elementary School, and Franklin School are located near the central portion of the RSA between Manhattan Beach Boulevard and 190th Street within a quarter-mile of the Proposed Project. *The Friendship Campus is under construction immediately northeast of the Inglewood Avenue/Fisk Lane intersection, approximately 550 feet from the nearest (northeast) corner of the property to the Metro ROW.* There are no proposed schools within a quarter-mile of the Proposed Project; therefore, this analysis focuses on existing *and under-construction* schools. The RSA contains multiple sources of potentially hazardous materials that could be encountered during construction of the Proposed Project within a quarter-mile of a school. Overall, the Proposed Project would have a less than significant impact during construction related to the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. The following sections describe the impacts in detail for the types of hazards.

Page 3.9-44 – Table 3.9-2 is revised with respect to Map ID 14 as follows:

Table 3.9-2. Potential REC Sites for the Proposed Project

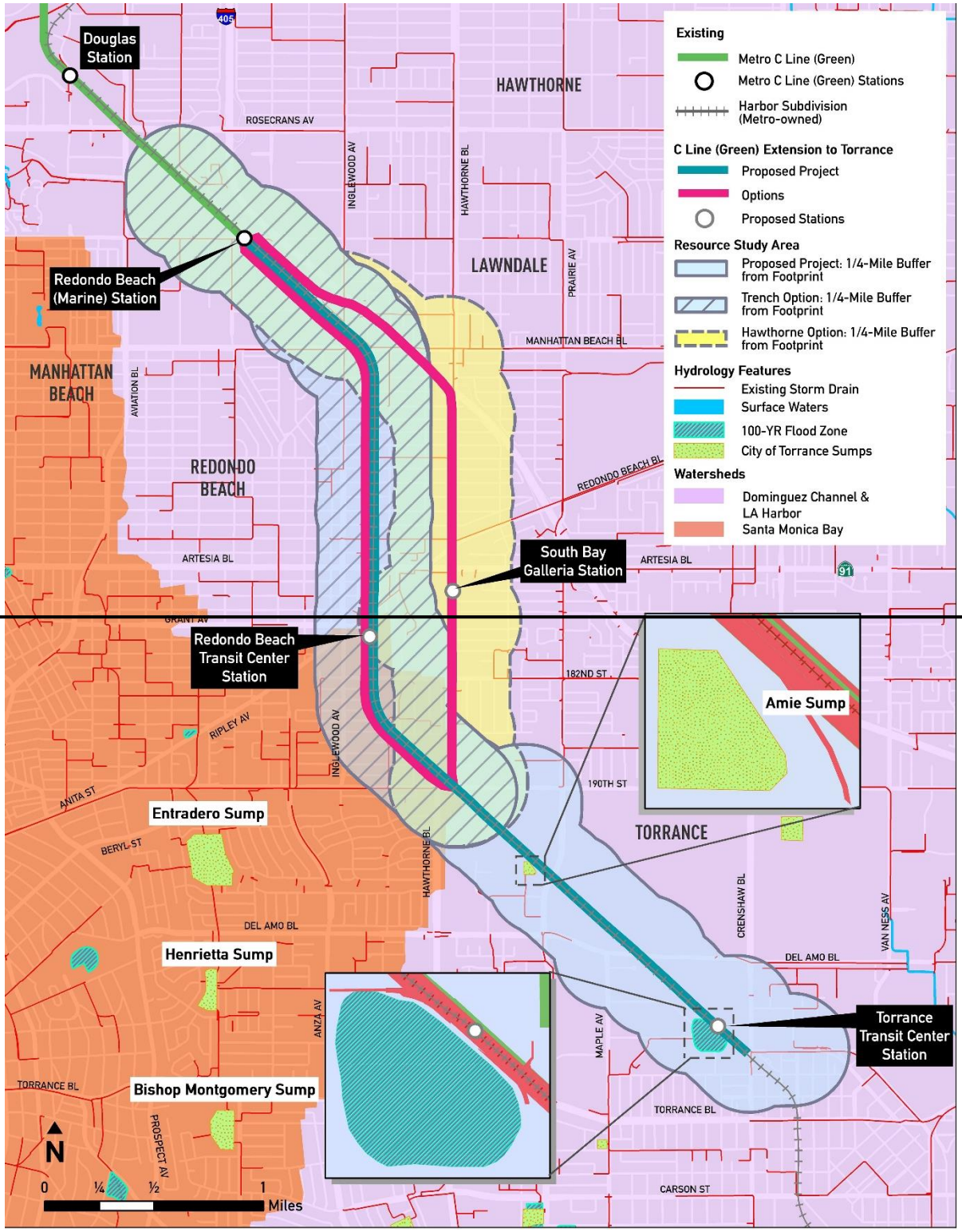
Map ID[1]	Site Name	Distance from Project (In Feet)	Discussion
14	Former Amp-Matrix Facility	600 feet south	Construction may disturb groundwater near the site. A Phase II site investigation is recommended *specifically for the purposes of* ~~to evaluate~~ *evaluating* groundwater for TPH and VOC along the alignment. *The Phase II site investigation would not involve excavation or disturbance of the site itself.*

Note: South of 190th Street, there is one alignment for the Proposed Project, and no options.
[1]Map ID numbers correspond to site numbers shown on Figure 3.9-3 and Figure 3.9-6
TPH=total petroleum hydrocarbons; SVOC= semi-volatile organic compound; VOC= Volatile Organic Compound; REC= Recognized Environmental Conditions; TC= Transit Center; ACM= Asbestos Containing Materials

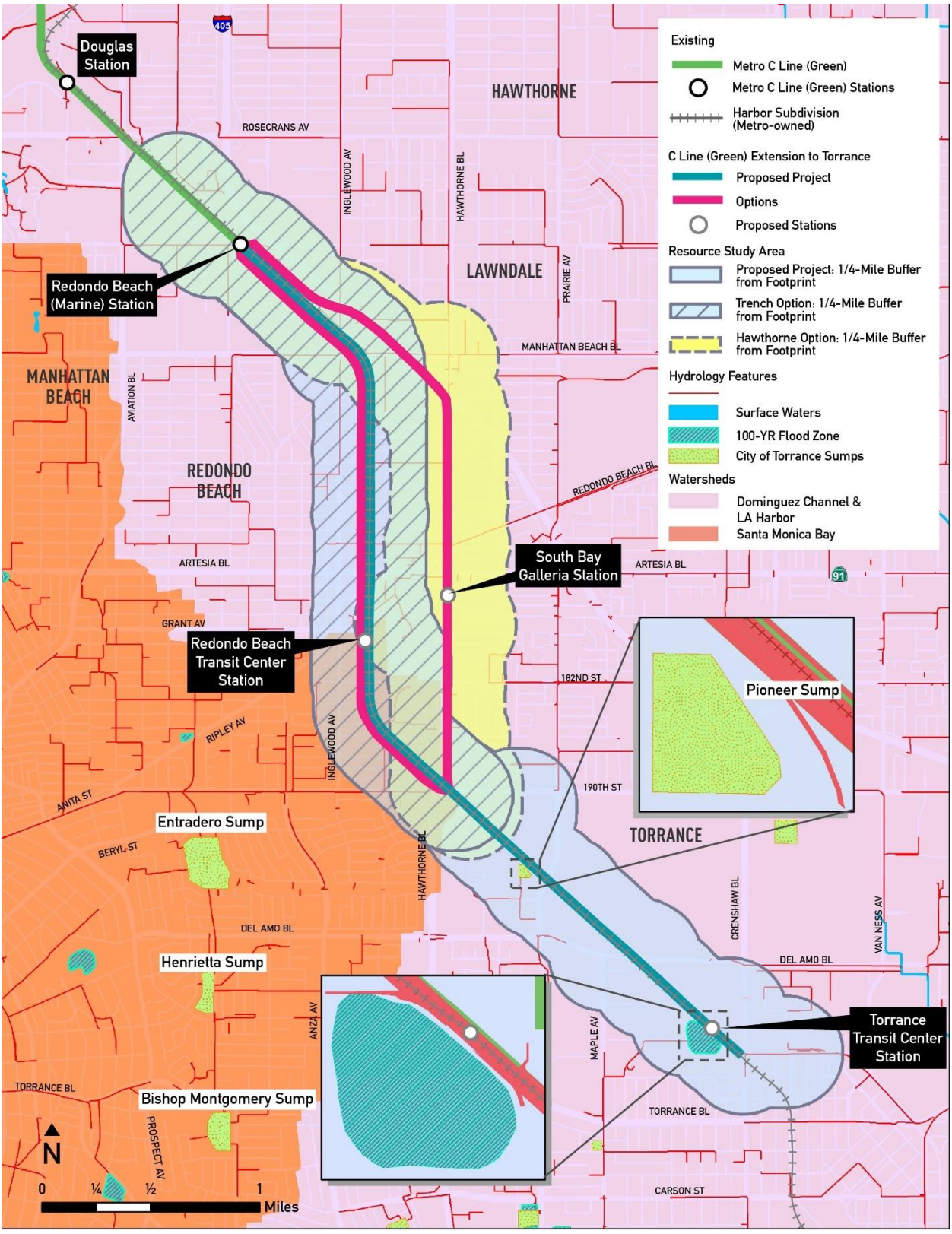
4.14 CHAPTER 3.10 - HYDROLOGY AND WATER QUALITY

The sump label in Figure 3.10-2 Watersheds, Waters, Flood Zones, and Sumps is replaced as follows:

Figure 3.10-2 Watersheds, Waters, Flood Zones, and Sumps



Metro



Sources: FEMA, 2021; LACDPW, 2022b; City of Torrance, 2022; AECOM, 2022; STV, 2022~~5~~5

4.15 CHAPTER 3.11 - UTILITIES AND SERVICE SYSTEMS

Page 3.11-8 – The second paragraph under Section 3.11-2 Methodology is revised to include additional information as follows:

> The analysis identifies utilities and service systems whose services could be impacted by the Proposed Project. As discussed below in Section 3.11-2.2, the RSAs include the utilities and service systems which service the jurisdictions of the Cities of Lawndale, Redondo Beach, and Torrance. Utilities within these jurisdictions were identified and geolocated using ArcGIS. An assessment for each type of utilities and service system was conducted based on the Proposed Project's potential to require the relocation or construction of utilities and service systems facilities. *To the greatest extent possible, the project requires pipelines and utilities to be protected in place during construction, rather than relocated. Determining whether a utility can remain in place depends on several factors, including its burial depth and distance from the track. Pipelines that cross the track but are able to remain in place would be protected by both the depth of burial and by casings[1] that extend across the entire width of the ROW. Pipelines that run parallel to the track would not need to be encased, provided they meet the minimum safe distance and depth requirements established by regulations and utility owners. These practices are consistent with the current protections that exist for the underground pipelines. However, safety requirements have become more stringent compared to the requirements that existed at the time that the utility lines were installed within the ROW. All pipelines that would be protected in place as part of this project would be coordinated with utility owners and informed by modern best practices, with safety as a priority. For example, pipelines that cross the track would require longer encasements*.
>
> The assessment analyzed the potential for impacts based on factors related to utility usage demand, including the potential for water supply provision in the foreseeable future, the potential for project demand to exceed existing utility provider commitments and capacity and the potential for compliance with regulations regarding solid waste.

Page 3.11-10 – The text under Section 3.11-2.4 under PF-US-1. Utility Identification and Coordination was revised as follows:

> Per Metro standard practice, *as design progresses, Metro will continue to* ~~prior to the start of any demolition or construction activities, the construction contractor will~~ verify the locations of existing utilities potentially affected by construction activities. This will include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) *and with private utility owners* to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted *throughout the preliminary engineering and final design phases* to document the locations of all utilities within proximity to the guideway and station foundations of the guideway and station foundations, and other project elements that may affect utilities. Based on the information from the field investigations, *the final designer will develop layouts of pipe separations based on coordination* ~~the construction contractor will be responsible for coordinating~~ with the appropriate utility owners/operators to determine specific setback requirements for each utility line and the need for any stabilization for protection in place or

[1] A pipeline casing is a large-diameter steel pipe that encases the utility line, which takes the load from the trains above and protects it from damage.

relocation measures. *During the construction and prior to digging, the contractor will conduct additional field verifications, which include requirements such as contacting a utility location service to verify the position of existing pipes, and conducting additional potholing so that the final design layouts can be confirmed or adjusted as needed.*

Page 3.11-13 – The text under Section 3.11-3.2 Wastewater is revised as follows:

Wastewater includes stormwater runoff, sewage, and other non-potable water. Stormwater runoff means surface water runoff and drainage related to precipitation events, or water emanating from on-site sources that may drain on- or off-site, such as water for landscaping purposes. Stormwater runoff is generally collected via on-street drainages as well as stormwater sumps. Sewage is defined as liquid and water-carried industrial and/or domestic wastes generated from facilities, including, but not limited to, dwellings, commercial buildings, industrial facilities, agricultural activities, hospitals, medical facilities, and other institutions. Both stormwater runoff and sewage are collected and transported through underground municipal sewage systems and are then processed and treated through municipal wastewater treatment facilities. *Metro recognizes that stormwater discharge is typically directed to storm drains and not in the Sanitation Districts of Los Angeles County (LACSD) sewage system. Determination of such discharges will be coordinated with LACSD.* This section addresses wastewater both in the form of stormwater runoff and sewage.

Page 3.11-16 – The text under the Wastewater Treatment heading is revised as follows:

The Sanitation Districts of Los Angeles County (LACSD) is the regional agency responsible for the collection and treatment of wastewater in Los Angeles County. The RSA lies within the Los Angeles County Sanitation District #5. Wastewater from the RSA is treated at the JWPCP, which is operated and maintained by the LACSD. It is located in the City of Carson, approximately four miles southeast of the RSA. This plant serves communities throughout the entire South Bay, as well as communities located as far east as ~~Downey~~ *Pomona* and as far north as ~~Inglewood~~ *La Cañada Flintridge.* According to LACSD, JWPCP treats an average of 260 million gallons of wastewater per day and is capable of processing 400 million gallons per day (LACSD, 2022).

Page 3.11-18 – The text under Section 3.11-3.6 Natural Gas and Oil Facilities is revised as follows:

In 2020, SoCal Gas customers consumed approximately 5,231 million therms of natural gas energy according to the CEC database (CEC, 2022c). In 2018, vehicle fuel consumption represented 80% of Metro's energy footprint, including a mix of compressed natural gas (CNG) that powers its fleet (Metro, 2018). There are numerous privately-owned oil pipelines located within the RSA. Owners of the oil pipelines are Crimson Pipeline, Chevron, Shell, and Plains All American. *Oil and gas pipelines, including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines, are located within the Metro ROW.* There are no publicly owned oil pipeline utility infrastructures in the RSA.

Page 3.11-28 – The text under Section 3.11-4.3.1 Construction Impacts is revised as follows:

Less than Significant Impact. The Proposed Project would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. LACSD operates the JWPCP that serves the entire South Bay community as *well as communities located as far east as Pomona and as far north as La Cañada Flintridge* for wastewater treatment. The JWPCP currently treats 260 million gallons of wastewater per day and is capable of processing 400 million gallons per day (~~Los Angeles County Sewer Districts~~ *Los*

Angeles County Sanitation Districts (LACSD), 2022). Wastewater generated by temporary worker restrooms for construction of the Proposed Project would represent a negligible proportion of the daily wastewater processed by the JWPCP, and the facility is anticipated to have adequate capacity to serve the Proposed Project. Therefore, construction of the Proposed Project would result in a less than significant impact related to wastewater treatment capacity.

Page 3.11-33 – The first paragraph under the Wastewater heading is revised as follows:

The LACSD is the regional agency responsible for the collection and treatment of wastewater in Los Angeles County. Wastewater from the RSA is treated at the JWPCP, which is operated and maintained by the LACSD. This plant serves communities throughout the entire South Bay, as well as communities located as far east as ~~Downey~~ *Pomona* and as far north as ~~Inglewood~~ *La Cañada Flintridge*. According to LACSD, JWPCP treats an average of 260 million gallons of wastewater per day and is capable of processing 400 million gallons per day. While LACSD has not identified an existing cumulative impact at JWPCP, development of past, present, and probable future projects could cumulatively increase demands on the existing wastewater infrastructure system.

4.16 CHAPTER 3.12 - ENERGY RESOURCES

Page 3.12-8 – The last paragraph under the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) heading is revised as follows:

As part of the 2020-2045 RTP/SCS, SCAG continues to work towards reducing regional energy use and consumption. Strategies to implement this include, but are not limited to, working with local jurisdictions and energy providers, through its Energy and Environment Committee, and administration of the Clean Cities program, Sustainability Planning grants program, and other SCAG energy-related planning activities, to encourage energy efficient building development. Additional measures include, pursuing partnerships with SCE, municipal utilities, and the CPUC to promote energy efficient development in the SCAG region, through coordinated planning, data and information sharing activities. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.12-26 – Table 3.12-12 Operational Energy Consumption is revised with a footnote as follows:

Table 3.12-12. Operational Energy Consumption

Energy Resource	Units	Proposed Project	Trench Option	Hawthorne Option
Rail Propulsion Electricity	MWh/year	6,947	6,947	6,947
Station & Lighting Electricity	MWh/year	882	882	882
Total Operational Electricity	**MWH/year**	**7,829**	**7,829**	**7,829**
Unit Conversion	*MJ/MWh*	*3,600*	*3,600*	*3,600*
Electricity Energy	***MJ/year***	***28,182,841***	***28,182,841***	***28,182,841***
Vehicle Trip Displacement[1]	VMT/year	(17,083,851)	(17,083,851)	(17,207,383)
Annual Fuel Savings	Gasoline-Gallon Equivalents (GGE)/year	(492,654)	(492,654)	(496,216)
Unit Conversion	*MJ/GGE*	131.2	131.2	131.2
Petroleum Fuels Energy	***MJ/year***	***(64,625,706)***	***(64,625,706)***	***(65,093,010)***
Net Total Operational Energy	**MJ/year**	**(36,442,865)**	**(36,442,865)**	**(36,910,169)**

Source: TAHA, 2022

[1]*Calculated using the potential operating pattern that results in the least forecasted VMT displacement.*

4.17 CHAPTER 3.13 - CULTURAL RESOURCES

Page 3.13-42 – The fourth paragraph under Section 3.13-4.2.1 Construction Impacts is revised as follows:

> The Proposed Project has the potential to disturb or destroy a significant unknown archaeological resource, and therefore there would be a significant impact. Mitigation measure MM-CUL-1 (Cultural Resources Identification Training) would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation measure MM-CUL-2 (~~Archaeologist Consultation~~ *Cultural Resources Monitoring and Mitigation Plan*) would also be implemented, which would establish procedures to *follow* ~~stop work~~ in the event of an ~~archaeological~~ *unanticipated* discovery, and to ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With the implementation of mitigation measures MM-CUL-1 and MM-CUL-2 the impact would be reduced to **less than significant.**

Page 3.13-43 – The third paragraph under Section 3.13-4.2.1 Construction Impacts – Trench Option is revised as follows:

The Trench Option has the potential to disturb or destroy a significant unknown archaeological resource, and therefore there would be a significant impact. Mitigation measure MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation measure MM-CUL-2 would also be implemented, would also be implemented, which would establish procedures to *follow*~~stop work~~ in the event of an ~~archaeological~~ *unanticipated* discovery, and to ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With implementation of mitigation measures MM-CUL-1 and MM-CUL-2 the impact would be reduced to **less than significant**.

Page 3.13-43 – The third paragraph under Section 3.13-4.2.1 Construction Impacts – Hawthorne Option is revised as follows:

Although the Hawthorne Option is elevated, certain construction activities (e.g., the construction of retaining walls and drainage) still have the potential to disturb or destroy a significant unknown archaeological resource, and therefore cause a significant impact. Mitigation measure MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation measure MM-CUL-2 would also be implemented, which would establish procedures to *follow* ~~stop work~~ in the event of an ~~archaeological~~ *unanticipated* discovery and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With implementation of mitigation measures MM-CUL-1 and MM-CUL-2, the impact would be reduced to **less than significant**.

Page 3.13-45 – The third paragraph under Section 3.13-4.3.1 is revised as follows:

The Proposed Project has moderate sensitivity for encountering historic remains near El Nido Park and a low sensitivity for buried Native American archaeological deposits, which could include human remains. However, human remains can be encountered in fill, re-deposited, or disturbed soils, as well as intact soils. Disturbance of significant unknown human remains would result in a significant impact. Mitigation measure*s* MM-CUL-3 (Unanticipated Discovery of Human Remains ~~Associated with Known Cemeteries~~) would be implemented *for construction near El Nido Park and Pacific Crest Cemetery*, which would ~~establish a~~ require monitoring *in accordance with the CRMMP* ~~program~~ as well as *establish* treatment measures and avoidance strategies for any remains that are identified. In addition, if Native American remains are encountered, these remains would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and PRC Section 5097.98. Therefore, with implementation of mitigation measure MM-CUL-3, construction of the Proposed Project would result in a **less than significant impact** related to disturbance of human remains.

Page 3.13-45 – The second paragraph under Section 3.13-4.3.1 is revised as follows:

Due to the depth and extent of the ground disturbance associated with the Trench Option, the likelihood of encountering buried Native American archaeological deposits, including human remains is slightly higher than the Proposed Project. Additionally, human remains can be encountered in fill, redeposited, or disturbed soils, as well as intact soils. Disturbance of significant unknown human remains would result in a significant impact. Mitigation measure MM-CUL-3 would be implemented *for construction near El Nido Park and Pacific Crest Cemetery*, which would ~~establish a~~ require monitoring *in accordance with the CRMMP* ~~program~~ as well as *establish* treatment measures and avoidance strategies for any remains that are identified. In

addition, if Native American remains are encountered, these remains would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and PRC Section 5097.98.

Therefore, with implementation of mitigation measure MM-CUL-3, construction of the Trench Option would result in a **less than significant impact** related to disturbance of human remains.

Page 3.13-46 – The text under Section 3.13-5 Mitigation Measures is revised as follows to respond to feedback received during Assembly Bill 52 consultation with the Gabrieleno Band of Mission Indians - Kizh Nation:

MM-CUL-1. Cultural Resources Identification Training

~~Prior to any ground-disturbing activities~~ *Prior to the issuance of notice to proceed with construction*, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or are inadvertently discovered. The training shall be ~~presented~~ *prepared* by a Secretary of the Interior professionally qualified archaeologist*, in consultation with interested Native American tribes consulting under AB 52, who shall provide information on resources of interest to Native American tribes* ~~who shall review types of~~ *and include* cultural resources *and* artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction.

MM-CUL-2.~~ Archaeologist Consultation~~ Cultural Resources Monitoring and Mitigation Plan
~~If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a Secretary of the Interior professionally qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.~~

~~If an archaeological deposit is identified, the construction contractor shall stop construction within 50 feet of the exposed resource until a Secretary of Interior professionally qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5[f]). Examples of such cultural materials might include ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the professional qualified archaeologist finds that the resources are significant, further impacts will be avoided if Metro determines that avoidance is feasible in light of factors such as the nature of the find, Proposed Project design, costs, and other considerations. If avoidance is not feasible, a treatment plan shall be developed and implemented by the construction contractor in consultation with a Secretary of Interior professional qualified archaeologist and Metro to reduce adverse impacts to below a level of significance. The treatment plan shall prioritize data recovery through implementation of an excavation and analysis program. The treatment plan shall include, at a minimum, the following: (a) a statement of why data recovery is appropriate as a mitigation measure; (b) a research plan that sets forth the research questions that can reasonably be expected to be addressed by excavation and analysis of the site; (c) a statement of the types and kinds of data that can reasonably be expected to exist at the site and how these~~

~~data will be used to answer important research questions; (d) a step-by-step discussion of field and laboratory methods to be employed; and (e) provisions for curation and storage of the artifacts, notes, and photographs.~~

~~If a resource is encountered that is prehistoric or otherwise of potentially Native American origin, regardless of any significance evaluation determined by Metro based on the input of a Secretary of the Interior professionally qualified archaeologist, interested Native American tribes consulting under AB 52 shall be contacted and their input sought as to the tribal significance of the resource. Based on this tribal input, Metro shall make a determination as to whether the resource constitutes a tribal cultural resource. The consulting Native American parties shall also be consulted as to the treatment and final disposition of the resource.~~

~~If determined appropriate during tribal consultation, a Native American monitor would be retained involving work at a prehistoric site, or at other suitable locations determined during tribal consultation. Treatment measures for tribal cultural resources may include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.~~

~~Ground disturbing activities within the affected area may resume once the site has been fully evaluated and impacts mitigated to the satisfaction of Metro based on input from a Secretary of Interior qualified archaeologist and, if applicable (e.g., if the affected area was determined to contain tribal cultural resources), a Native American monitor.~~

~~If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.~~

Prior to the issuance of notice to proceed with construction, the construction contractor shall prepare, and Metro shall review and approve, a Cultural Resources Monitoring and Mitigation Plan (CRMMP). The CRMMP shall be prepared in consultation with a Secretary of the Interior-qualified archaeologist and interested Native American tribes consulting under AB 52.
At a minimum, the CRMMP shall:

- *Identify the areas where archaeological and Native American monitoring will occur, consistent with MM-CUL-3, and describe monitoring methods and reporting requirements.*
- *Establish the protocol to follow in the event of an unanticipated discovery, requiring that, if an archaeological deposit is identified, the construction contractor shall stop construction within 50 feet of the exposed resource until a Secretary of Interior professionally qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5[f]). If the resource is determined to be a historical resource (as defined in Public Resources Code Section 21084.1) or a unique archaeological resource (as defined in Public Resources Code Section 21083.2[g]), the CRMMP shall require:*
  - *Avoidance of the resource, where feasible, through project redesign, preservation in place, capping or other methods consistent with Title 14, Section 15126.4(b)(3).*
  - *Where avoidance is not feasible, as determined by Metro, in light of factors such as the nature of the find, Proposed Project design, costs, and other considerations, data recovery shall be implemented through excavation and documentation consistent with*

the Secretary of Interior's Standards for Archaeology and Historic Preservation (48 Fed. Res. 44716) and the State Office of Historic Preservation Standards.

- *Define performance standards requiring all data recovery efforts to obtain information necessary to address important research questions, that all recovered be cleaned, catalogued, and curated at a qualified repository that meets federal and state curation standards, and that a comprehensive technical report be prepared and filed with the South Central Coastal Information Center of the California Historical Resources Information System (CHRIS).*
- *Incorporate tribal consultation with Native American tribes consulting under AB52.*
- *Provide documentation and reporting protocols for submitting monitoring logs during construction and a final report documenting all findings to be submitted to Metro, consulting tribes, and CHRIS.*

The CRMMP shall be implemented throughout all ground-disturbing activities in previously undisturbed areas or areas of deep excavation below the depth of prior disturbance (generally assumed to be 5 feet unless site-specific studies show a greater or lesser depth of prior disturbance), or as otherwise required by MM-CUL-3.

MM-CUL-3. Unanticipated Discovery of Human Remains ~~Associated with Known Cemeteries~~

~~To mitigate potential impacts to human remains at El Nido Park (located between the Kingsdale Avenue and 186th Street cross section to 182nd Street) and the Pacific Crest Cemetery (2701 182nd Street), a location-specific Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed and implemented by the construction contractor in consultation with a Secretary of the Interior-qualified archaeologist and Metro for these locations. The CRMMP shall outline methodology for monitoring and the protocol to follow in the event of an unanticipated discovery at these locations. Should human remains and/or associated funerary objects be identified during earth-moving activities, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation. The CRMMP shall also require that an archaeologist qualified in prehistoric and historical archaeology, be retained prior to ground-disturbing activities. Archaeological monitoring during all ground disturbance adjacent to El Nido Park and the Pacific Crest Cemetery shall be conducted in accordance with the Project CRMMP. If there is an unanticipated discovery of human remains and/or associated funerary objects, then work shall be halted within 50 feet of the find and a qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures, per the CRMMP. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.~~

Archaeological and Native American monitoring (see MM-CUL-1 and MM-TCR-1) shall be required during all ground- disturbing activities in areas of excavation extending below the depth of prior disturbances, as defined in MM-CUL-2, and in areas adjacent to known cemeteries or other locations where the potential for encountering human remains is elevated, including El Nido Park (located between the Kingsdale Avenue and 186th Street cross section to 182nd Street) and the Pacific Crest Cemetery (2701 182nd Street). Archaeological monitoring shall be conducted in accordance with the Project CRMMP required by MM-CUL-2, which establishes monitoring methods, evaluation procedures, treatment, standards, and reporting requirements. If human remains and/or associated funerary objects are encountered, then work shall be halted within 50 feet of the find and California Health and Safety Code Section 5097.98 and Public

Resources Code Section 5097.98 shall be followed, including immediate notification of the County Coroner and consultation with the Most Likely Descendant identified by the Native American Heritage Commissions.

4.18 CHAPTER 3.14 - TRIBAL CULTURAL RESOURCES

Page 3.14-15 – The second paragraph under 3.14-3.7 Assembly Bill 52 is revised as follows:

On March 5, 2021, one individual responded, Adrian Morales on behalf of the Gabrieleno Tongva San Gabriel Band of Mission Indians under the leadership of Chairman/Chief Anthony Morales. Adrian Morales said that the Gabrieleno Tongva San Gabriel Band of Mission Indians would like to participate in the consultation process, and there will be a follow-up correspondence letter with formal recommendations to address potential adverse effects to tribal cultural resources. Metro responded on May 10, 2021, with additional cultural resource information based on the archival research and survey. Follow-up emails were sent by Metro to Adrian Morales on May 25, July 12, July 29, and October 27, 2021, each requesting additional follow-up. There ~~have~~ *had* been no responses ~~since~~ between the initial communication and this Draft EIR, ~~which~~ was ~~will be~~ transmitted to a representative of the Gabrieleno Tongva San Gabriel Band of Mission Indians to close consultation. *In February 2023, after the release of the Draft EIR, the Gabrieleno Band of Mission Indians - Kizh Nation requested an update on the project from Metro. Metro's project team met virtually with Andrew Salas (Chairman of the Tribe) and Matthew Teutimez (Tribal Biologist) of the Gabrieleno Band of Mission Indians - Kizh Nation on April 26, 2023, and received feedback, particularly on mitigation measures, to incorporate into the Final EIR.*

Page 3.14-16 – The third paragraph under Section 3.14-4.1.1 Construction Impacts is revised as follows:

Despite prior disturbances, the excavations associated with the Proposed Project have the potential to adversely impact a significant tribal cultural resource. This would result in a significant impact. Mitigation measure ~~MM-CUL-1 (Cultural Resources Identification Training) would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources. Mitigation measure MM-CUL-2 (Archaeologist Consultation) which would establish procedures to stop work in the event of an archaeological discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Mitigation measures MM-CUL-3 (Unanticipated Discovery of Human Remains Associated with Known Cemeteries) would be implemented, which would establish a require monitoring program as well as treatment measures and avoidance strategies for any remains that are identified. In addition, if Native American human remains are encountered, these would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98.~~ *MM-TCR-1 (Native American Monitoring) would establish consultation with tribes under AB 52. Mitigation measure MM-TCR-2 [Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation measure MM-TCR-3 [Unanticipated Discovery of Tribal Cultural Resource Objects (Funerary/ Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native*

American Origin. Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 the impact would be reduced to **less than significant**. ~~Refer Section 3.13, Cultural Resources, for additional detail of these mitigation measures.~~

Page 3.14-16 – The third paragraph under Section 3.14-4.1.1 Construction Impacts – Trench Option is revised as follows:

Excavation associated with the Trench Option has the potential to adversely impact a significant tribal cultural resource which would result in a significant impact. Mitigation measure M~~M-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources. Mitigation measure MM-CUL-2 would also be implemented, which would establish procedures to stop work in the event of an archaeological discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Refer to Section 3.13, Cultural Resources for additional detail of these mitigation measures. Mitigation measures~~ MM-CUL-3 (Unanticipated Discovery of Human Remains Associated with Known Cemeteries would be implemented which would establish a require monitoring program as well as treatment measures and avoidance strategies for any remains that are identified. In addition, if Native American human remains are encountered, these would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98. *MM-TCR-1 (Native American Monitoring) would establish consultation with tribes under AB 52. Mitigation measure MM-TCR-2 [Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation measure MM-TCR-3 [Unanticipated Discovery of Tribal Cultural Resource Objects (Funerary/ Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native American Origin.* Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 the impact would be reduced to **less than significant**.

Page 3.14-17 – The second paragraph under Section 3.14-4.1.1 Construction Impacts – Hawthorne Option is revised as follows:

Nevertheless, excavations associated with the Hawthorne Option have the potential to adversely impact a significant tribal cultural resource which would result in a significant impact. Mitigation measure ~~MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources. Mitigation measure MM-CUL-2 would also be implemented, which would establish procedures to stop work in the event of an archaeological discovery, of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Refer to Section 3.13, Cultural Resources for additional detail of these mitigation measures. Finally, if Native American human remains are encountered, these would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98. *MM-TCR-1 (Native American Monitoring) would establish consultation with tribes under AB 52. Mitigation measure MM-TCR-2 [Unanticipated Discovery of Tribal Cultural Resource Objects*

(Non-Funerary/Non-Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation measure MM-TCR-3 [Unanticipated Discovery of Tribal Cultural Resource Objects (Funerary/ Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native American Origin. Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 the impact would be reduced to **less than significant**.

Page 3.14-18 – The text under Section 3.14-4.2.1 Construction Impacts is revised as follows:

Less than Significant with Mitigation. No resources have been determined by Metro, in its discretion and supported by substantial evidence, to be significant tribal cultural resources within the RSA. However, excavations associated with construction have the potential to disturb and destroy an unknown significant tribal cultural resource. This disturbance of significant tribal cultural resources would result in a significant impact. Mitigation measure ~~MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources. Mitigation measure MM-CUL-2 would also be implemented, which would establish procedures in the event of an archaeological discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Mitigation measure MM-CUL-3 would be implemented, which would establish a monitoring program as well as treatment measures and avoidance strategies for any remains that are identified. Refer to Section 3.13, Cultural Resources for discussion of these mitigation measures~~ *MM-TCR-1 (Native American Monitoring) would establish consultation with tribes under AB 52. Mitigation measure MM-TCR-2 [Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation measure MM-TCR-3 [Unanticipated Discovery of Tribal Cultural Resource Objects (Funerary/ Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native American Origin.* Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 the impacts would **less than significant**.

TRENCH OPTION

Less than Significant with Mitigation. Similar to the Proposed Project, there are no identified tribal cultural resources in the Trench Option RSA. However, construction of the Trench Option has the potential to disturb and destroy an unknown significant tribal cultural resource, and this would be a significant impact. Mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3, would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources, ~~and~~ establish procedures ~~to stop work~~ in the event of a*n* ~~resource~~ *unanticipated* discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 impacts would be **less than significant.**

HAWTHORNE OPTION

Less than Significant with Mitigation. Similar to the Proposed Project, there are no identified tribal cultural resources in the Hawthorne Option RSA. However, construction of the Hawthorne Option has the potential to disturb and destroy an unknown significant tribal cultural resource, and this would be a significant impact. Mitigation measures MM-~~CUL~~*TCR*-1, MM-~~-CUL~~*TCR*-2, and MM-~~-CUL~~*TCR*-3 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources, ~~and~~ establish procedures to *follow* ~~stop work~~ in the event of a*n* ~~resource~~ *unanticipated* discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~-CUL~~*TCR*-2, and MM-~~-CUL~~*TCR*-3 the impacts would be **less than significant.**

Page 3.14-19 – The text under Section 3.14-5 Mitigation Measures is revised as follows:

~~Mitigation measures MM-CUL-1, MM-CUL-2, and MM-CUL-3 outlined in Section 3.13, Cultural Resources address the potentially significant impacts during construction.~~

MM-TCR-1: Native American Monitoring

Prior to the issuance of notice to proceed with construction, Metro shall document retention of a Native American Monitor from, or approved by, consulting tribes under AB 52.

Native American monitoring shall be required during all excavation that extends below the depth of prior disturbance, as defined in MM-CUL-2, and in any areas identified through the cultural resources search or tribal consultation as having higher potential for intact tribal cultural resources. Native American monitoring shall be conducted in coordination with archaeological monitoring required under MM-CUL-3 and consistent with the CRMMP prepared under MM-CUL-2.

If, after a good-faith effort, a qualified Native American monitor is not available at the time ground-disturbing activities are scheduled, construction may proceed with archaeological monitoring in accordance with MM-CUL-3, provided that consultation with the tribes continues regarding treatment of any tribal cultural resources identified. For the purposes of this measure, a good-faith effort shall consist of documented outreach to consulting tribes regarding the construction schedule, made at least 15 working days in advance of the ground-disturbance start date, with at least one follow-up attempt by phone or email if no response is received.

The Native American Monitor shall prepare monitoring documentation describing the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, locations of monitoring, soil types, and any cultural or tribal resources identified, including but not necessarily limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. The documentation shall be prepared in accordance with the CRMMP and provided to Metro. Metro shall make the documentation available to consulting tribes upon request.

Native American monitoring may conclude when Metro determines, in consultation with the project archaeologist and consulting tribes, that all ground-disturbing activities with the potential to affect tribal cultural resources have been completed.

MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

In the event that potential cultural material is discovered during ground-disturbing activities, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet). The discovery shall be evaluated promptly by the archaeological and Native American monitors in accordance with the CRMMP required by MM-CUL-2. If the find is determined to be a tribal cultural resource under Public Resources Code Section 21074, Metro, in consultation with the monitors and consulting tribes under AB 52, shall determine appropriate treatment consistent with the protocols and performance standards set forth in MM-CUL-2. Preservation in place, including avoidance or protective measures such as capping, shall be the preferred treatment. If preservation in place is not feasible, mitigation shall be implemented through data recovery and documentation in accordance with the Secretary of the Interior's Standards and CEQA Guidelines Section 15126.4(b), with tribal consultation to ensure culturally appropriate treatment.

MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

In the event that human remains or associated funerary objects are encountered during ground-disturbing activities, construction shall halt within 50 feet of the find. The discovery shall be addressed in accordance with the CRMMP required by MM-CUL-2 and the protocols set forth in MM-CUL-3. Consistent with California Health and Safety Code Section 7050.5, the County Coroner shall be notified immediately. If the remains are determined to be Native American, the Native American Heritage Commission shall be contacted, and consultation shall occur with the Most Likely Descendant identified by the Commission, pursuant to Public Resources Code Section 5097.98.

Native American human remains and associated funerary or ceremonial objects shall be treated together as a single burial unit under Public Resources Code Section 5097.98(d), with preservation in place as the preferred treatment. If preservation in place is not feasible, the Most Likely Descendant, in consultation with Metro, shall determine culturally appropriate treatment in accordance with Public Resources Code Section 5097.98(d)(2). Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Page 3.14-19 – The text under Section 3.14-6 Project Impacts Remaining After Mitigation is revised as follows:

3.14-~~1~~6.1 Proposed Project

With the incorporation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3~~, as outlined in Section 3.13, Cultural Resources~~, the Proposed Project would not result in new or additional significant impacts related to tribal cultural resources. Therefore, impacts of the Proposed Project would be less than significant.

3.14-6.2 Trench Option

With the incorporation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 ~~as outlined in Section 3.13, Cultural Resources~~, the Trench Option would not result in new or additional significant impacts related to tribal cultural resources. Therefore, impacts of the Trench Option would be less than significant.

3.14-6.3 Hawthorne Option

With the incorporation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 ~~outlined in Section 3.13, Cultural Resources,~~ the Hawthorne Option modifications would not result in new or additional significant impacts related to tribal cultural resources. Therefore, impacts of the Hawthorne Option would be less than significant.

Page 3.14-20 – The text under Section 3.14-7.1.1 Proposed Project is revised as follows:

The development of the Proposed Project in combination with other projects located in the adjacent area would increase the potential for impacts to tribal cultural resources and could contribute to the loss of such resources in the region. The potential that development consistent with local plans would impact tribal cultural resources during development is determined by a variety of factors, including the type of development that is proposed. No tribal cultural resources have been identified within the Proposed Project RSA. However, the Proposed Project would have the potential to disturb unknown tribal cultural resources during construction. Should tribal cultural resources be discovered, Metro would comply with applicable federal, state, and local guidelines, including PRC Sections 2108.3.2 and 5097.98 and Health and Safety Code Section 7050.5. Mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 would be implemented, which would reduce the impact to less than significant. Probable future projects would be expected to comply with applicable federal, state, and local regulations to protect tribal cultural resources, and would implement project-specific mitigation measures during construction. Therefore, the Proposed Project in combination with past, present, and probable future projects would not result in a significant cumulative impact on tribal cultural resources during construction. Operation of the Proposed Project would not cause subsurface ground disturbance that would impact a tribal cultural resource. Therefore, the Proposed Project in combination with past, present, and probable future projects would not result in a significant cumulative impact on tribal cultural resources during operation.

Page 3.14-20 – The text under Section 3.14-7.1.2 Trench Option is revised as follows:

No tribal cultural resources have been identified within the Trench Option RSA. The potential for cumulative impacts on unknown tribal cultural resources from the Trench Option would be similar to the analysis presented above for the Proposed Project, and the impact would be less than significant with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3. The Trench Option in combination with past, present, and probable future projects would not result in a significant cumulative impact on tribal cultural resources during construction or operation.

Page 3.14-20 – The text under Section 3.14-7.1.3 Hawthorne Option is revised as follows:

No tribal cultural resources have been identified within the Hawthorne Option RSA. The potential for cumulative impacts on unknown tribal cultural resources from the Hawthorne Option would be similar to the analysis presented above for the Proposed Project, and the impact would be less than significant with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3. The Hawthorne Option in combination with past,

present, and probable future projects would not result in a significant cumulative impact on tribal cultural resources during construction or operation.

4.19 CHAPTER 3.15 - PUBLIC SERVICES

Page 3.15-5 – The discussion under the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy heading is revised as follows:

SCAG is the Metropolitan Planning Organization for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties and 191 cities. SCAG is required to prepare an RTP/SCS every four years that provides a comprehensive framework and outlook for guiding growth in population, housing, and employment. The most recent iteration of the SCAG RTP/SCS that has been formally adopted is the Connect SoCal 2020–2045 RTP/SCS (Connect SoCal), which was officially adopted in September 2020. The 2020-2045 RTP/SCS forecasts regional and local population, household, and employment growth projections through the horizon year of 2045. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.15-11 – The discussion under Section 3.15-2.3 Project Features is revised as follows:

As described in Chapter 2, Project Description, a number of features have been incorporated into the Proposed Project in order to ensure compliances with the laws, guidelines, and best practices of regulatory agencies. ~~While project features were not developed specifically for public services,~~ Project Feature (PF)-T-1, Construction Traffic Management Plan, as described in Section 3.1, Transportation, is relevant to public services in the RSA.

The following project features have been developed for public services.

PF-PS-1. Coordination with Torrance Refining Company and Emergency Responders

Before construction of the project and during the advanced design stages, Metro would work with the Torrance Refining Company and Torrance Logistics Company, BNSF Railway, the City of Torrance, and other City entities responsible for emergency response to coordinate emergency communication systems so that, in the event of an emergency relating to flaring or other refinery operations-related hazards, Metro could hold or detour trains to avoid traveling near the refinery.

Page 3.15-17 – The first paragraph under the Police Services heading is revised as follows:

There are no police stations located within the RSA. The Hawthorne Police Department (PD) provides police services to the City of Hawthorne. The Los Angeles Sheriff's Department (LASD) provides professional public safety services to the City*y*~~ies~~ of Lawndale ~~and Inglewood~~. The Redondo Beach PD provides police protection services to the City of Redondo Beach. The Torrance PD provides police protection services to the City of Torrance. Police services are provided to the RSA by the station(s) noted in Table 3.15-8 and displayed in Figure 3.15-3. Table 3.15-8 includes the approximate distances of the police stations servicing the RSA to the Metro ROW and Hawthorne Boulevard.

Page 3.15-17 – The text under the Los Angeles Sheriff Department heading is revised as follows:

The LASD provides police services to the City of Lawndale from the South Los Angeles Station. *The City of Torrance is served by the Torrance Police Department.* ~~The City of Torrance and Redondo Beach~~ *The Torrance Transit C*~~c~~enter~~s plan to~~ include*s* space for transit security/police.

~~LASD~~ ~~substations~~. *The Redondo Beach Transit Center was completed without a dedicated police substation, but includes an office space to be used by the Redondo Beach Police Department on an as-needed basis.* Approximately 18,300 sworn and non-sworn personnel were budgeted in Fiscal Year 2019-2020, (which included more than 10,000 sworn deputies and over 8,000 non-sworn personnel [LASD, 2020]). In calendar year (CY) 2018, the South Los Angeles Station responded to a total of 2,355 reported incidents (LASD, 2018). ~~LASD did not respond to public outreach requests for information regarding average emergency response times for the South Los Angeles Station.~~ *LASD response times for emergency, priority, and routine calls for service are approximately 4.5, 10, and 55 minutes, respectively, for the South Los Angeles Station.*

4.20 CHAPTER 3.16 - OTHER CEQA CONSIDERATIONS

Page 3.16-1 – The last paragraph on the page is revised as follows:

Construction of the Proposed Project would create temporary construction-related jobs. However, the work requirements of most transportation construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. The Proposed Project would draw from the existing regional pool of construction workers who typically move from project to project as work is available. The Construction Careers Policy and the Project Labor Agreement were approved by the Metro Board on January 26, 2012, subsequently renewed on January 26, 2017, to encourage construction employment and training opportunities to those who reside in economically disadvantaged areas on Metro construction projects. In addition, the Proposed Project-related construction workers would not be anticipated to relocate their households; permanent places of residence as a consequence of working on the Proposed Project and, therefore, no new permanent residents are expected to be generated during construction of the Proposed Project. Additionally, the number of jobs created by the Proposed Project is anticipated in the planned growth within the Southern California Association of Government's (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Accordingly, construction of the Proposed Project and Options would not induce substantial population growth or result in substantial use of existing community service facilities. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

4.21 CHAPTER 4.0 - EVALUATION OF ALTERNATIVES

Page 4-25 – The following information was added to the text under the High-Frequency Bus Alternative:

The High-Frequency Bus (HFB) Alternative would implement a rapid bus service instead of a light rail extension. The bus line would be a local express service with some bus rapid transit (BRT) characteristics. The service may be as frequent as that proposed for light rail, though its ability to attract as much ridership would be less due to less travel time savings and amenities. The buses would operate in mixed-flow traffic with transit signal priority systems, which give priority to transit vehicles at signalized intersections by giving an early green signal or holding a green signal. There would be a total of four bus stops between the existing Redondo Beach (Marine) Station and Torrance TC, compared to two light rail stations in the Proposed Project (not including the existing Redondo Beach (Marine) Station and Torrance TC Station). *The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further, increasing travel time and potential delays.* Travel times from end to

end would be about 25 minutes, which is faster than local bus service (approximately one hour, with a transfer), but slower than the travel times expected from the Proposed Project (approximately seven minutes). *The HFB Alternative would create a duplication of service for Torrance Line 8.* Stops would be located at existing bus stops or improved relocated stops. Physical improvements would be limited to new signs at bus stops, shelters as well with solar lighting, benches, and trash receptacles, as a minimum level of bus stop amenities. Where practical, the HFB Alternative may include curb extensions, elimination of street parking, or other improvements to the sidewalk area near new bus stops. Construction of the HFB Alternative would be limited to existing roadways and sidewalks, to implement potential minor improvements such as restriping, curb extensions, or bus stop amenities. Like the Proposed Project, this Alternative would not require a maintenance facility, as buses would be maintained at existing Metro facilities. Buses would have low-floor design to allow for faster and easier boarding and alighting.

Page 4-42 – The text under Section 4.5-3.4.1 Construction under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA) is revised as follows:

Less than Significant Impact. Construction of the trench alignment under 170th and 182nd Streets would involve approximately 0.7 miles of excavation and would ~~increase~~ *lengthen* the duration of construction ~~compared~~ *relative* to the Proposed Project. Maximum daily emissions *during construction of the 170th/182nd Grade-Separated Light Rail Transit Alternative* would be slightly higher than *those of* the Proposed Project, though lower than the Trench Option, *and would remain below applicable SCAQMD mass daily thresholds despite the* ~~but emissions would remain below the applicable SCAQMD mass daily thresholds~~ *additional haul truck trips associated with the excavation activities.*

The maximum daily truck trips required to haul excavated material would be considerably fewer than those of the Trench Option, and the resulting maximum daily emissions would remain below the SCAQMD regional mass daily thresholds screening levels. This assessment used a scaling approach, applying a conservative estimate that the Trench Option would require up to 243 daily truckloads (486 one-way truck trips, generating approximately 89.4 pounds per day of NO_X emissions), while the 170th/182nd Alternative would require up to 172 daily truckloads (344 one-way truck trips, generating approximately 63.3 pounds per day of NO_X emissions) based on the volume of excavation and the forecasted schedule. When combined with other concurrent construction activities, the maximum daily NO_X emissions for the 170th/182nd Alternative would be approximately 84.2 pounds per day—compared to 110.3 pounds per day for the Trench Option—which remains below the SCAQMD threshold of 100 pounds per day. All other emissions would also remain below the corresponding SCAQQMD screening thresholds, consistent with the Trench Option analysis. Therefore, the 170th/182nd Grade-Separated Light Rail Transit Alternative would have a **less than significant impact** during construction related to air quality.

Page 4-42 – The text under Section 4.5-3.4.2 Operation under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA) is revised as follows:

Less than Significant Impact. Operation of the trench alignment under 170th and 182nd Streets would not result in any differences in impacts, compared to the Proposed Project*, as it would have the same operational characteristics, including amount of VMT reduced*. The 170th/182nd Grade-Separated Light Rail Transit Alternative would have a less than significant impact during operation related to air quality.

Page 4-42 – The following language was revised within the text under Section 4.5-3.5.1 (Greenhouse Gas Emissions – Construction) under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

> **Less than Significant Impact.** Construction of the trench alignment under 170th and 182nd Streets would take longer and generate more GHG emissions than the Proposed Project, though not as much as the Trench Option. However, the difference in *construction-related* GHG emissions would ***not*** be substantial and ~~there would not be conflicts with GHG plans~~ *would be offset over time through operational benefits, including reductions in regional on-road vehicle miles traveled (VMT). As disclosed in the Draft EIR, construction of the Proposed Project would require approximately 556,100 cubic yards of bulk material hauling, the Trench Option approximately 813,100 cubic yards, and the 170th/182nd Grade-Separated Light Rail Transit Alternative approximately 771,650 cubic yards. Because bulk material hauling is roughly proportional to HG emissions from haul truck trips, the 170th/182nd Grade-Separated Light Rail Transit Alternative would generate approximately 95 percent as much hauling-related GHG emissions as the Trench Option. Similar to the Proposed Project and Trench Option, construction-related GHG emissions under the 170th/182nd Grade-Separated Light Rail Transit Alternative would be offset by the reductions in regional vehicle travel emissions within less than 10 years of operations. The magnitude of temporary construction-phase GHG emissions would not be sufficient to impede or delay the region's effort. Therefore, construction of* the 170th/182nd Grade-Separated Light Rail Transit Alternative *would not conflict with any relevant plan for reducing GHG emissions* and would ~~have~~ *result in* a **less than significant impact** during construction related to GHG emissions.

Page 4-43 – In Section 4.5-3.6.2 Operation the following text was revised under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

> **Less than Significant Impact with Mitigation/Significant and Unavoidable without MM-NOI-4.** Operation of the trench alignment under 170th and 182nd Streets would result in similar impacts as the Trench Option, as discussed in Section 4.3-2.6.2. The light rail trains would travel under 170th and 182nd Streets in a trench, and there would not be a need for light rail-grade crossing bells and gates. Implementation of mitigation measures MM-NOI-2 and MM-NOI-3 would install soundwalls and low impact frogs, reducing the light rail noise impacts in these areas to less than significant. However, the freight trains would generate noise impacts from warning horns at the at-grade crossings, and the combined light rail and freight noise would result in significant impacts to sensitive receivers. Like the Proposed Project, pursuant to PF-NV-1, the at-grade freight crossings for the 170th/182nd Grade-Separated Light Rail Transit Alternative would be designed and constructed to include all the safety infrastructure and improvements needed to allow the local jurisdictions to establish a quiet zone(s). Further, mitigation measure MM-NOI-4 would require Metro to support the cities of Redondo Beach, Lawndale, and Torrance in establishing a quiet zone(s) and for the cities to comply with FRA requirements for doing so. *As shown in Table 4.5-1, operational noise levels would be reduced to below the FTA noise criteria after implementation of mitigation.* Therefore, with implementation of mitigation measure MM-NOI-4, the 170th/182nd Grade-Separated Light Rail Transit Alternative would have a **less than significant impact with mitigation** during operation related to noise. If the local jurisdictions do not establish a quiet zone(s) to reduce freight horn noise, the 170th/182nd Grade-Separated Light Rail Transit Alternative would have a **significant and unavoidable impact without MM-NOI-4** during operation.

Table 4.5-1. LPA – Combined Light Rail and Freight Relocation Mitigated Noise Impacts

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
A1	2	67.0	63.0	54.0	62	Less Than Significant With Mitigation
A2	2	67.0	63.0	55.0	62	Less Than Significant With Mitigation
A3	2	67.0	59.0	59.0	62	Less than Significant
A4	2	70.0	62.0	57.0	64	Less than Significant
A5	2	70.0	62.0	57.0	64	Less than Significant
A6	2	70.0	63.0	57.0	64	Less than Significant
A7	2	70.0	63.0	58.0	64	Less than Significant
B1	3	71.0	73.0	61.0	70	Less Than Significant With Mitigation
B2	2	66.0	67.0	60.0	61	Less Than Significant With Mitigation
B3	2	65.0	64.0	59.0	61	Less Than Significant With Mitigation
B4	2	65.0	62.0	57.0	61	Less Than Significant With Mitigation
B5	2	67.0	70.0	61.0	62	Less Than Significant With Mitigation
B6	2	66.0	65.0	59.0	61	Less Than Significant With Mitigation
B7	2	65.0	63.0	57.0	61	Less Than Significant With Mitigation
B8	2	71.0	70.0	62.0	65	Less Than Significant With Mitigation
B9	2	70.0	65.0	60.0	65	Less Than Significant With Mitigation
B10	2	70.0	63.0	57.0	64	Less than Significant
B11	2	71.0	70.0	62.0	65	Less Than Significant With Mitigation
B12	2	70.0	65.0	60.0	65	Less Than Significant With Mitigation
B13	2	70.0	63.0	57.0	64	Less than Significant
B14	2	71.0	70.0	59.0	65	Less Than Significant With Mitigation
B15	2	70.0	65.0	55.0	65	Less Than Significant With Mitigation
B16	2	70.0	63.0	53.0	64	Less than Significant
B17	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
B18	2	58.0	62.0	52.0	57	Less Than Significant With Mitigation
B19	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
B20	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
B21	2	58.0	62.0	52.0	57	Less Than Significant With Mitigation
B22	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
B23	2	61.0	65.0	56.0	58	Less Than Significant With Mitigation
B24	2	58.0	63.0	53.0	57	Less Than Significant With Mitigation
B25	2	57.0	60.0	50.0	56	Less Than Significant With Mitigation
B26	2	61.0	65.0	56.0	58	Less Than Significant With Mitigation
B27	2	58.0	63.0	53.0	57	Less Than Significant With Mitigation
B28	2	57.0	60.0	51.0	56	Less Than Significant With Mitigation
B29	2	61.0	65.0	54.0	58	Less Than Significant With Mitigation
B30	2	58.0	63.0	51.0	57	Less Than Significant With Mitigation
B31	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
B32	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
B33	2	58.0	63.0	52.0	57	Less Than Significant With Mitigation
B34	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
B35	2	71.0	71.0	60.0	65	Less Than Significant With Mitigation
B36	2	66.0	67.0	57.0	61	Less Than Significant With Mitigation
B37	2	65.0	64.0	55.0	61	Less Than Significant With Mitigation
B38	2	67.0	74.0	61.0	62	Less Than Significant With Mitigation
B39	2	66.0	67.0	57.0	61	Less Than Significant With Mitigation
B40	2	65.0	64.0	55.0	61	Less Than Significant With Mitigation
B41	2	71.0	72.0	60.0	65	Less Than Significant With Mitigation
B42	2	70.0	68.0	58.0	65	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
B43	2	70.0	64.0	55.0	64	Less Than Significant With Mitigation
B44	2	71.0	72.0	61.0	65	Less Than Significant With Mitigation
B45	2	70.0	68.0	57.0	65	Less Than Significant With Mitigation
B46	2	70.0	64.0	54.0	64	Less Than Significant With Mitigation
B47	2	62.0	68.0	55.0	59	Less Than Significant With Mitigation
B48	2	59.0	64.0	52.0	57	Less Than Significant With Mitigation
B49	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
B50	2	62.0	68.0	54.0	59	Less Than Significant With Mitigation
B51	2	59.0	64.0	52.0	57	Less Than Significant With Mitigation
B52	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
B53	2	62.0	68.0	55.0	59	Less Than Significant With Mitigation
B54	2	59.0	64.0	52.0	57	Less Than Significant With Mitigation
B55	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
B56	2	62.0	68.0	55.0	59	Less Than Significant With Mitigation
B57	2	59.0	64.0	52.0	57	Less Than Significant With Mitigation
B58	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
B59	2	62.0	68.0	54.0	59	Less Than Significant With Mitigation
B60	2	59.0	64.0	51.0	57	Less Than Significant With Mitigation
B61	2	58.0	60.0	47.0	56	Less Than Significant With Mitigation
B62	2	62.0	68.0	55.0	59	Less Than Significant With Mitigation
B63	2	59.0	64.0	51.0	57	Less Than Significant With Mitigation
B64	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
C1	2	61.0	65.0	54.0	58	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
C2	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C3	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C4	2	61.0	65.0	54.0	58	Less Than Significant With Mitigation
C5	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C6	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C7	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
C8	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C9	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C10	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
C11	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C12	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C13	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
C14	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C15	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C16	2	61.0	61.0	53.0	58	Less Than Significant With Mitigation
C17	2	59.0	59.0	51.0	57	Less Than Significant With Mitigation
C18	2	57.0	55.0	47.0	56	Less than Significant
C19	2	61.0	61.0	52.0	58	Less Than Significant With Mitigation
C20	2	59.0	58.0	50.0	57	Less Than Significant With Mitigation
C21	2	57.0	54.0	46.0	56	Less than Significant
C22	2	62.0	68.0	54.0	59	Less Than Significant With Mitigation
C23	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C24	2	58.0	60.0	47.0	56	Less Than Significant With Mitigation
C25	2	61.0	68.0	55.0	58	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
C26	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C27	2	57.0	60.0	47.0	56	Less Than Significant With Mitigation
C28	2	61.0	68.0	55.0	58	Less Than Significant With Mitigation
C29	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C30	2	57.0	60.0	47.0	56	Less Than Significant With Mitigation
C31	2	61.0	68.0	55.0	58	Less Than Significant With Mitigation
C32	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C33	2	57.0	60.0	47.0	56	Less Than Significant With Mitigation
C34	2	61.0	68.0	55.0	58	Less Than Significant With Mitigation
C35	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C36	2	57.0	60.0	47.0	56	Less Than Significant With Mitigation
C37	2	61.0	63.0	55.0	59	Less Than Significant With Mitigation
C38	2	59.0	60.0	51.0	57	Less Than Significant With Mitigation
C39	2	57.0	57.0	47.0	56	Less Than Significant With Mitigation
C40	2	61.0	62.0	55.0	59	Less Than Significant With Mitigation
C41	2	59.0	58.0	50.0	57	Less Than Significant With Mitigation
C42	2	57.0	55.0	47.0	56	Less than Significant
D1	2	61.0	60.0	54.0	58	Less Than Significant With Mitigation
D2	2	59.0	58.0	51.0	57	Less Than Significant With Mitigation
D3	2	58.0	55.0	48.0	57	Less than Significant
D4	2	61.0	60.0	54.0	58	Less Than Significant With Mitigation
D5	2	59.0	57.0	51.0	57	Less Than Significant With Mitigation
D6	2	58.0	55.0	49.0	57	Less than Significant
D7	2	57.0	54.0	47.0	56	Less than Significant
D8	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
D9	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation
D10	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation
D11	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation
D12	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation
D13	2	66.0	65.0	57.0	62	Less Than Significant With Mitigation
D14	2	66.0	65.0	58.0	62	Less Than Significant With Mitigation
D15	2	61.0	56.0	55.0	58	Less than Significant
D16	2	61.0	66.0	56.0	58	Less Than Significant With Mitigation
D17	2	59.0	57.0	50.0	57	Less Than Significant With Mitigation
D18	2	58.0	55.0	49.0	57	Less than Significant
D19	2	57.0	54.0	48.0	56	Less than Significant
D20	2	59.0	57.0	50.0	57	Less Than Significant With Mitigation
D21	2	59.0	57.0	50.0	57	Less Than Significant With Mitigation
D22	2	59.0	57.0	51.0	57	Less Than Significant With Mitigation
D23	2	62.0	57.0	51.0	59	Less than Significant
D24	2	61.0	61.0	51.0	58	Less Than Significant With Mitigation
D25	2	61.0	59.0	49.0	58	Less Than Significant With Mitigation
D26	2	61.0	62.0	55.0	59	Less Than Significant With Mitigation
D27	2	59.0	58.0	51.0	57	Less Than Significant With Mitigation
D28	2	57.0	55.0	47.0	56	Less than Significant
D29	2	61.0	62.0	55.0	59	Less Than Significant With Mitigation
D30	2	59.0	58.0	51.0	57	Less Than Significant With Mitigation
D31	2	57.0	55.0	47.0	56	Less than Significant
D32	2	62.0	62.0	55.0	59	Less Than Significant With Mitigation
D33	2	59.0	59.0	51.0	57	Less Than Significant With Mitigation
D34	2	57.0	54.0	47.0	56	Less than Significant

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
D35	2	62.0	63.0	55.0	59	Less Than Significant With Mitigation
D36	2	59.0	59.0	51.0	57	Less Than Significant With Mitigation
D37	2	57.0	55.0	47.0	56	Less than Significant
D38	2	62.0	63.0	55.0	59	Less Than Significant With Mitigation
D39	2	59.0	59.0	51.0	57	Less Than Significant With Mitigation
D40	2	57.0	55.0	47.0	56	Less than Significant
D41	2	63.0	63.0	56.0	60	Less Than Significant With Mitigation
D42	2	61.0	58.0	50.0	59	Less than Significant
D43	2	61.0	54.0	45.0	58	Less than Significant
D44	2	63.0	68.0	58.0	60	Less Than Significant With Mitigation
D45	2	61.0	59.0	50.0	59	Less Than Significant With Mitigation
D46	2	61.0	54.0	45.0	58	Less than Significant
D47	2	61.0	68.0	57.0	58	Less Than Significant With Mitigation
D48	2	61.0	59.0	53.0	58	Less Than Significant With Mitigation
D49	2	61.0	54.0	48.0	58	Less than Significant
D50	2	61.0	68.0	57.0	58	Less Than Significant With Mitigation
D51	2	61.0	64.0	54.0	58	Less Than Significant With Mitigation
D52	2	61.0	59.0	49.0	58	Less Than Significant With Mitigation
E1	2	75.0	65.0	60.0	65	Less Than Significant With Mitigation
E2	2	58.0	69.0	53.0	57	Less Than Significant With Mitigation
E3	2	57.0	60.0	43.0	56	Less Than Significant With Mitigation
E4	2	58.0	74.0	54.0	57	Less Than Significant With Mitigation
E5	2	57.0	66.0	48.0	56	Less Than Significant With Mitigation
E6	2	57.0	65.0	47.0	56	Less Than Significant With Mitigation
E7	2	57.0	57.0	45.0	56	Less Than Significant With Mitigation
E8	2	57.0	61.0	48.0	56	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
E9	2	57.0	58.0	45.0	56	Less Than Significant With Mitigation
F1	3	60.0	73.0	55.0	63	Less Than Significant With Mitigation
F2	2	64.0	64.0	57.0	60	Less Than Significant With Mitigation
F3	2	64.0	64.0	56.0	60	Less Than Significant With Mitigation
F4	2	64.0	64.0	56.0	60	Less Than Significant With Mitigation
F5	2	57.0	56.0	47.0	56	Less Than Significant With Mitigation
F6	2	57.0	54.0	48.0	56	Less than Significant
F7	2	63.0	63.0	56.0	60	Less Than Significant With Mitigation
F8	2	57.0	55.0	47.0	56	Less than Significant
F9	2	57.0	53.0	45.0	56	Less than Significant
F10	2	61.0	61.0	54.0	58	Less Than Significant With Mitigation
F11	2	61.0	60.0	54.0	58	Less Than Significant With Mitigation
F12	2	59.0	57.0	51.0	57	Less Than Significant With Mitigation
F13	2	57.0	54.0	46.0	56	Less than Significant
F14	2	61.0	61.0	54.0	58	Less Than Significant With Mitigation
F15	2	59.0	58.0	52.0	57	Less Than Significant With Mitigation
F16	2	57.0	54.0	46.0	56	Less than Significant
F17	2	61.0	61.0	54.0	58	Less Than Significant With Mitigation
F18	2	57.0	55.0	47.0	56	Less than Significant
F19	2	56.0	53.0	43.0	56	Less than Significant
F20	3	60.0	71.0	53.0	63	Less Than Significant With Mitigation
G1	2	60.0	60.0	53.0	58	Less Than Significant With Mitigation
G2	2	57.0	54.0	48.0	56	Less than Significant
G3	2	57.0	54.0	47.0	56	Less than Significant
G4	2	56.0	47.0	47.0	56	Less than Significant
G5	2	56.0	58.0	53.0	56	Less Than Significant With Mitigation
G6	2	56.0	56.0	51.0	56	Less Than Significant With Mitigation
G7	2	57.0	62.0	55.0	56	Less Than Significant With Mitigation

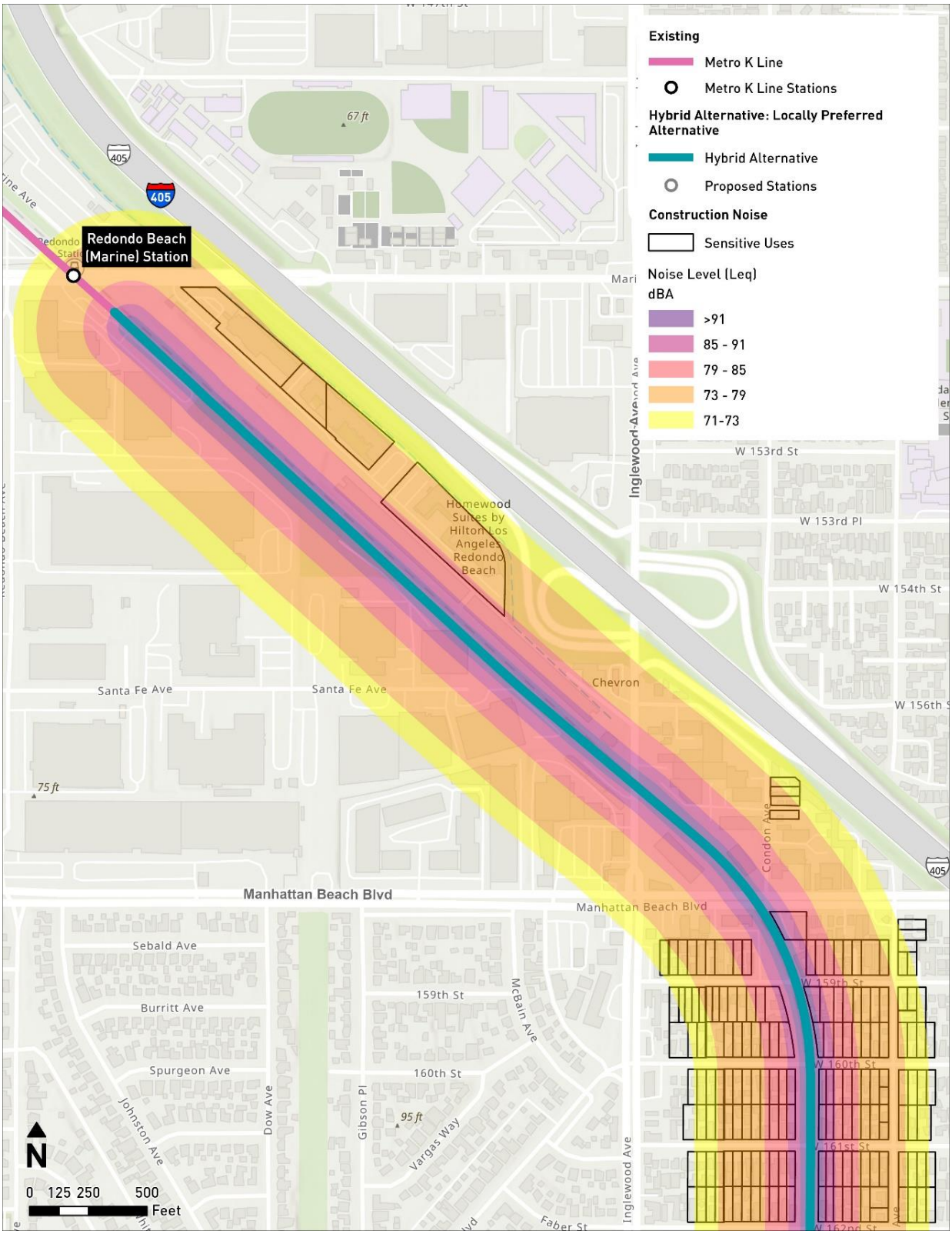
Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
G8	2	56.0	54.0	49.0	56	Less than Significant
G9	2	56.0	54.0	47.0	56	Less than Significant
G10	2	56.0	48.0	46.0	56	Less than Significant
G11	2	56.0	56.0	53.0	56	Less Than Significant With Mitigation
G12	2	57.0	58.0	55.0	56	Less Than Significant With Mitigation
G13	2	56.0	54.0	51.0	56	Less than Significant
G14	2	56.0	53.0	50.0	56	Less than Significant
G15	2	75.0	56.0	52.0	65	Less than Significant
G16	2	61.0	60.0	55.0	59	Less Than Significant With Mitigation
G17	2	61.0	61.0	56.0	59	Less Than Significant With Mitigation
G18	2	61.0	63.0	58.0	59	Less Than Significant With Mitigation
G19	2	61.0	60.0	56.0	59	Less Than Significant With Mitigation
G20	2	62.0	71.0	54.0	59	Less Than Significant With Mitigation
G21	2	61.0	68.0	51.0	59	Less Than Significant With Mitigation
G22	2	61.0	66.0	49.0	59	Less Than Significant With Mitigation
G23	2	61.0	66.0	49.0	59	Less Than Significant With Mitigation
G24	2	61.0	59.0	48.0	59	Less Than Significant With Mitigation
G25	2	61.0	59.0	48.0	59	Less Than Significant With Mitigation
G26	2	61.0	59.0	47.0	59	Less Than Significant With Mitigation
G27	2	62.0	70.0	57.0	59	Less Than Significant With Mitigation
G28	2	62.0	69.0	53.0	59	Less Than Significant With Mitigation
G29	2	61.0	69.0	52.0	59	Less Than Significant With Mitigation
G30	2	61.0	66.0	49.0	59	Less Than Significant With Mitigation
G31	2	75.0	64.0	59.0	65	Less than Significant
H1	2	70.0	57.0	57.0	64	Less than Significant
H2	2	70.0	54.0	54.0	64	Less than Significant

Source: TAHA, 2025

[1]The impact threshold is compared to (unmitigated freight and LRT combined) and (mitigated freight and LRT combined) noise level to determine impact after mitigation.

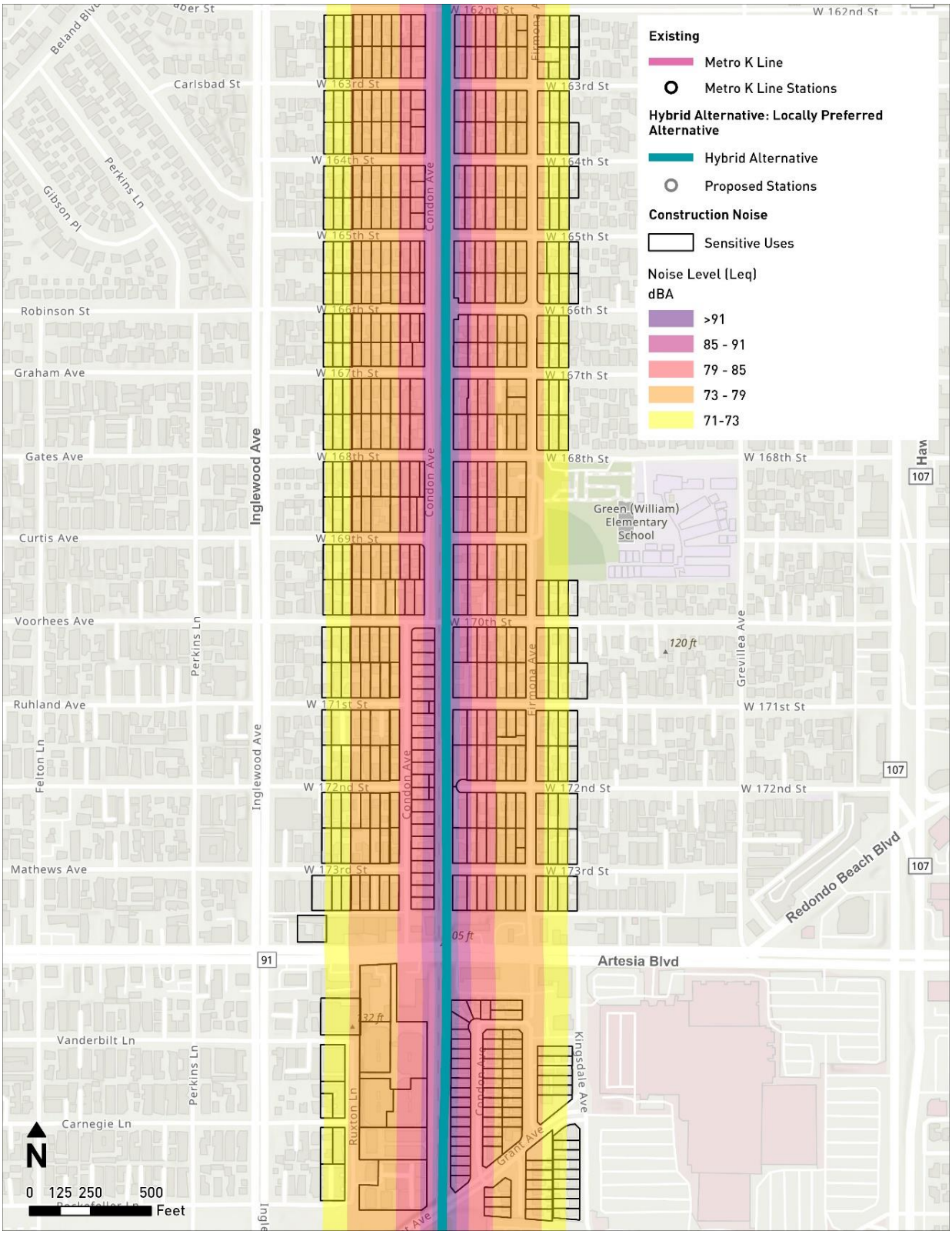
Page 4-43 – The following figures were added to accompany the noise analysis showing where construction and operational noise impacts described in the text would occur under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

Figure 4-1. LPA Construction Noise Impacts (1 of 4)



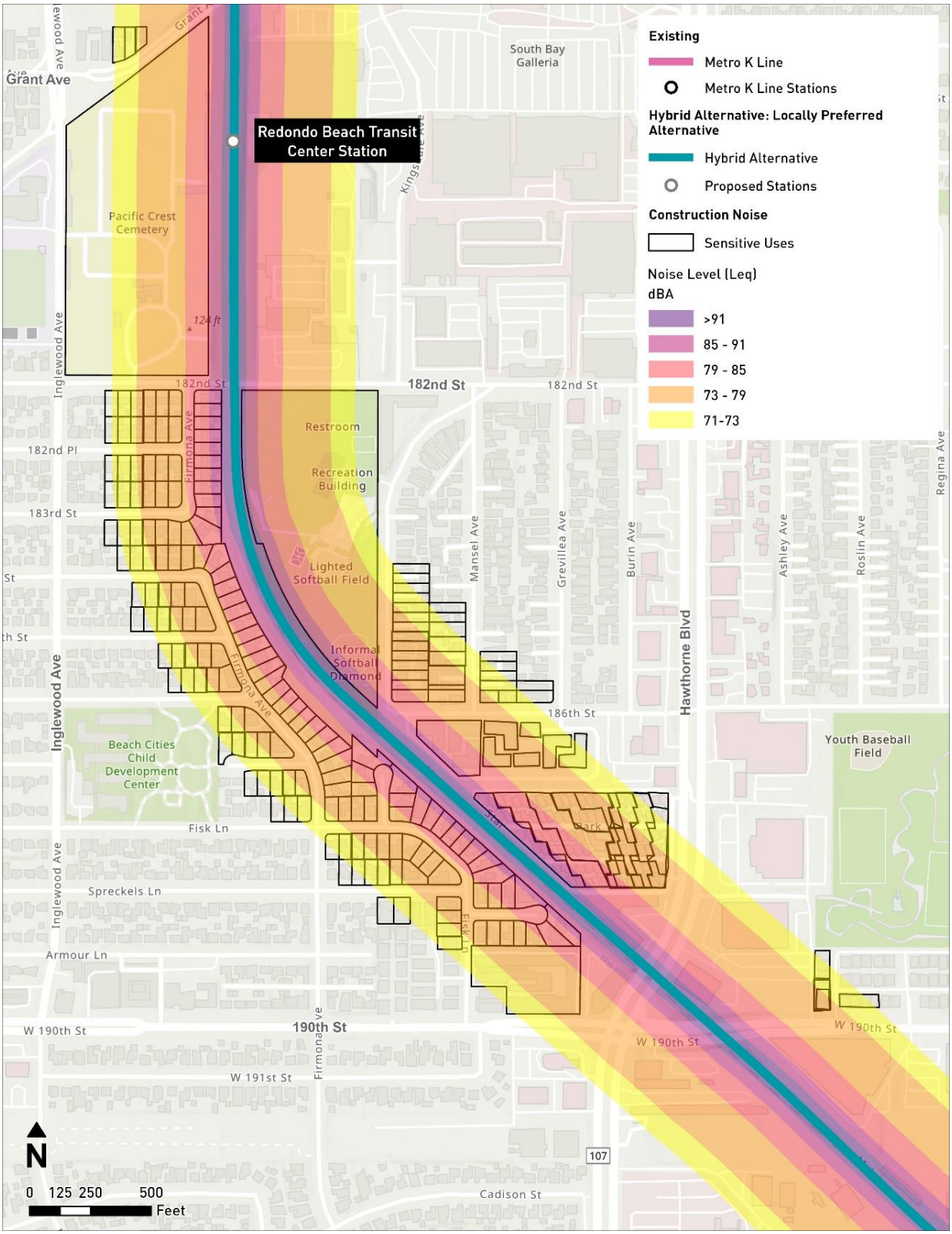
Source: TAHA, 2025

Figure 4-2. LPA Construction Noise Impacts (2 of 4)



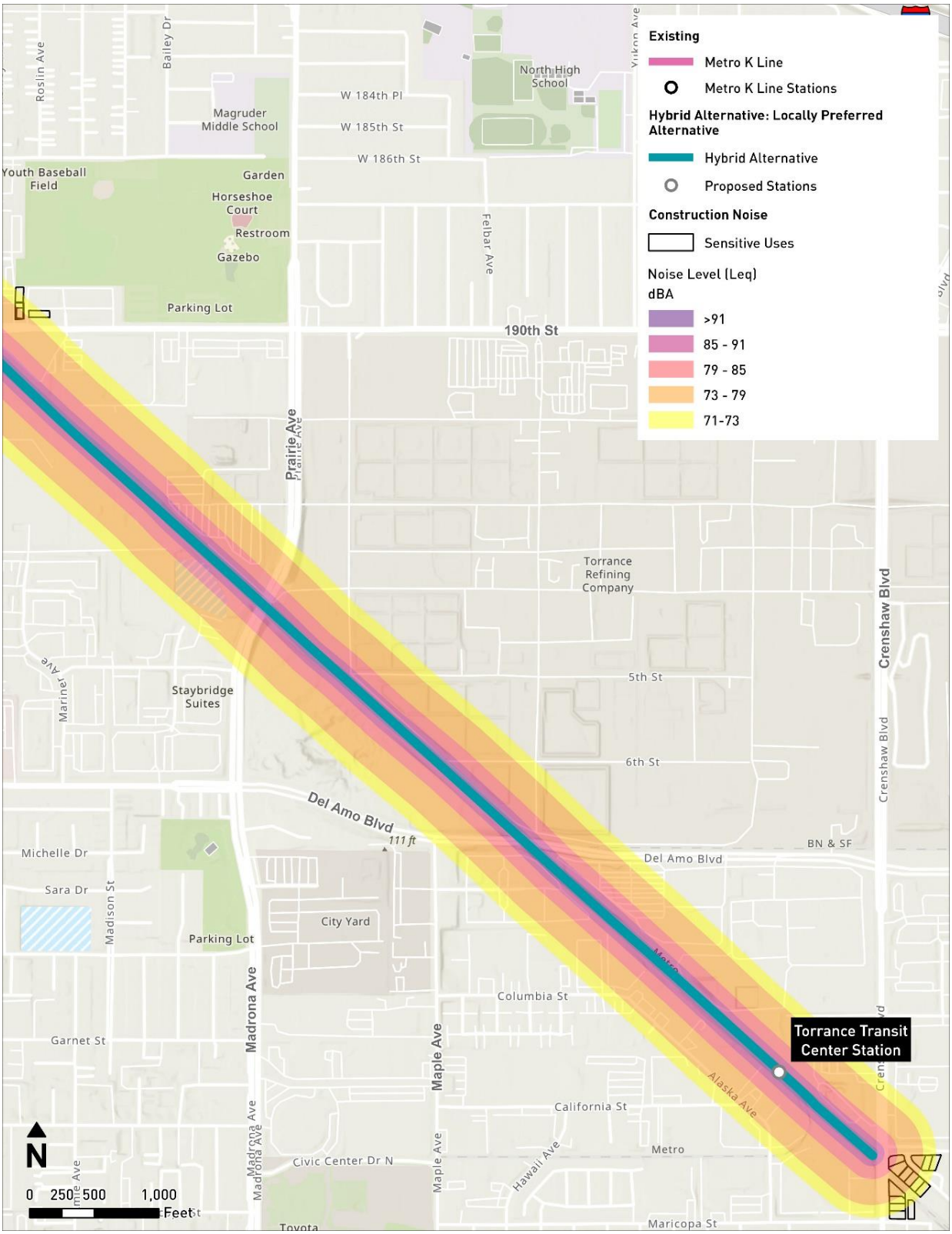
Source: TAHA, 2025

Figure 4-3. LPA Construction Noise Impacts (3 of 4)



Source: TAHA, 2025

Figure 4-4. LPA Construction Noise Impacts (4 of 4)

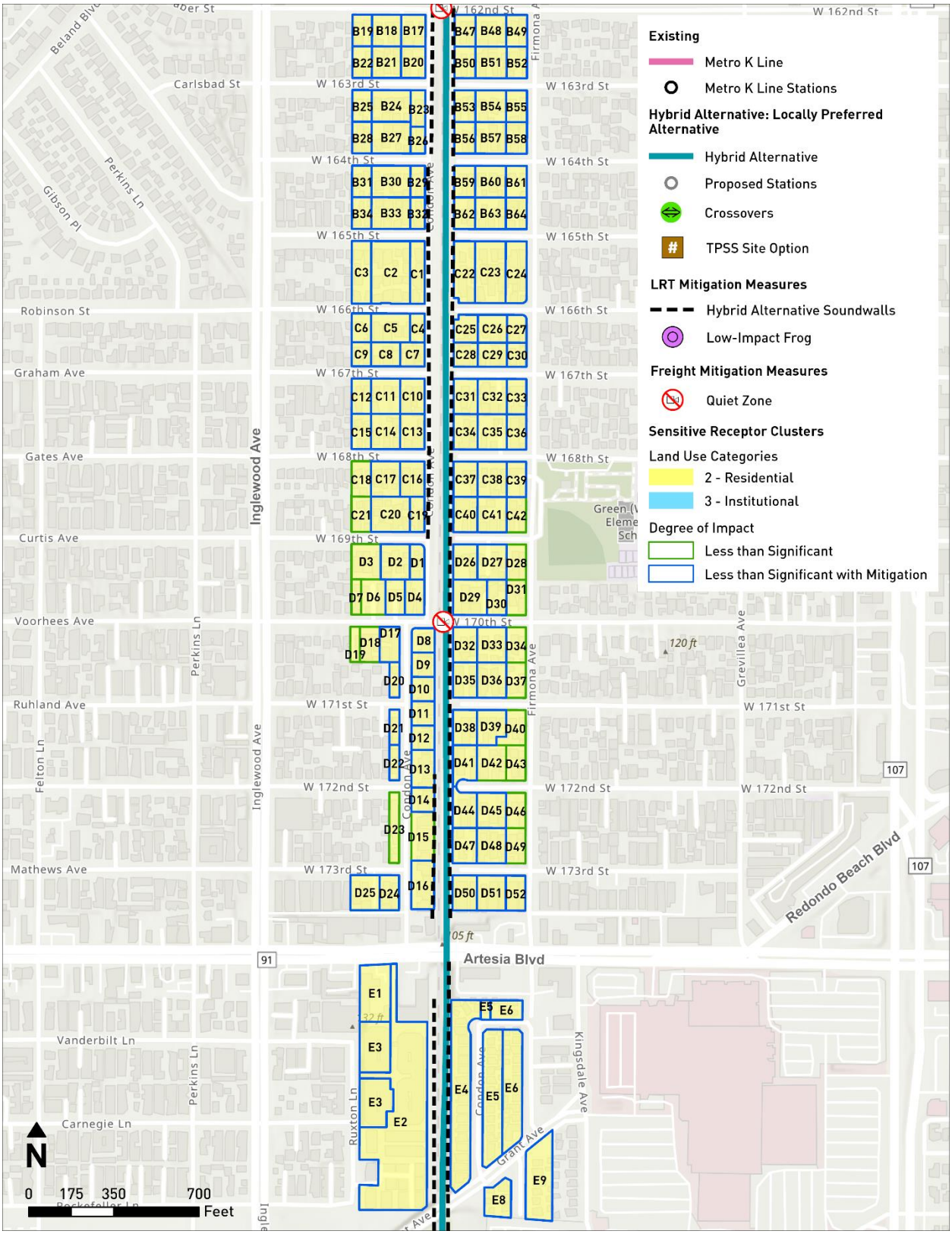


Source: TAHA, 2025

Figure 4-5. LPA - Mitigated Operational Noise Impacts (1 of 5)

Source: TAHA, 2025

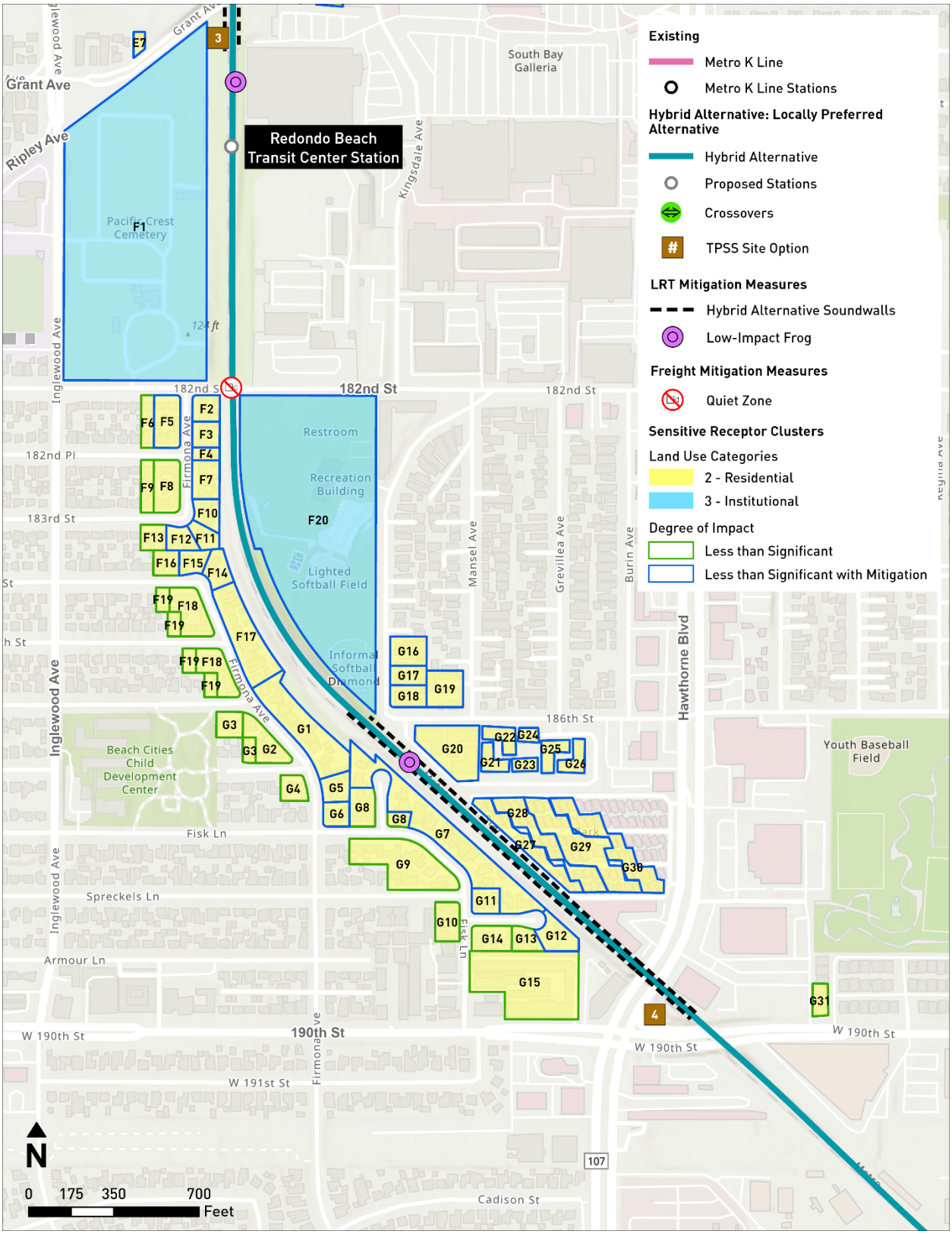
Figure 4-6. LPA – Mitigated Operational Noise Impacts (2 of 5)



Source: TAHA, 2025

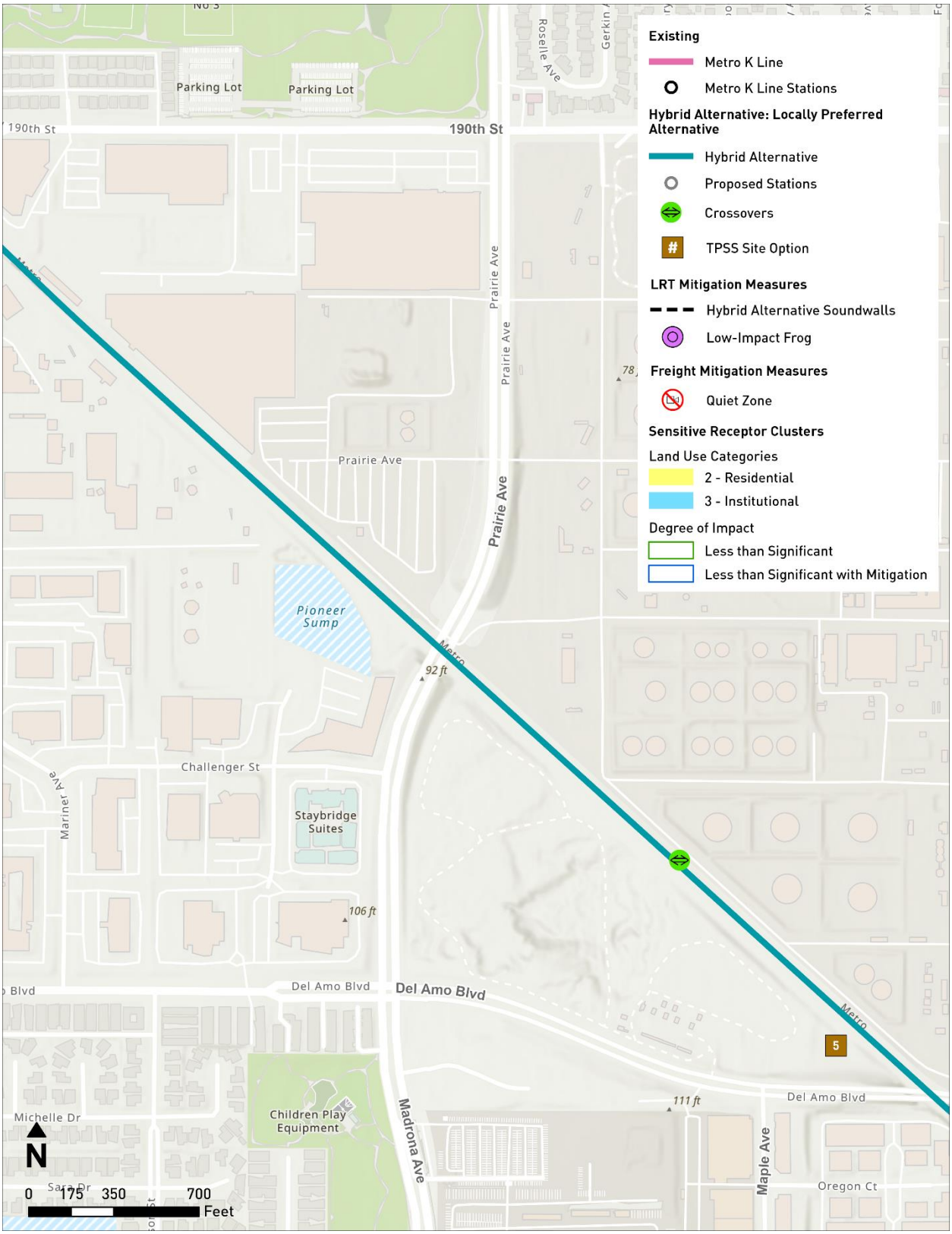
Metro

Figure 4-7. LPA – Mitigated Operational Noise Impacts (3 of 5)



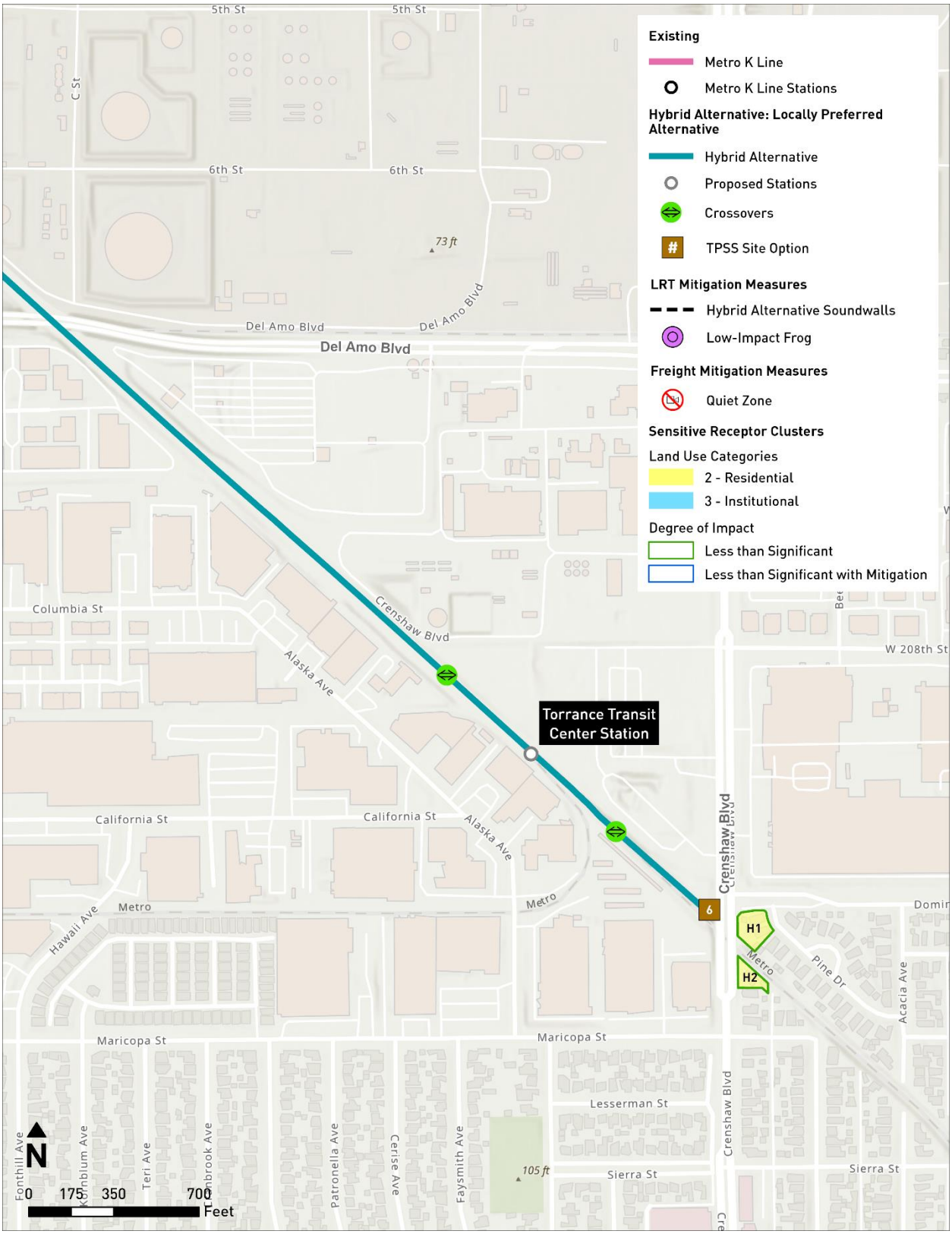
Source: TAHA, 2025

Figure 4-8. LPA – Mitigated Operational Noise Impacts (4 of 5)



Source: TAHA, 2025

Figure 4-9. LPA – Mitigated Operational Noise Impacts (5 of 5)



Source: TAHA, 2025

Page 4-44 – The following figures and table were added to accompany the vibration analysis showing where construction and operational vibration impacts described in the text would occur under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

Table 4.5-2. Summary of LPA Operational Ground-borne Vibration Annoyance Impacts

From	To	LRT			Freight		
		Number of Residences Impacted[1]		Worst-Case Vibration Level (VdB)	Number of Residences Impacted[1]		Worst-Case Vibration Level (VdB)
		West of ROW	East of ROW		West of ROW	East of ROW	
Existing Redondo Beach Station	Santa Fe Ave	0	0	-	0	0	-
Santa Fe Ave	Manhattan Beach Blvd	0	0	-	0	0	-
Manhattan Beach Blvd	160th St	0	0	-	3	0	88
160th St	Artesia Blvd	23	42	80	0	0	0
Artesia Blvd	Grant Ave	5	31	82	0	0	-
Grant Ave	182nd St	0	0	-	0	0	-
182nd St	190th St	61	70	93	36	11	87
190th St	Torrance TC Station	0	0	-	0	0	-

Source: AECOM, 2022

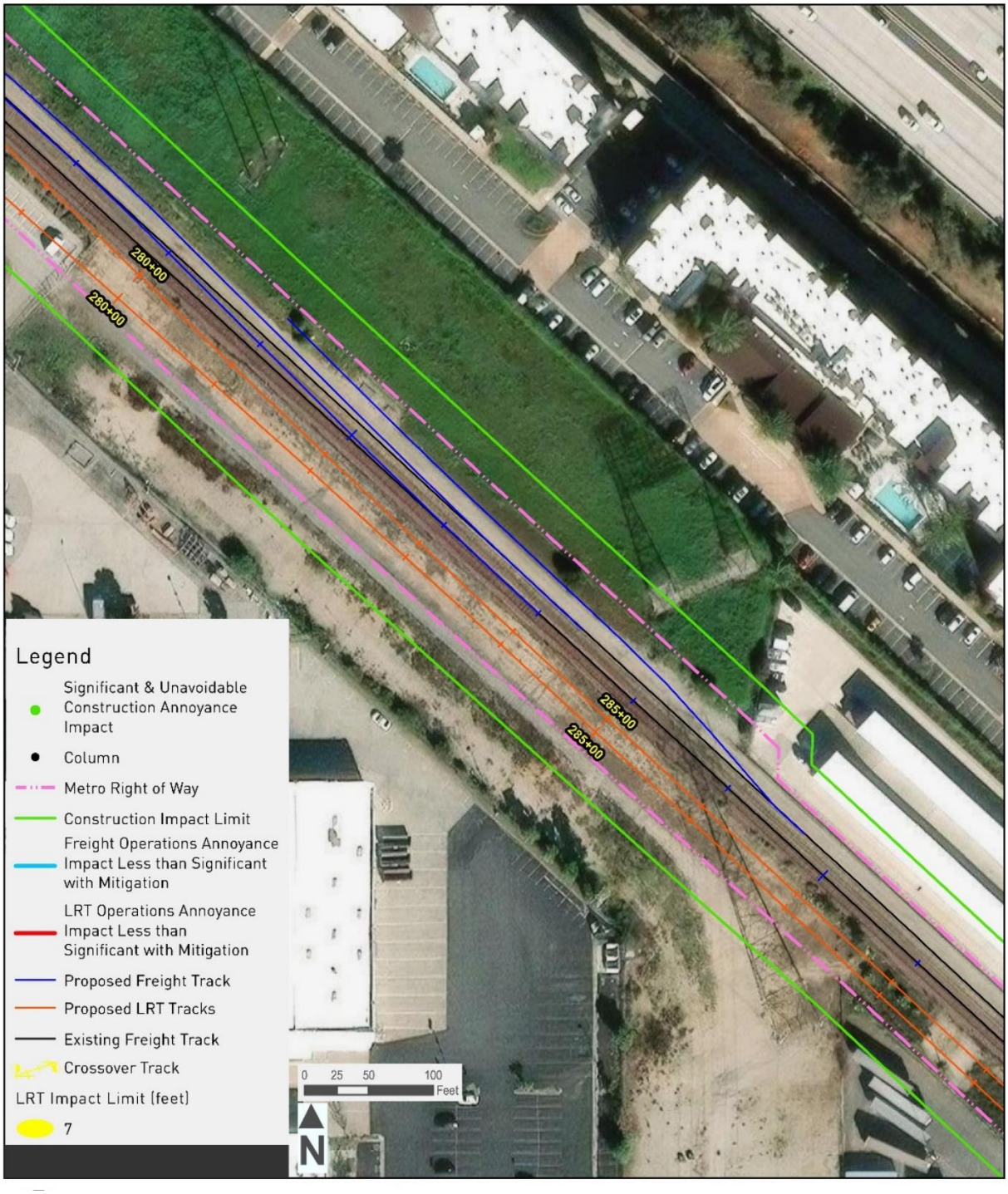
LRT = light rail transit; VdB = decibel notation; ROW = right-of-way; TC = Transit Center

[1] All operational vibration impacts would be reduced to less than significant with mitigation with MM-VIB-5 and MM-VIB-6

Figure 4-10. LPA Construction & Operation Vibration Impacts 1 of 33

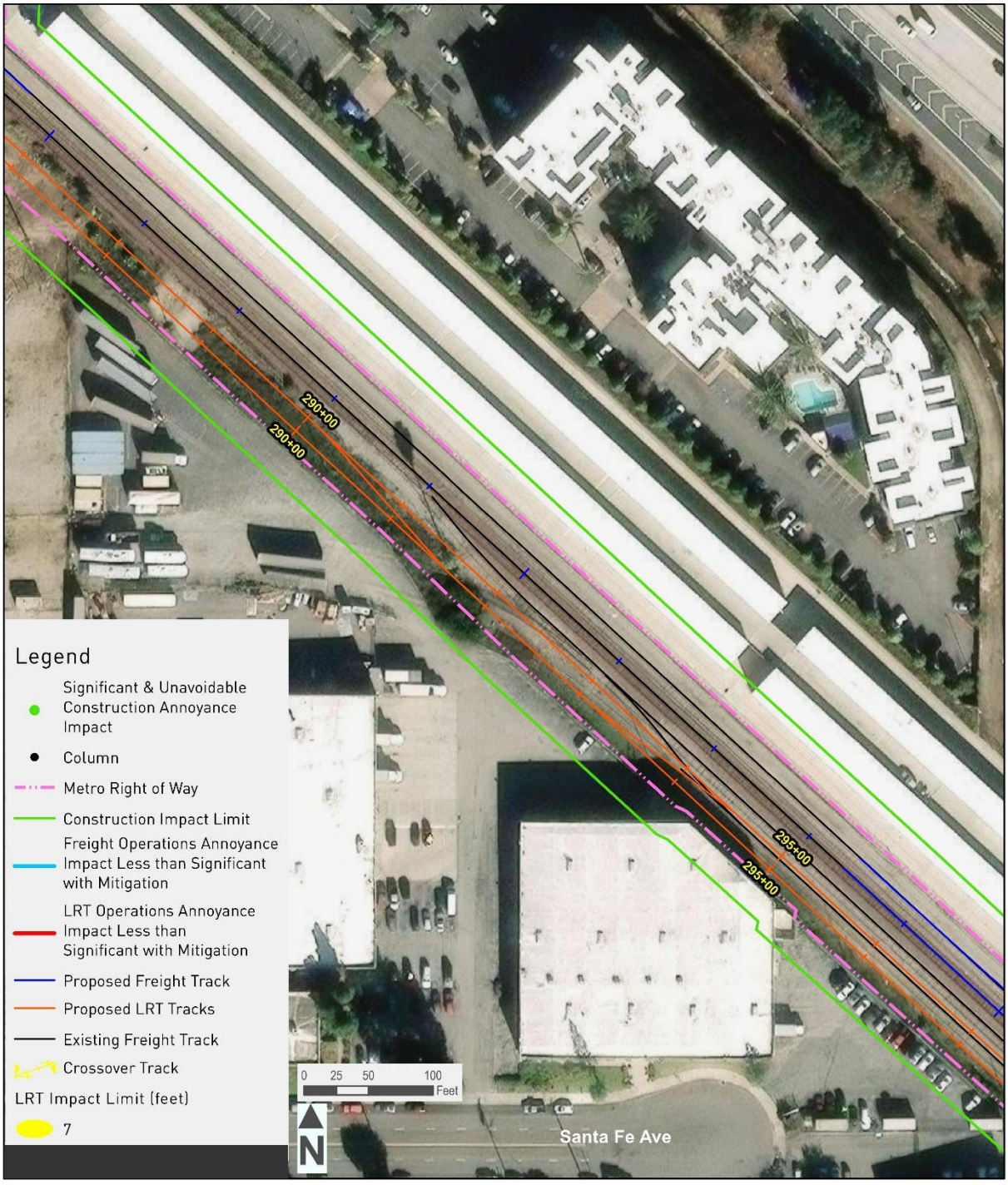
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-11. LPA Construction & Operation Vibration Impacts 2 of 33



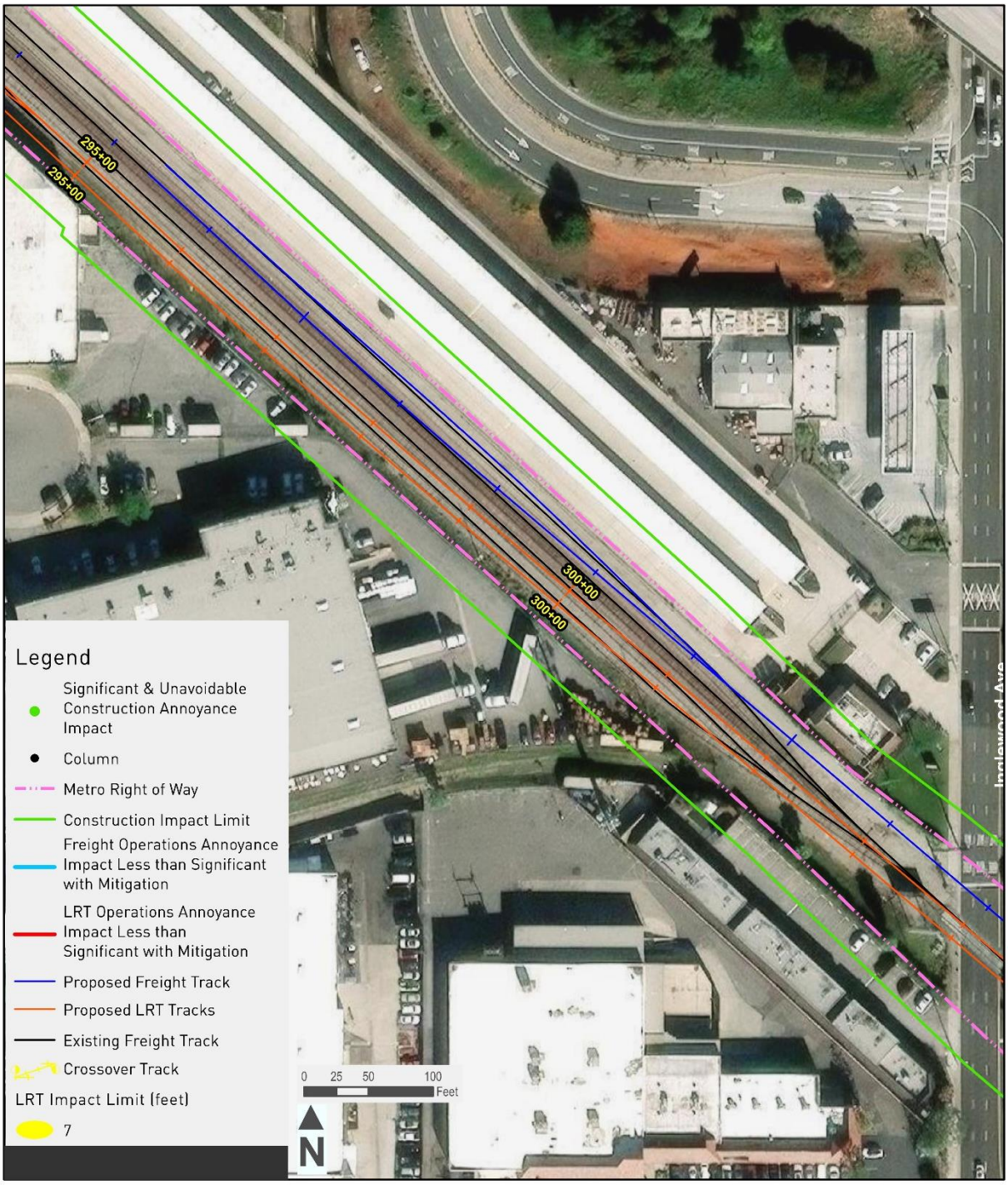
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-12. LPA Construction & Operation Vibration Impacts 3 of 33



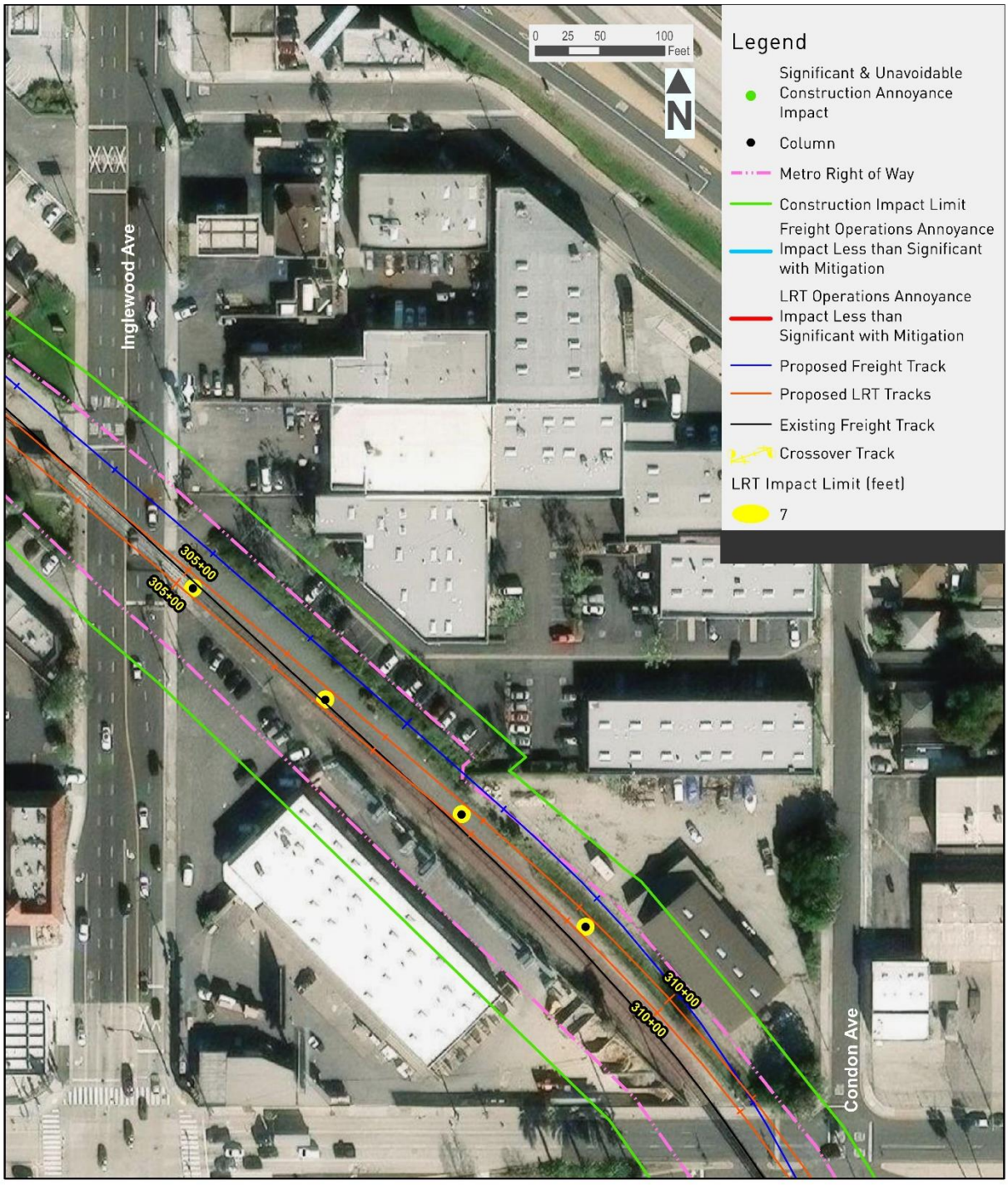
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-13. LPA Construction & Operation Vibration Impacts 4 of 33



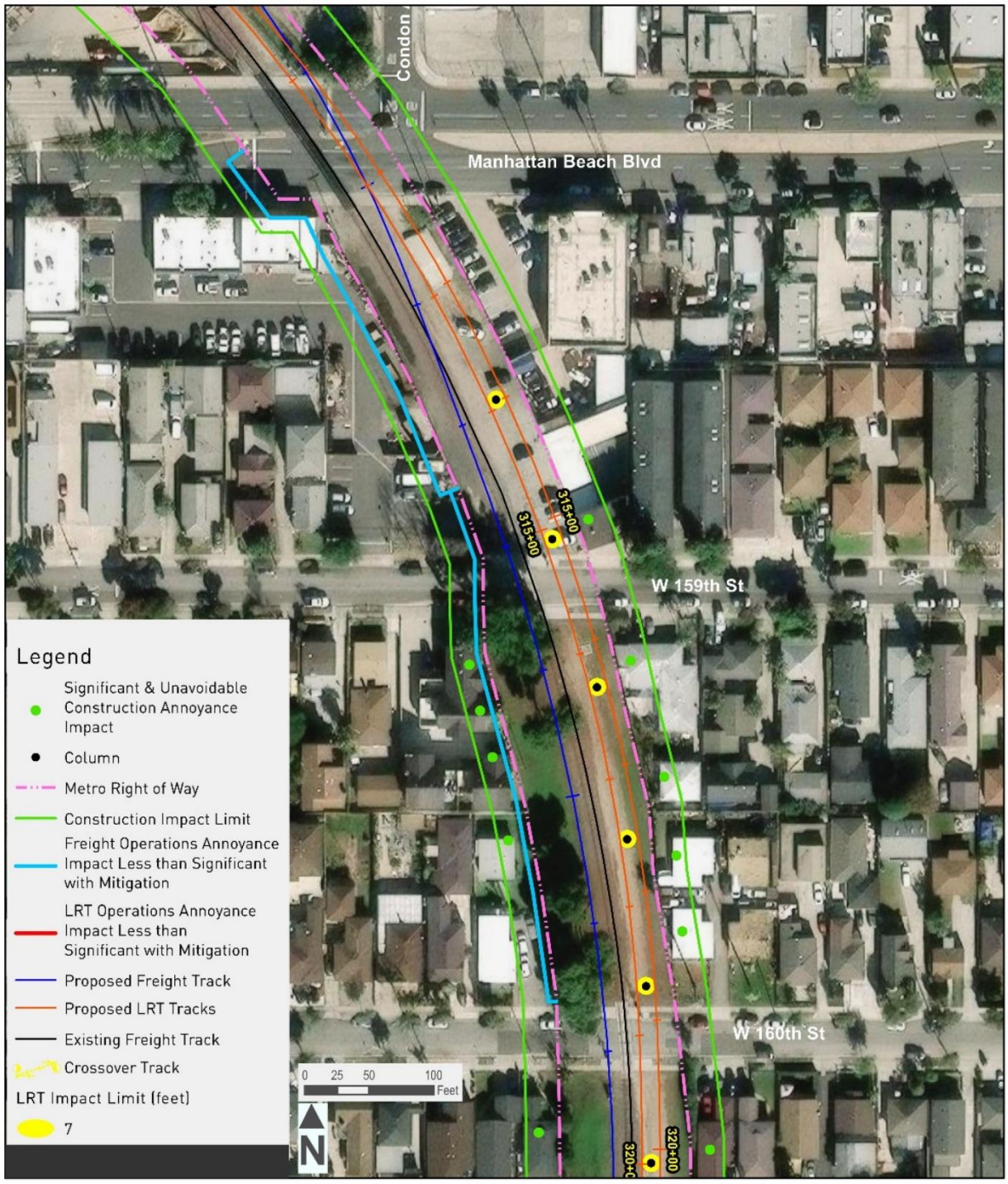
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-14. LPA Construction & Operation Vibration Impacts 5 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-15. LPA Construction & Operation Vibration Impacts 6 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

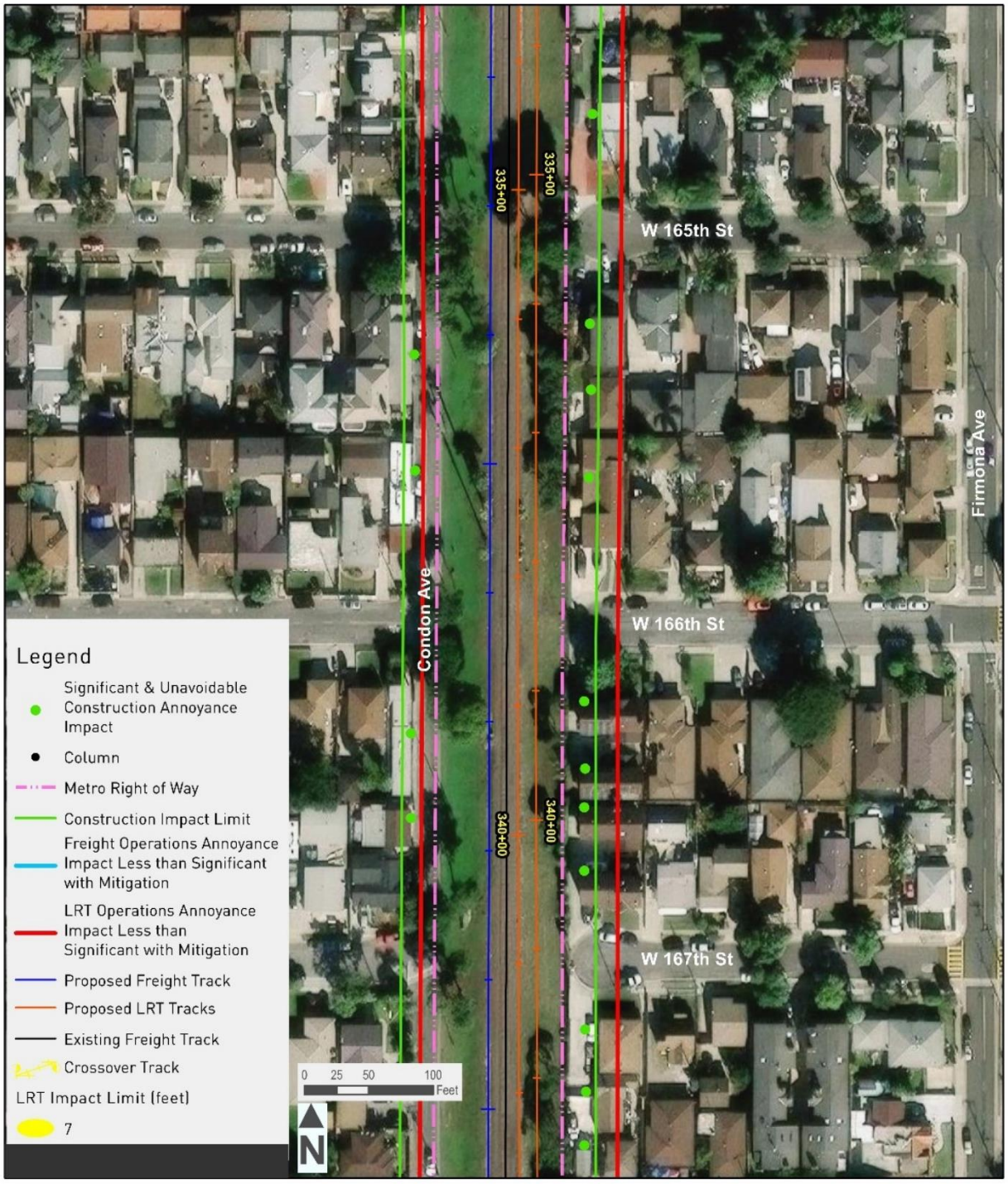
Figure 4-16. LPA Construction & Operation Vibration Impacts 7 of 33

Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-17. LPA Construction & Operation Vibration Impacts 8 of 33

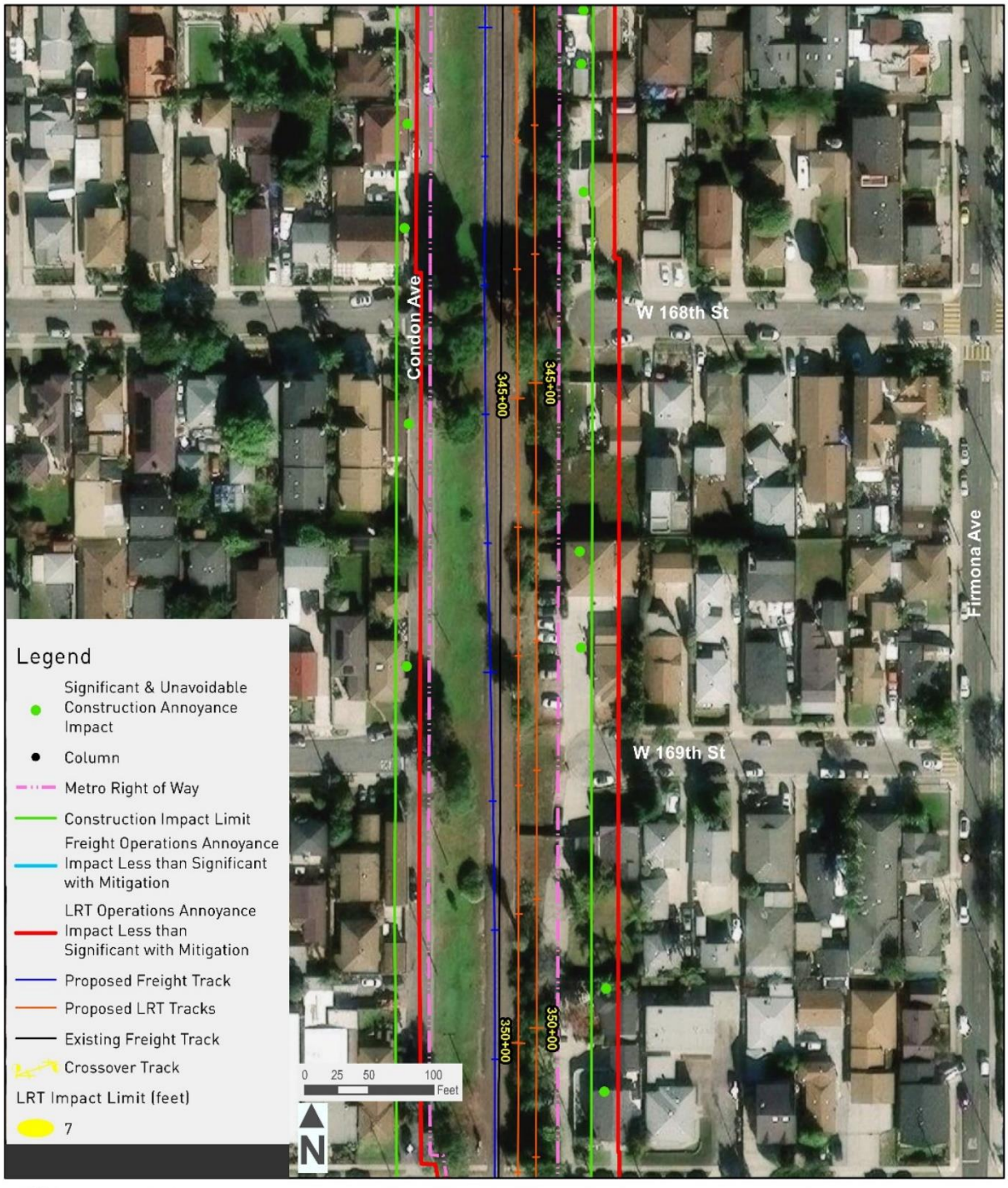
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-18. LPA Construction & Operation Vibration Impacts 9 of 33



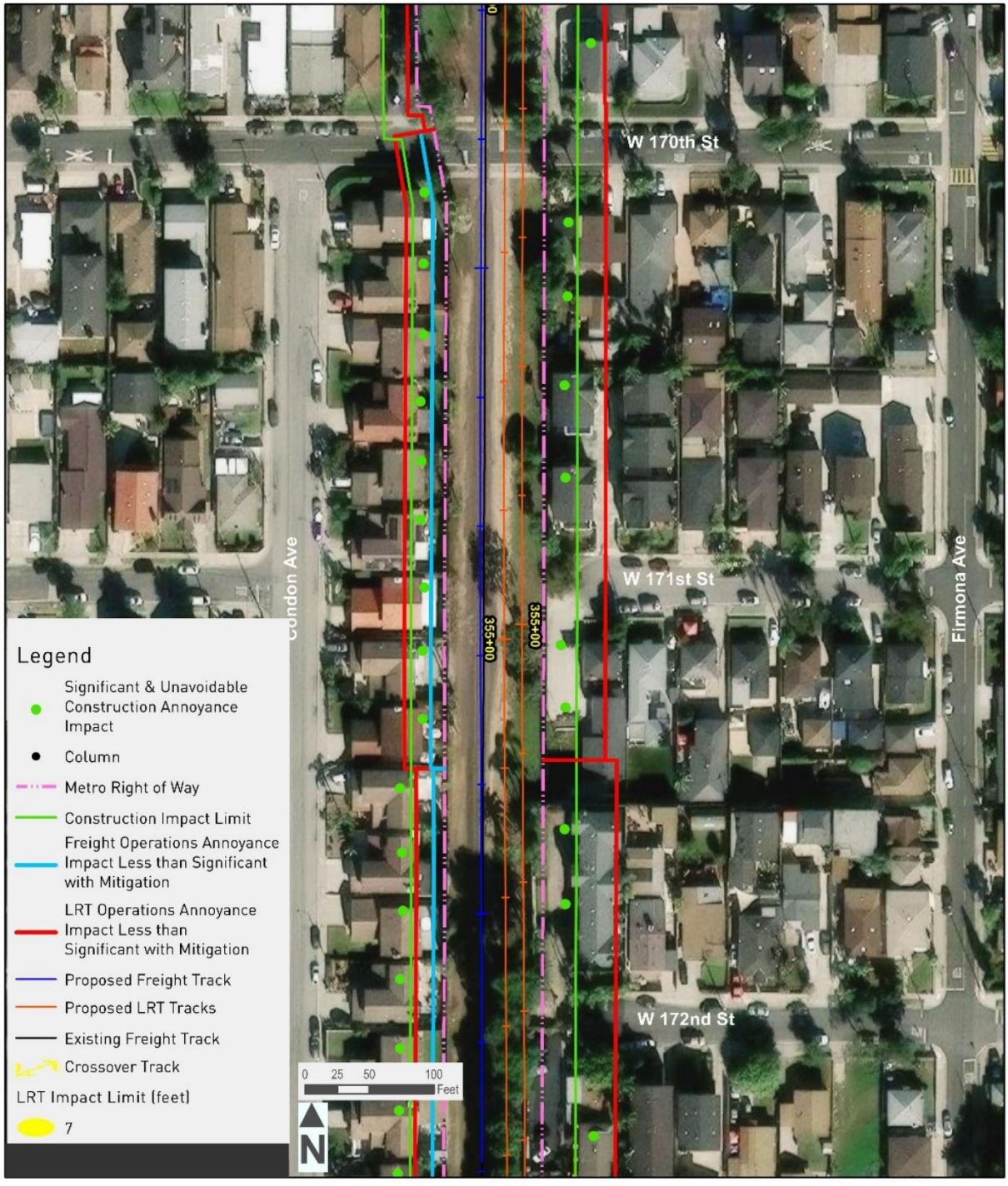
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-19. LPA Construction & Operation Vibration Impacts 10 of 33



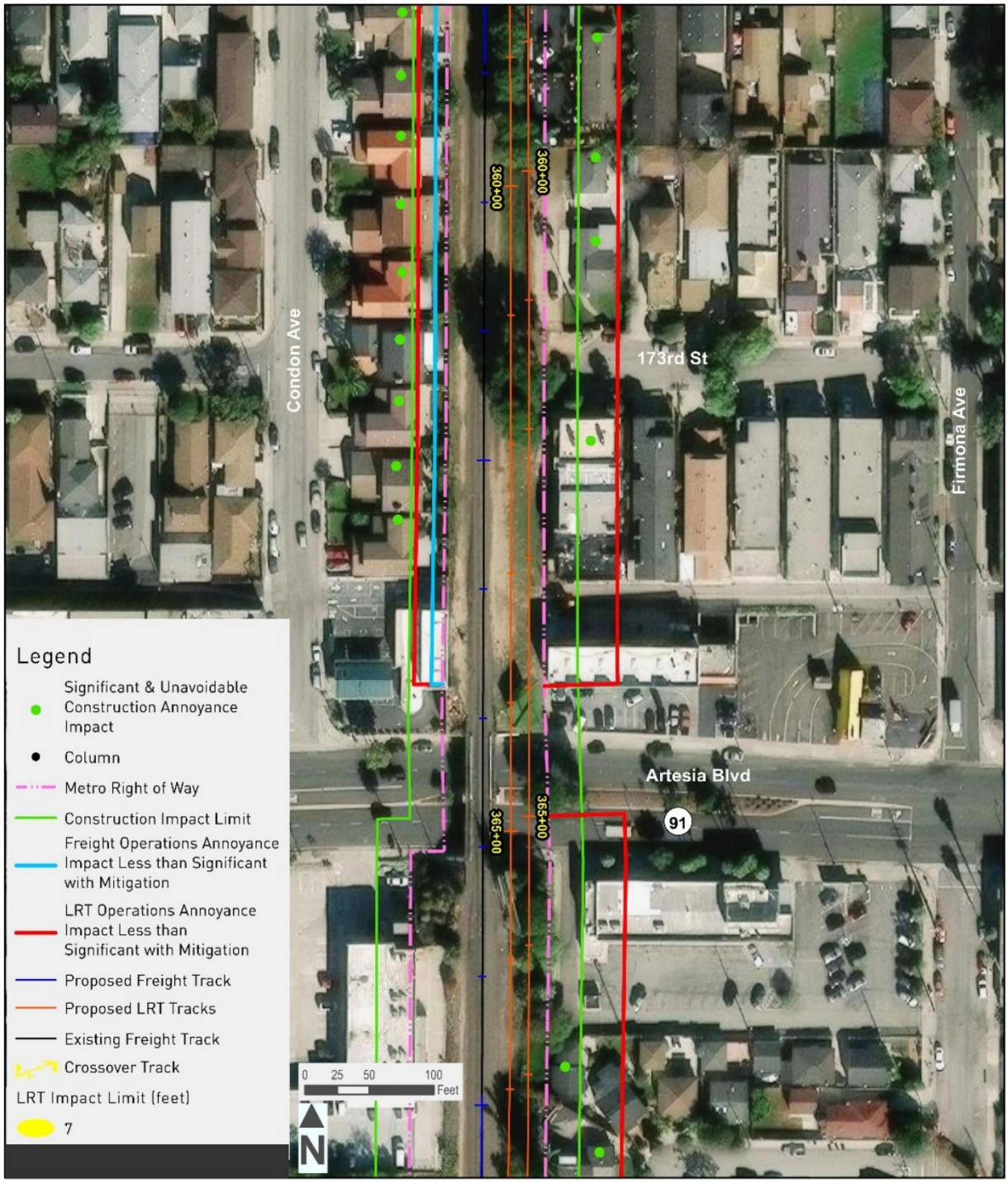
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-20. LPA Construction & Operation Vibration Impacts 11 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-21. LPA Construction & Operation Vibration Impacts 12 of 33

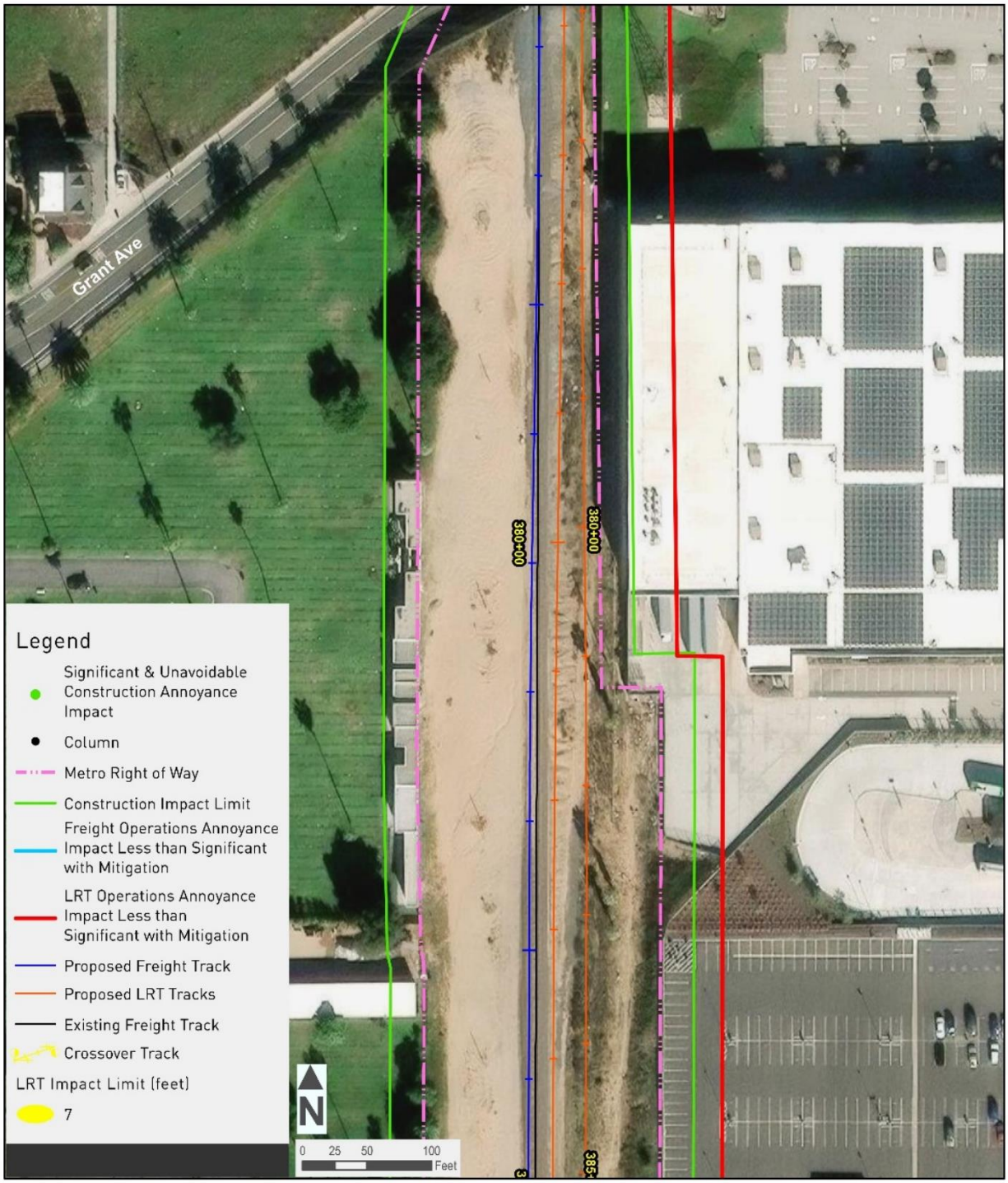


Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-22. LPA Construction & Operation Vibration Impacts 13 of 33

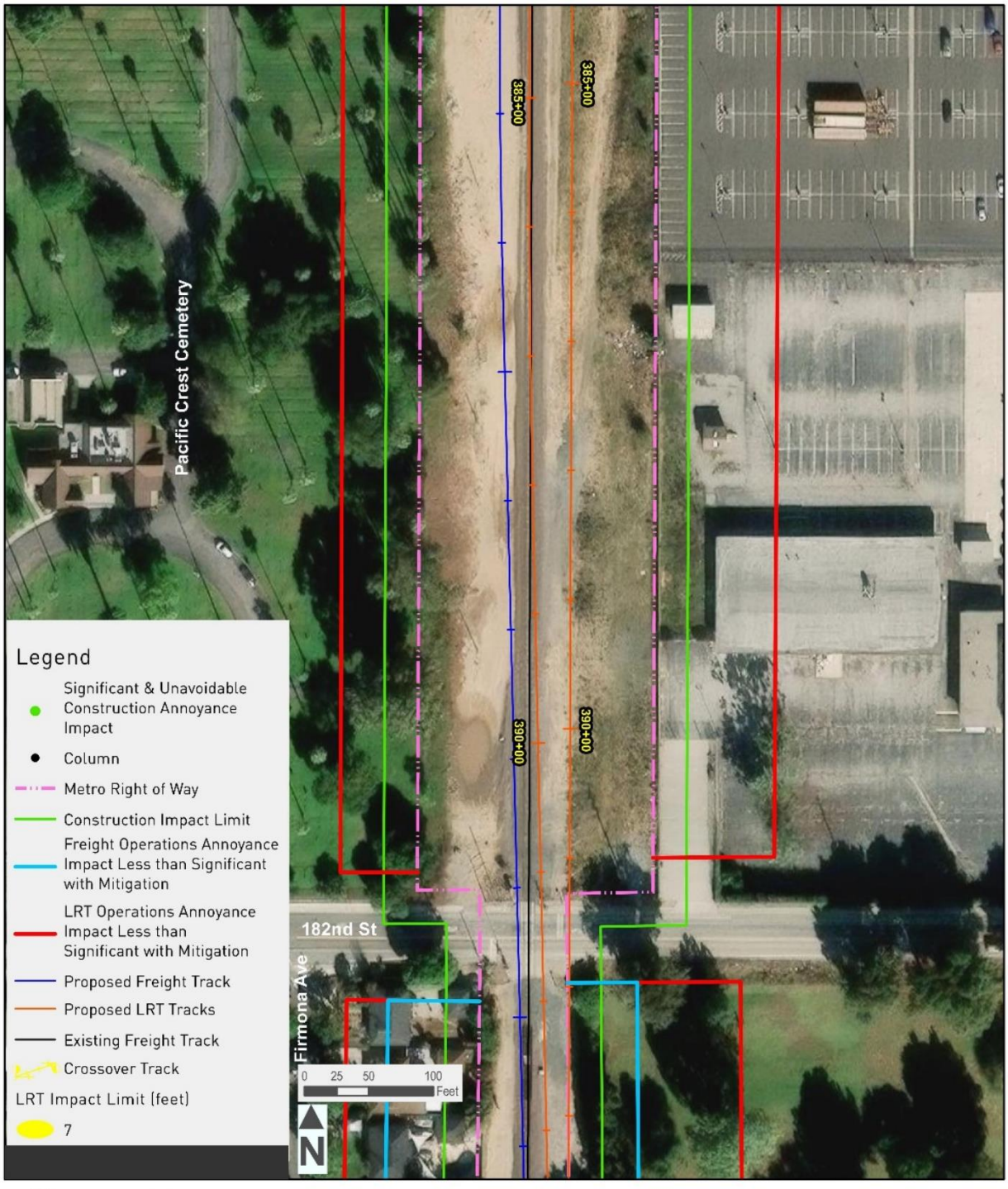
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-23. LPA Construction & Operation Vibration Impacts 14 of 33



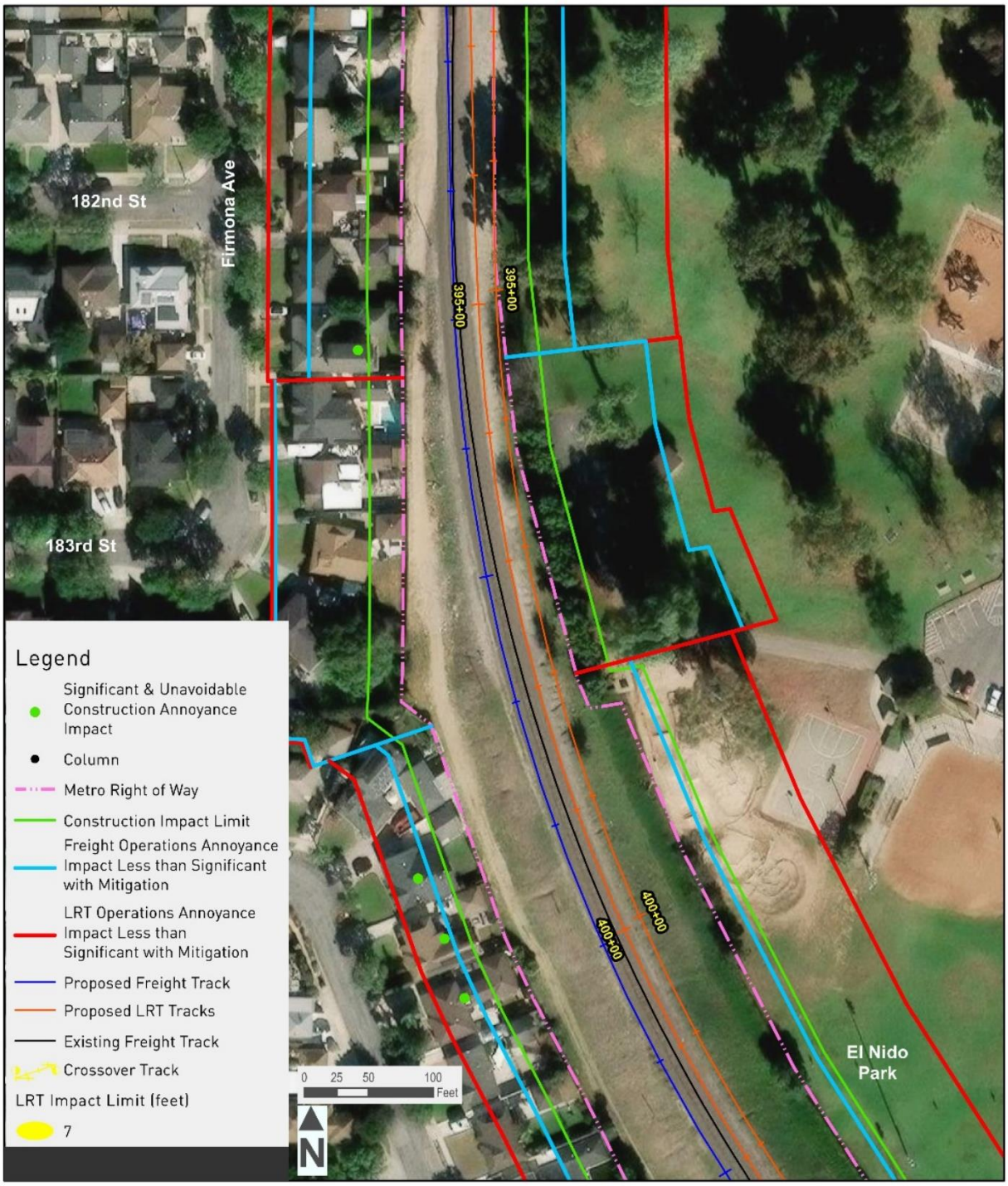
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-24. LPA Construction & Operation Vibration Impacts 15 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-25. LPA Construction & Operation Vibration Impacts 16 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

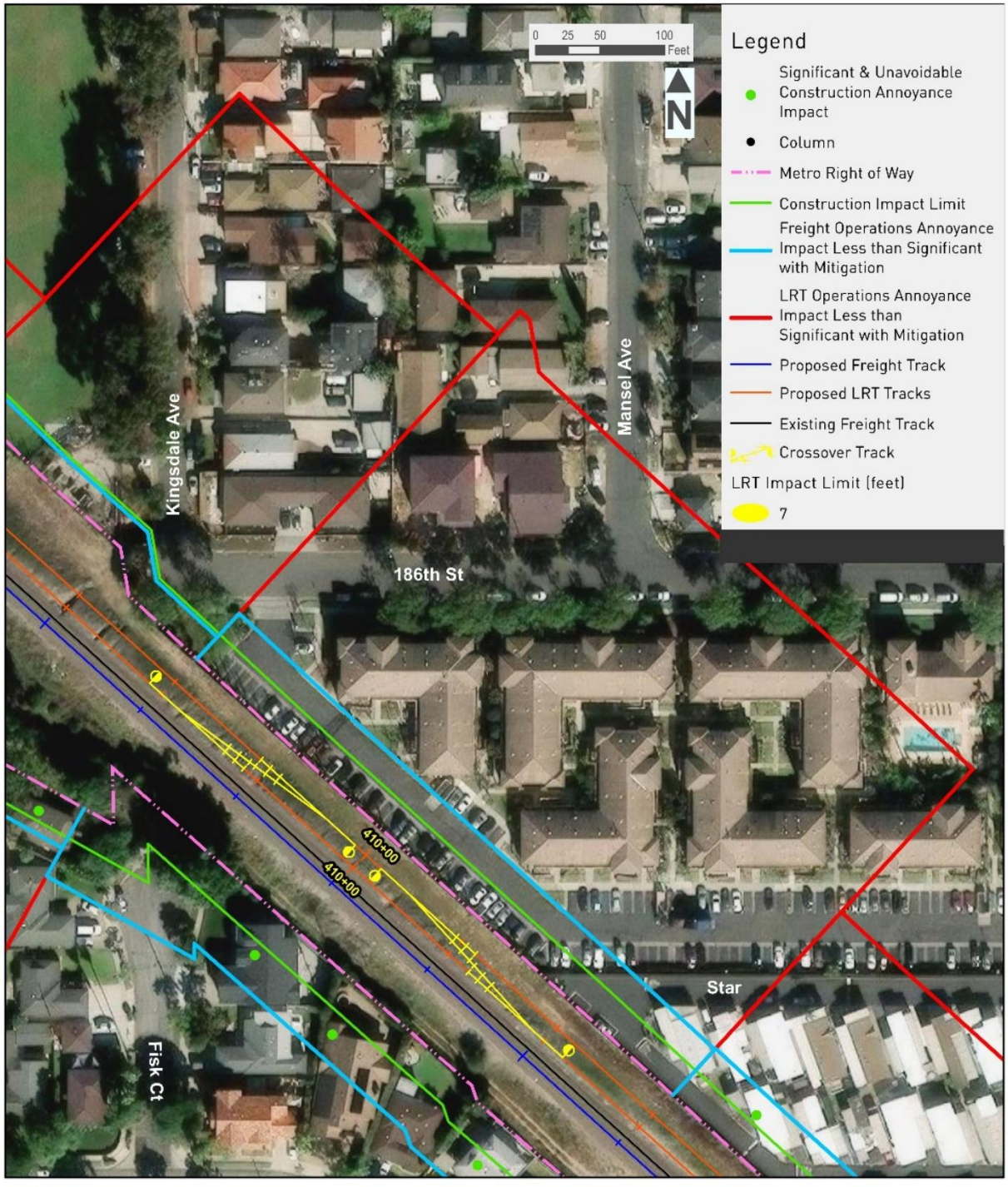
Figure 4-26. LPA Construction & Operation Vibration Impacts 17 of 33

Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-27. LPA Construction & Operation Vibration Impacts 18 of 33

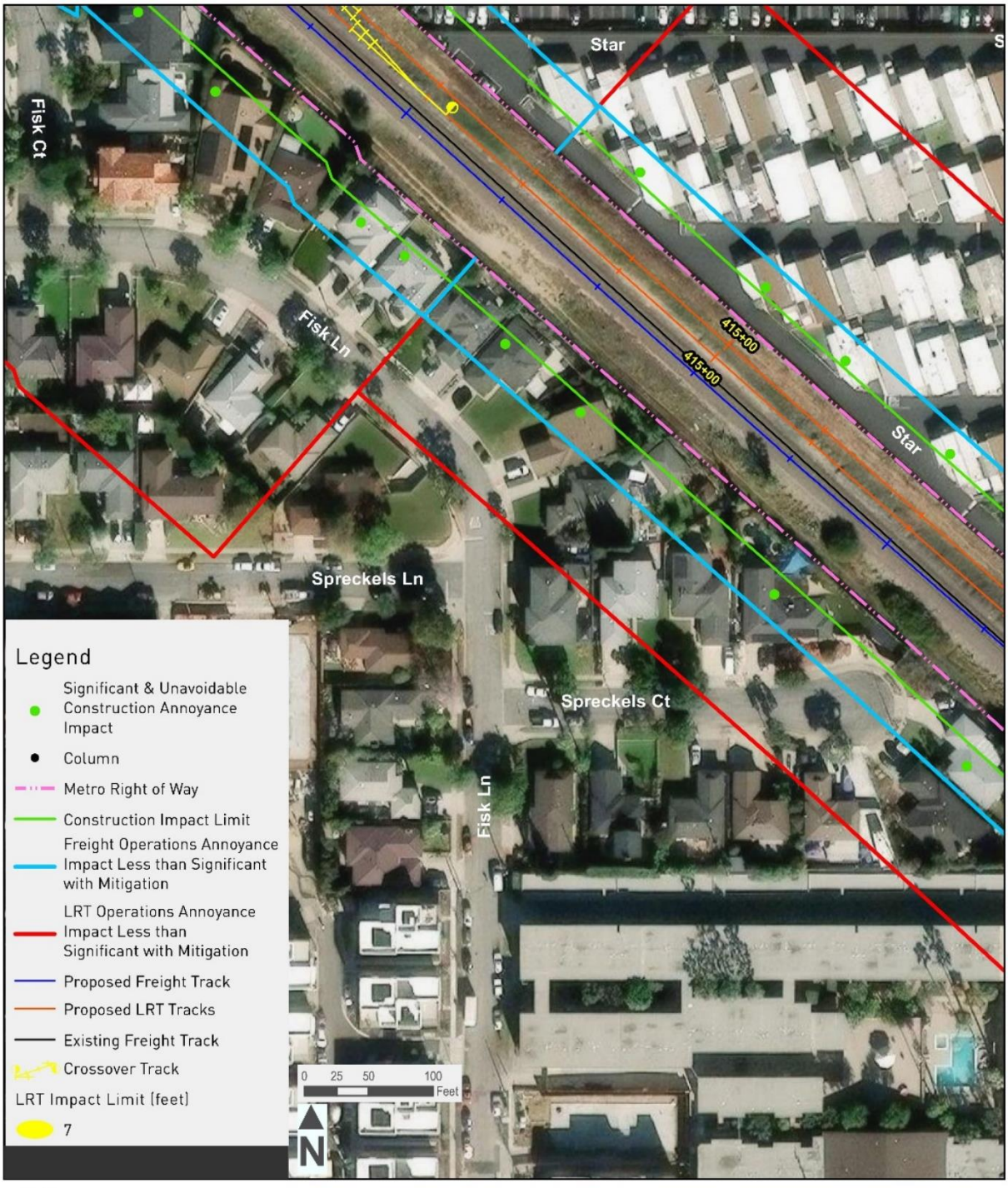
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-28. LPA Construction & Operation Vibration Impacts 19 of 33



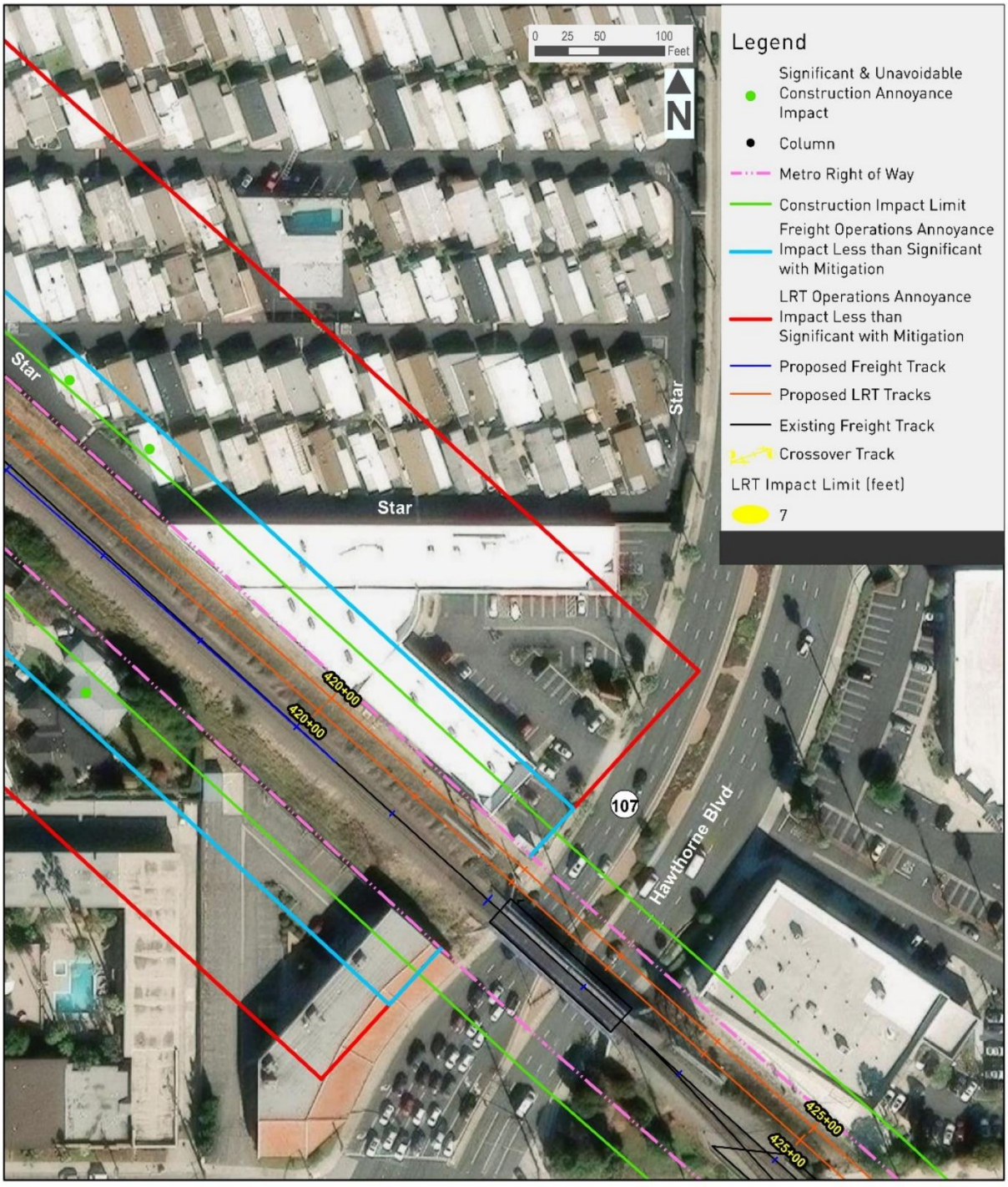
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-29. LPA Construction & Operation Vibration Impacts 20 of 33



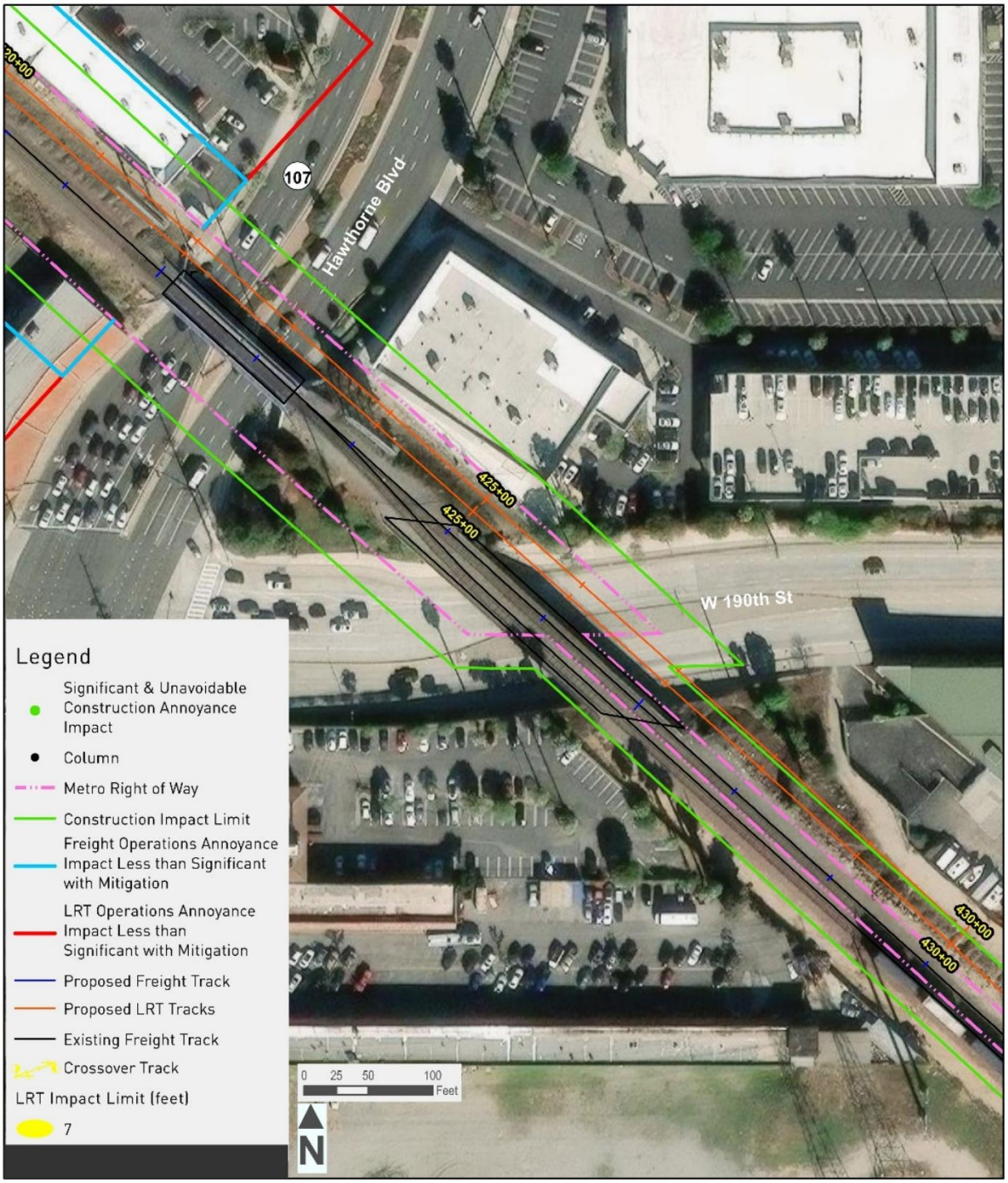
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-30. LPA Construction & Operation Vibration Impacts 21 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-31. LPA Construction & Operation Vibration Impacts 22 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

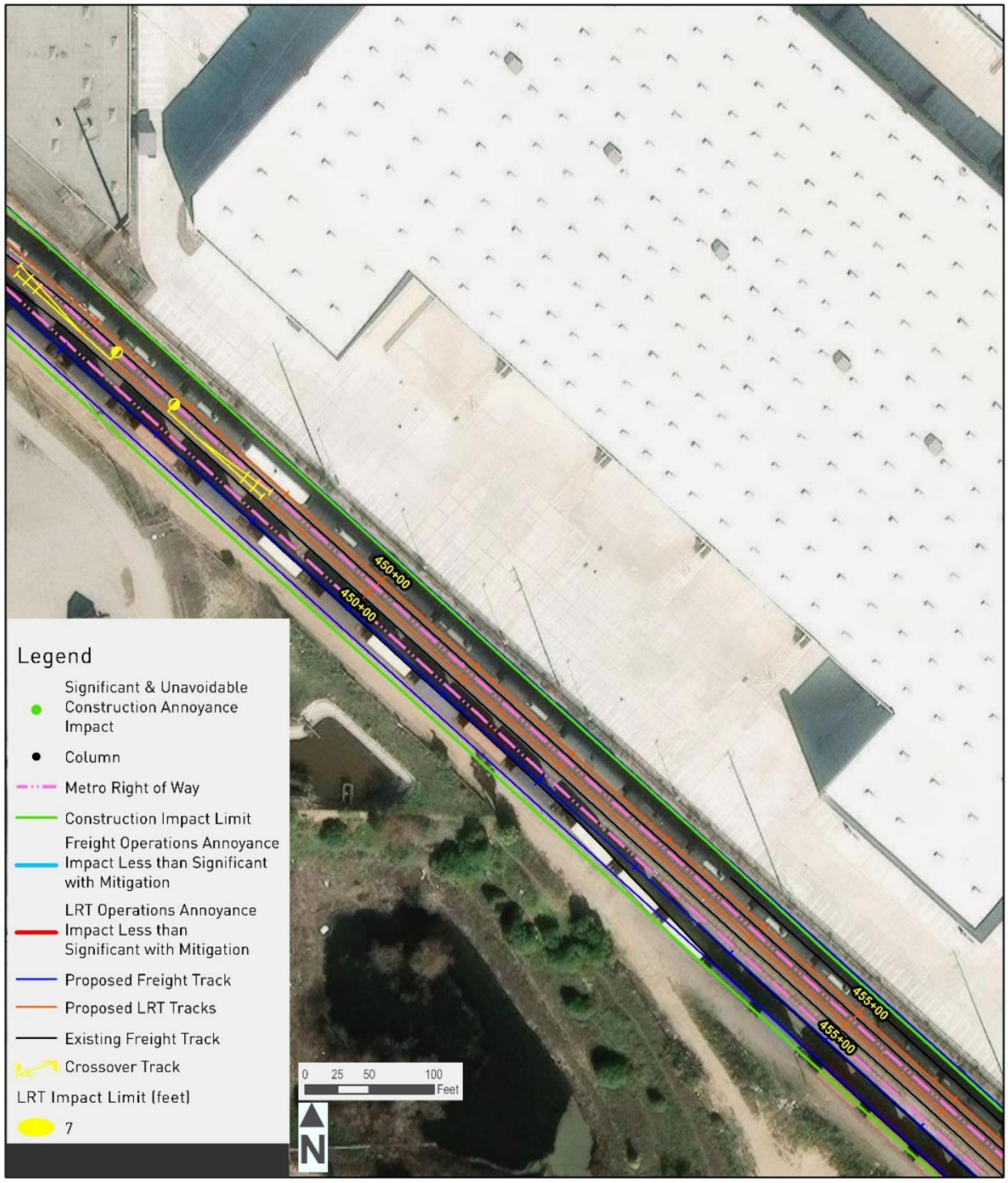
Figure 4-32. LPA Construction & Operation Vibration Impacts 23 of 33

Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-33. LPA Construction & Operation Vibration Impacts 24 of 33

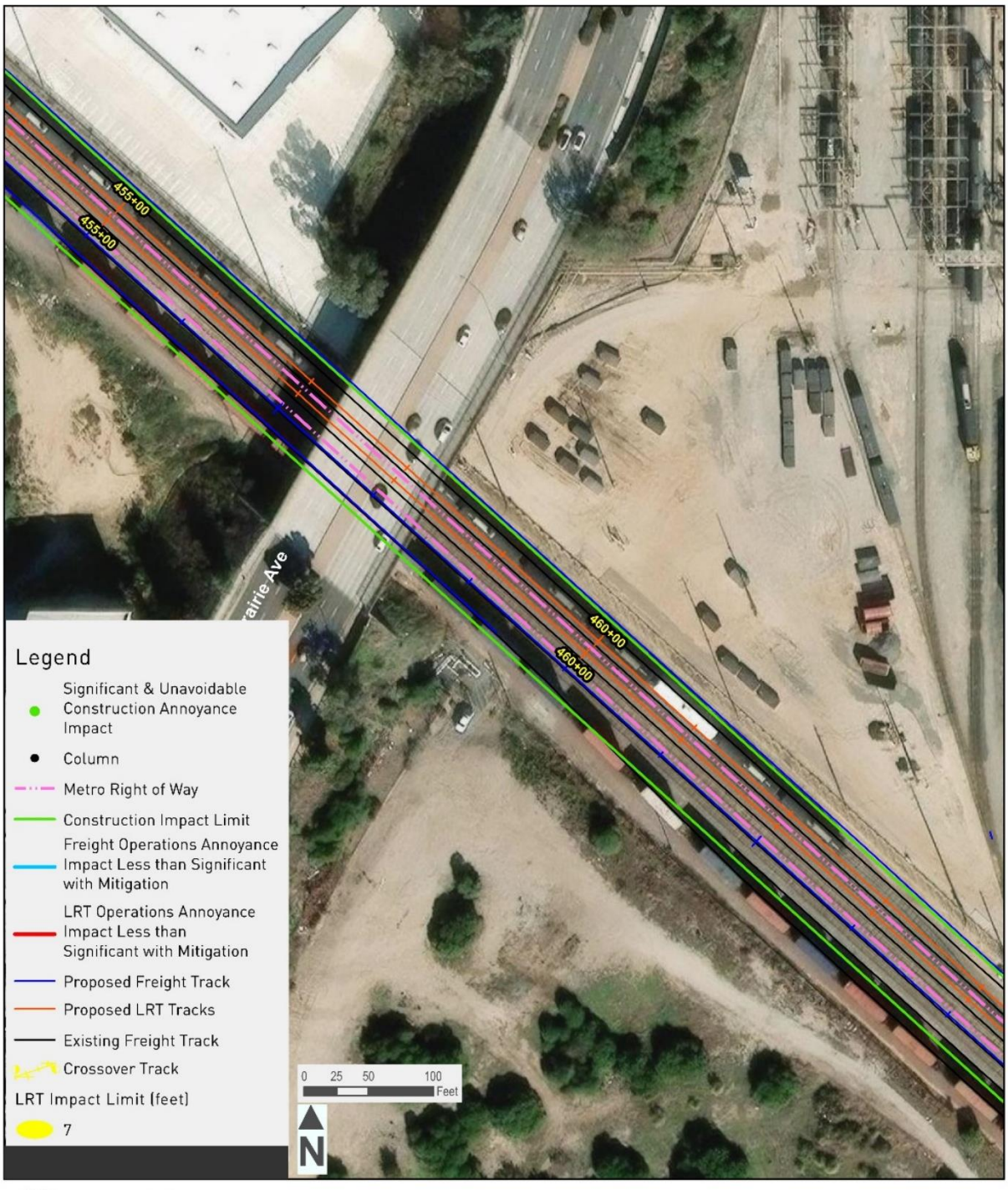
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-34. LPA Construction & Operation Vibration Impacts 25 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

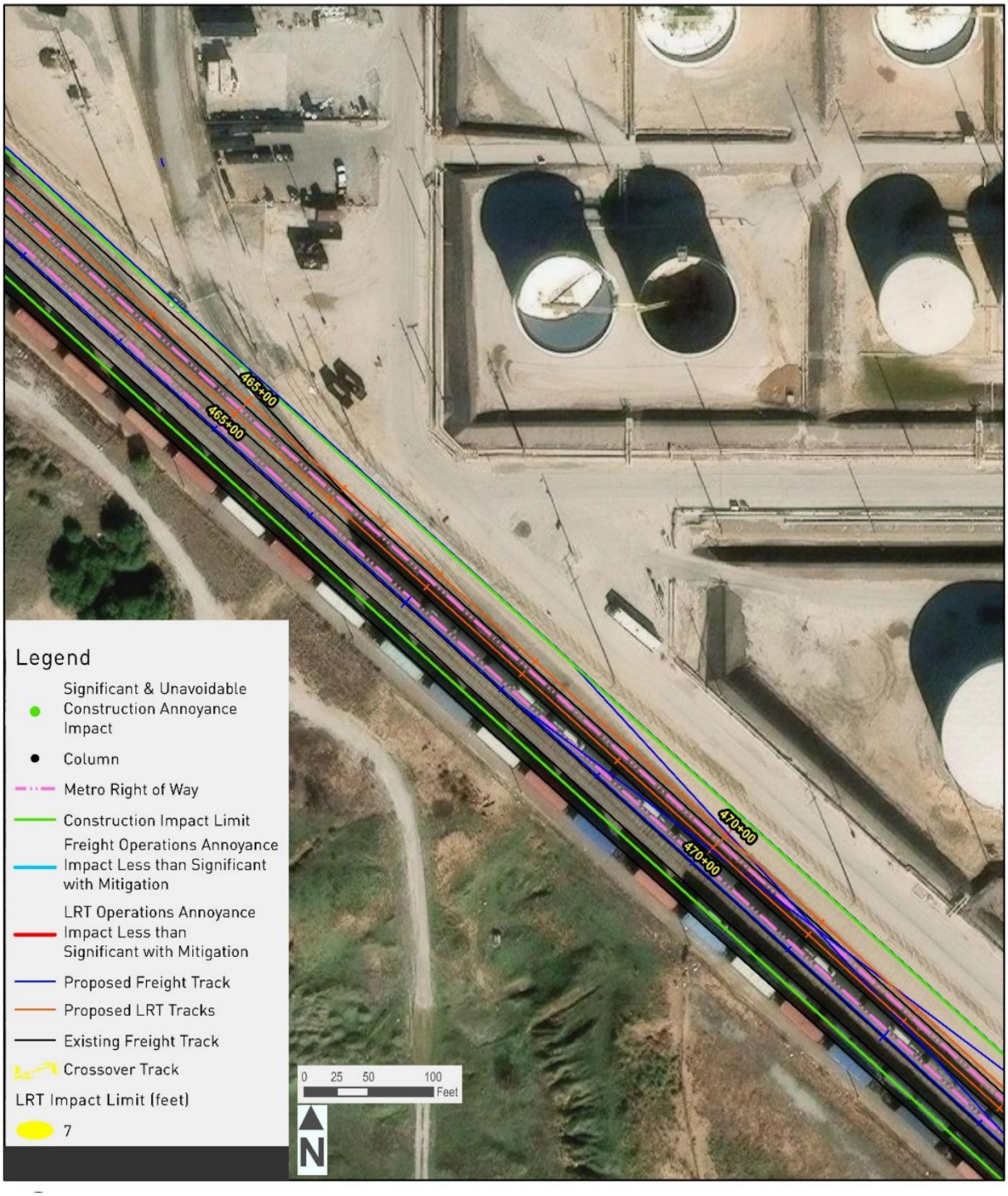
Figure 4-35. LPA Construction & Operation Vibration Impacts 26 of 33



Source: AECOM, 2025

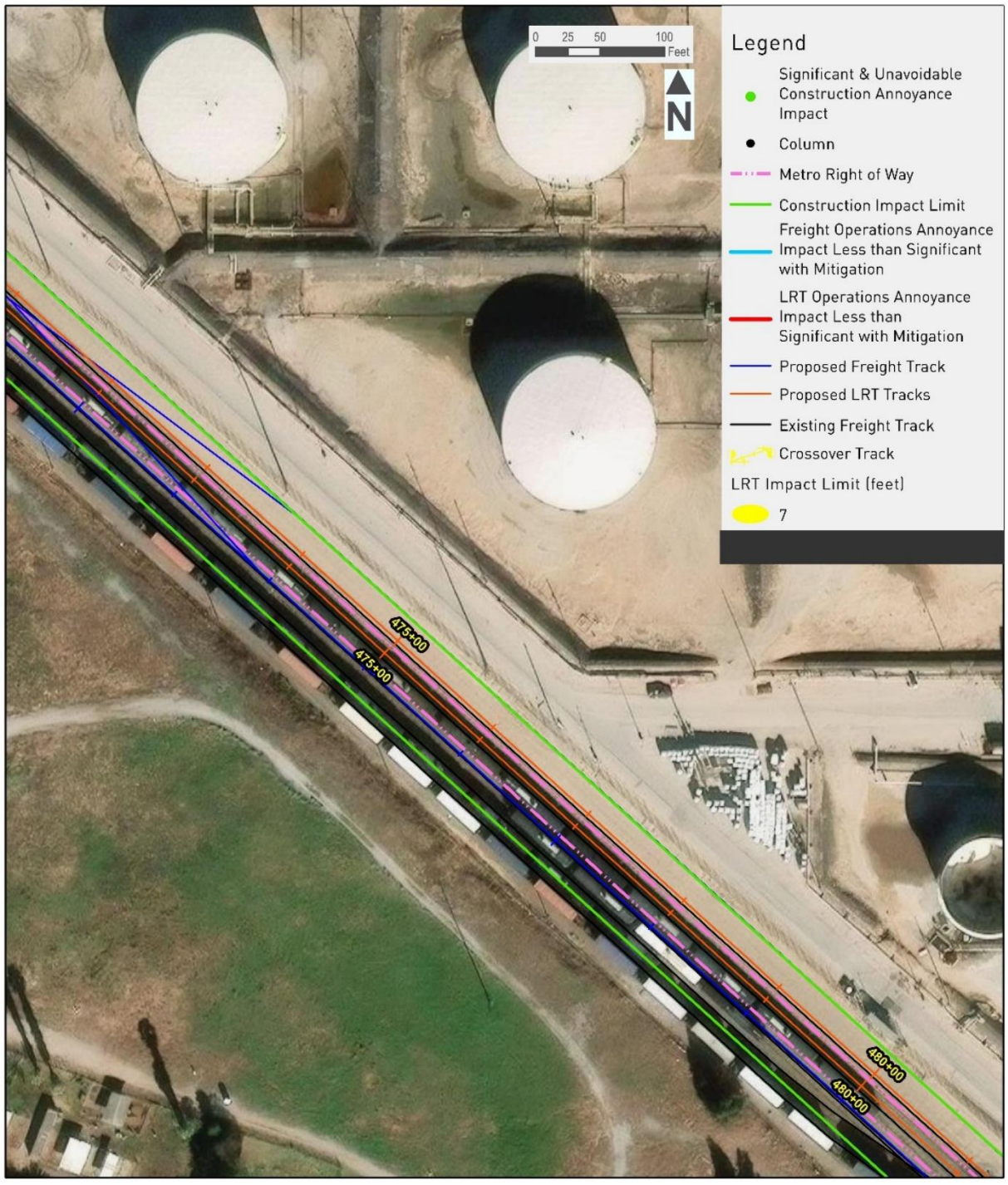
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-36. LPA Construction & Operation Vibration Impacts 27 of 33



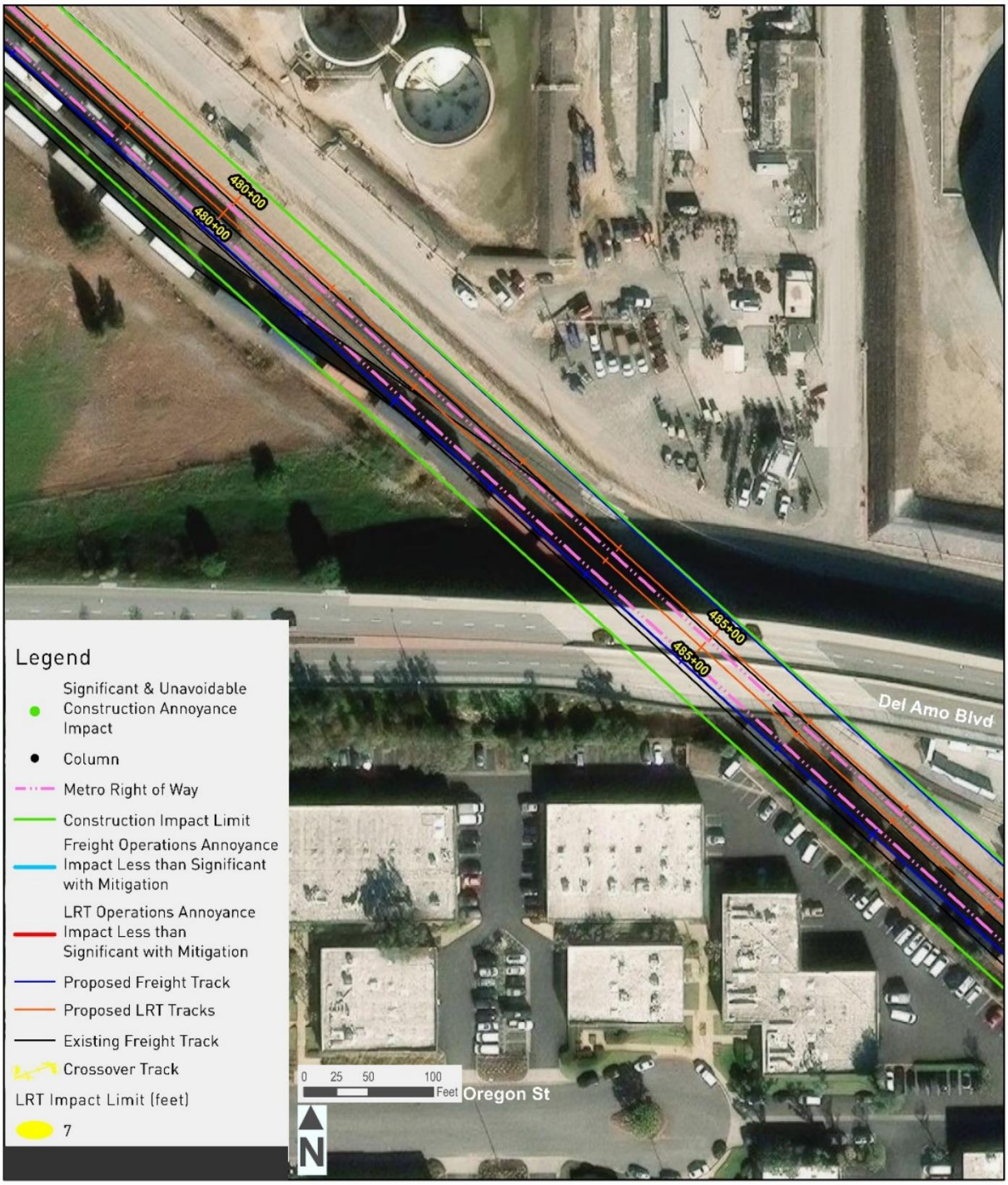
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-37. LPA Construction & Operation Vibration Impacts 28 of 33



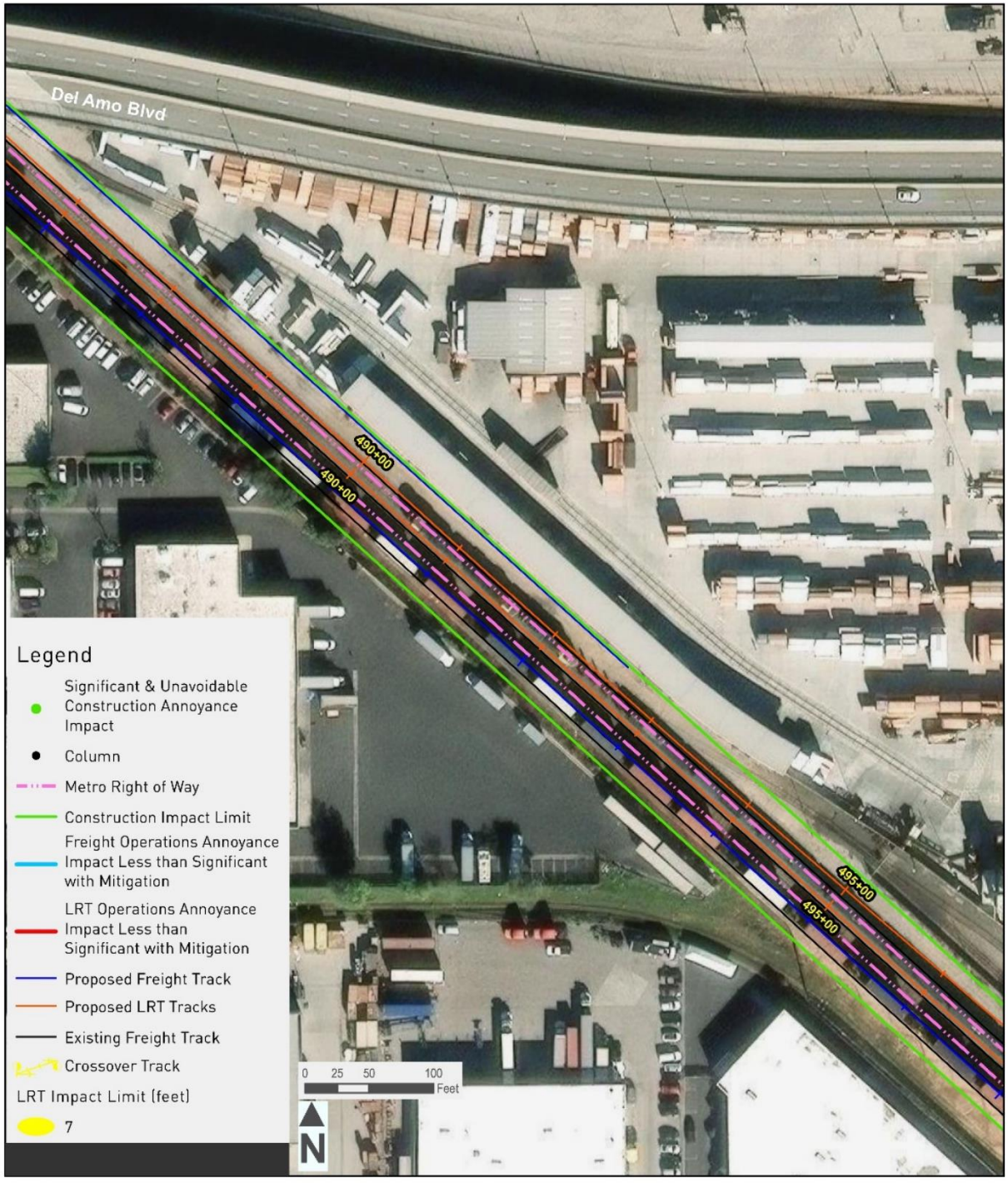
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-38. LPA Construction & Operation Vibration Impacts 29 of 33



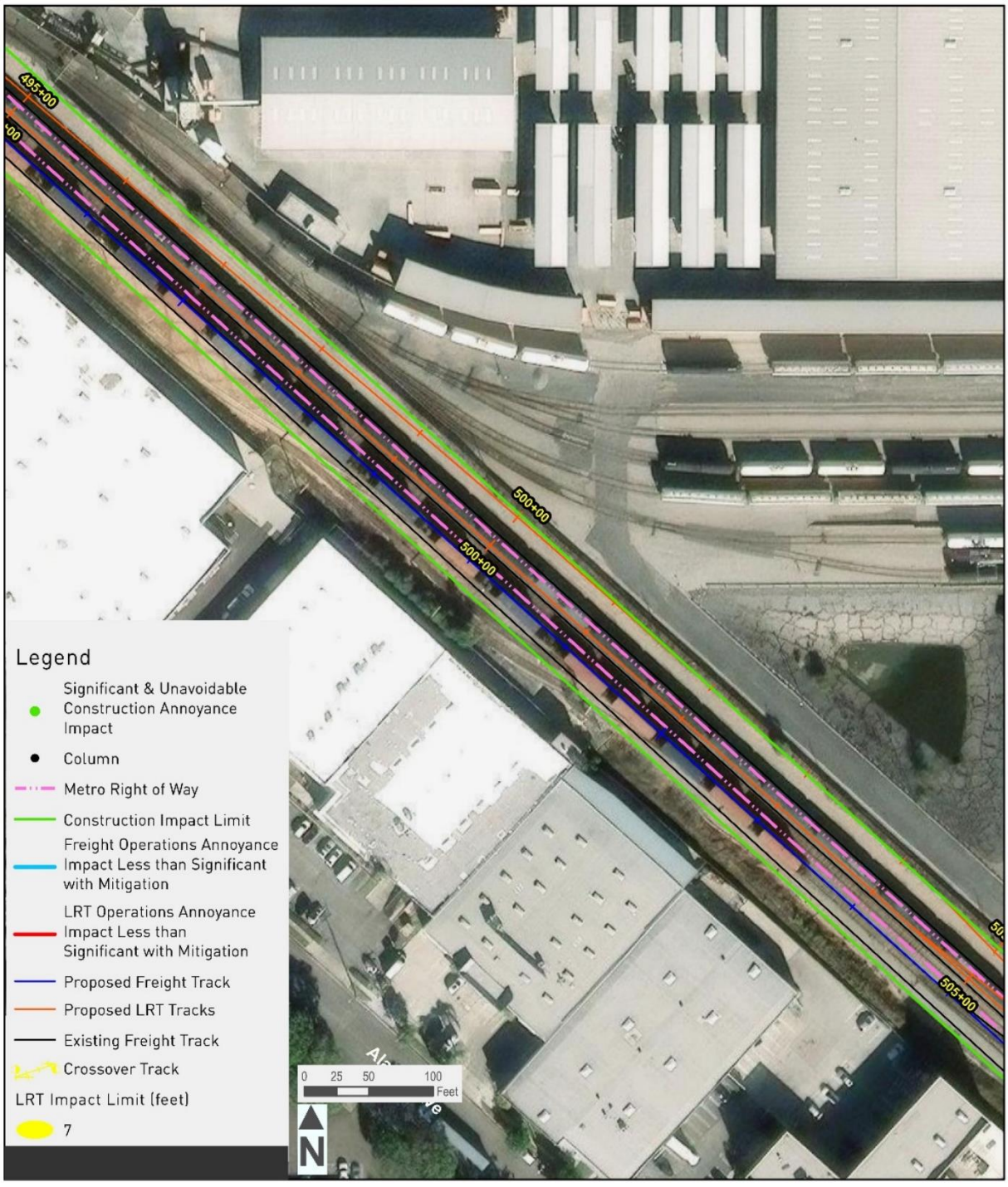
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-39. LPA Construction & Operation Vibration Impacts 30 of 33



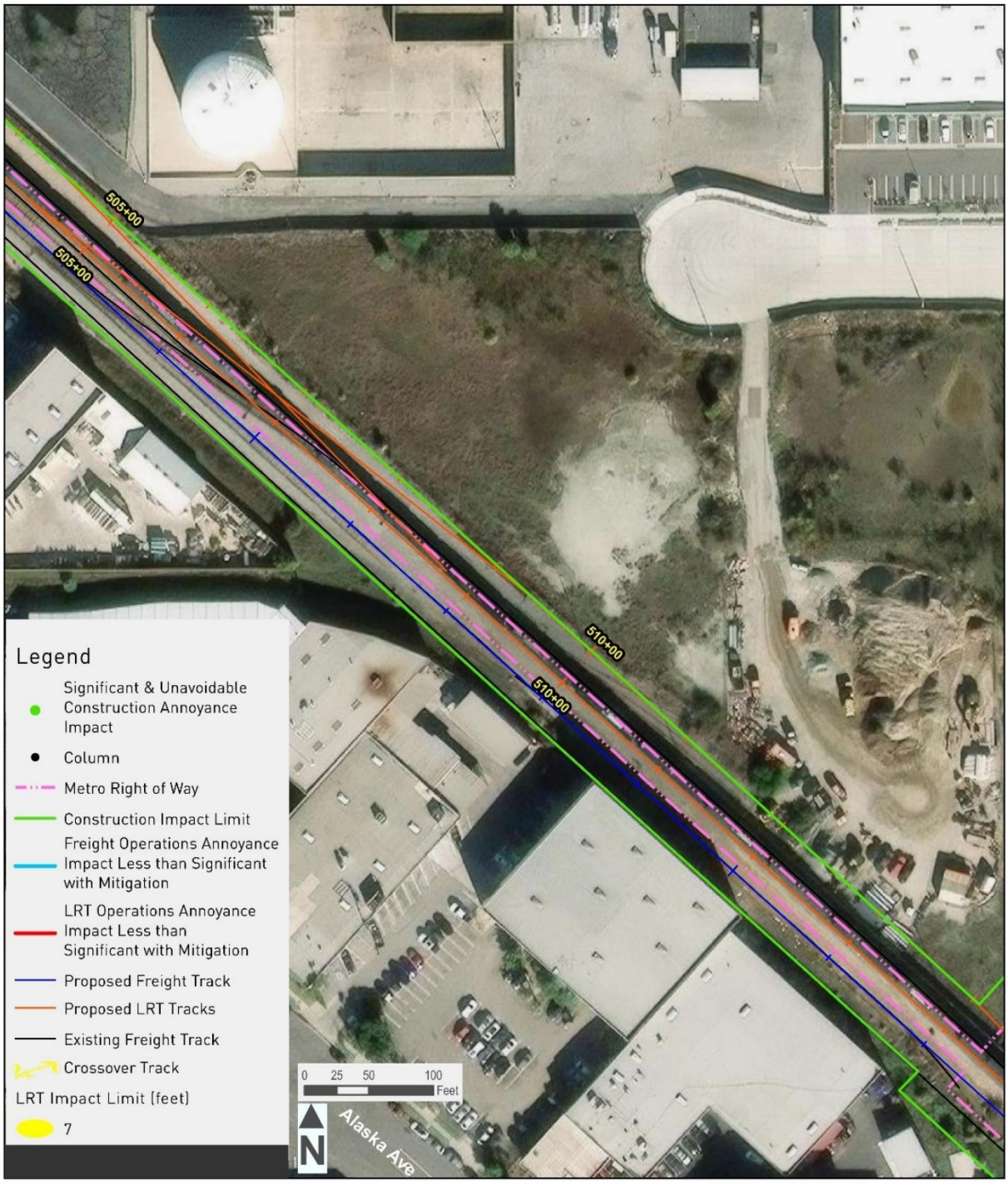
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-40. LPA Construction & Operation Vibration Impacts 31 of 33



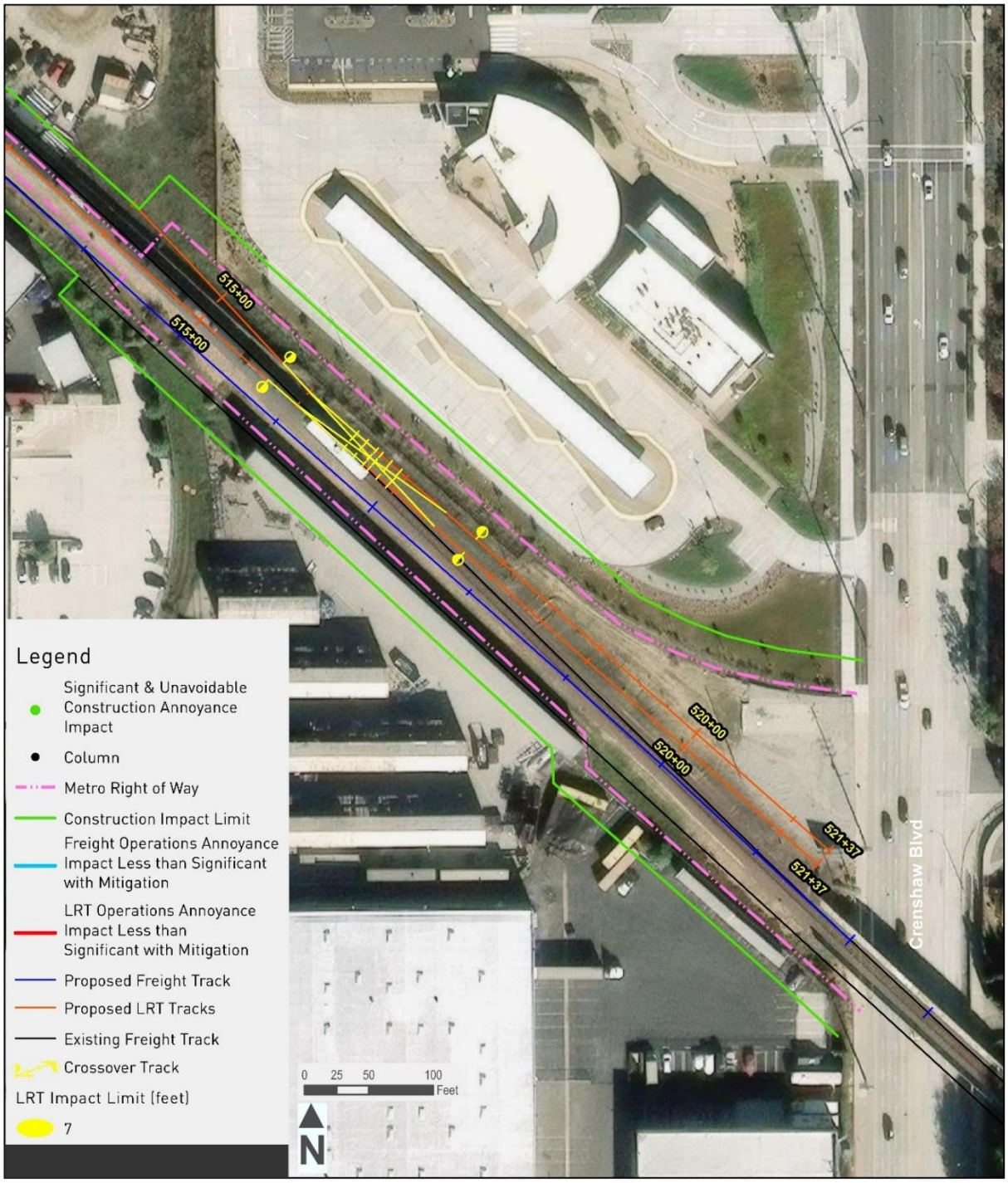
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-41. LPA Construction & Operation Vibration Impacts 32 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-42. LPA Construction & Operation Vibration Impacts 33 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Page 4-46 – The following language was modified within the text under 4.5-3.12.1 (Energy – Construction) under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

> **Less than Significant Impact.** Construction of the trench alignment under 170th and 182nd Streets would increase the construction duration~~, compared to~~ *and the number of haul truck trips relative to* the Proposed Project, ~~and~~ *which would require* more fuel ~~would be used~~ for construction vehicles and equipment~~, but this difference would not result in a notable difference in impacts to energy~~. *However, the increase in fuel consumption would not represent a significant difference and would be less than the fuel consumption disclosed for the Trench Option. Furthermore, the energy expenditure associated with construction fuel consumption would eventually be offset by the energy savings of replacing and shortening on-road passenger vehicle trips with use of light rail.* The*refore, the* 170th/182nd Grade-Separated Light Rail Transit Alternative would have a **less than significant impact** during construction related to energy.

Page 4-49 – The table number is revised and definition of acronyms used in the Table 4.5-1. Comparison of Alternatives' Environmental Impacts to the Proposed Project is added as follows:

Table 4.5-~~2~~3. Comparison of Alternatives' Environmental Impacts to the Proposed Project

Topics		Proposed Project	Trench Option	Hawthorne Option	No Project Alternative	HFB Alternative	170th/182nd Grade-Separated Alternative
Transportation	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Land Use and Planning	Construction	LTS	LTS	LTSM	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Aesthetics	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Air Quality	Construction	LTS	SUI	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Greenhouse Gas Emissions	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Noise	Construction	SUI	SUI	SUI	LTS	LTS	SUI
	Operation	SUI	SUI/LTSM[1]	LTSM	LTS	LTS	SUI/LTSM[1]
Vibration	Construction	SUI	SUI	SUI	LTS	LTS	SUI
	Operation	LTSM	LTSM	LTSM	LTS	LTS	LTSM
Biological Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTSM	LTSM	LTSM	LTS	LTS	LTSM
Geology, Soils, and Paleontological Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Hazards and Hazardous Materials	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Hydrology and Water Quality	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Utilities and Service Systems	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS

Topics		Proposed Project	Trench Option	Hawthorne Option	No Project Alternative	HFB Alternative	170th/182nd Grade-Separated Alternative
Energy	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Cultural Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Tribal Cultural Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Public Services	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS

[1] With establishment of quiet zones by the Cities of Lawndale, Redondo Beach, and Torrance (Mitigation Measure MM-NOI-4), the Trench Option and 170th /182nd Street Grade-Separated Alternative would have a less than significant impact with mitigation for operational noise.

LTS = Less than Significant; LTSM = Less than Significant with Mitigation; SUI = Significant and Unavoidable Impact

4.22 CHAPTER 5.0 – REFERENCES

Page 5-21 – The following reference is revised as follows:

Los Angeles County ~~Sewer~~ *Sanitation* Districts (LACSD). (2022). "Facilities – Joint Water Pollution Control Plant." https://www.lacsd.org/facilities/?tab=2&number=1

4.23 APPENDIX 2-A – SELECT ACE DRAWINGS

The eastern property line of the Metro ROW is misplaced in the following pages, showing the width as 80 to 81 feet when the actual width is 75 feet: pages 47, 60, 61, 84, and 85. Appendix B of the Final EIR reflects the corrected width of 75 feet.

4.24 APPENDIX 2-C – PROJECT FEATURES

Page 5 – Project Feature PF-AES-2 is revised as follows:

PF-AES-2. Metro Design Standards

All project components, including, but not limited to track guideway, auxiliary facilities, *and station* (public and ancillary) facilities, ~~and the parking facility~~, will be designed per the MRDC and consistent with the objectives of the Metro Art Program Policy, Metro's Transit Service Policies & Standards, Systemwide Station Design Standards Policy, and Standard/Directive Drawings, or equivalent. Landscaping and operational lighting will also be installed consistent with these design standards.

Page 7 – The following section is added:

2.5 Biological Resources Project Features

PF-BIO-1. Metro Tree Policy

Metro Tree Policy outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the replacement ratio defined was two trees for every tree removed. This policy also prioritizes planting strategies that maximizes the use of native species.

Page 7 – Project Feature PF-GEO-1 is revised to include the following first paragraph:

PF-GEO-1. Metro Geotechnical Design Standards

Prior to construction, Metro will complete soil investigations, including examination of any potential sinkholes by the geotechnical engineer of record, to inform site-specific design and construction measures.

Page 9 – Project Feature PF-HHM-1 is revised as follows:

PF-HHM-1. Handling, Storage, and Transport of Hazardous Materials and Wastes

Prior to the start of construction, the contractor would provide Metro with a hazardous waste and hazardous materials management plan, such as a plan defined in Title 19 California Code of Regulations (CCR), or a Spill Prevention, Control, and Countermeasure Plan. The plan will be completed to Metro contractor specifications and will comply with the State Water Resources Control Board (SWRCB) Construction Clean Water Act (CWA) Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and storage of hazardous materials during construction and operation. The plan will identify the responsible parties and outline procedures for hazardous waste and hazardous materials handling, storage,

and transport. The excavation and transport of soils contaminated by heavy metals (e.g., lead) would be managed according to SCAQMD Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants) and SCAQMD Rule 1166 (volatile organic compounds [VOC] emissions from Decontamination of Soil). The plan would also prescribe BMPs to follow to prevent hazardous material releases and for cleanup of any hazardous material releases that may occur. *The transportation of hazardous materials and waste shall be conducted in accordance with the applicable regulations codified in 49 CFR Parts 101, 106, 107, and 171 to 180, including, but not limited to, those related to packagings, pre-transportation functions, transportation functions, and functions not subject to the requirements of the federal Hazardous Materials Regulations.*

Additionally, the contractor would comply with applicable federal and state regulations regarding hazardous material handling and storage practices, such as the Resource Conservation and Recovery Act, Comprehensive Environmental Response, Compensation, and Liability Act, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.

Page 9 - Project Feature PF-HHM-2 is revised as follows:

PF-HHM-2. Demolition Plans

Prior to the start of construction, the contractor would prepare demolition plans for the safe dismantling and removal of *roadways*, building components, and debris. The demolition plans would also include plans for testing and abatement procedures for asbestos-containing materials, lead-based paint, and polychlorinated biphenyls, as well as handling and disposal of treated wood waste*, such as creosote and arsenic-treated railroad ties,* and universal waste in accordance with federal and state regulations, including the 1994 Federal Occupational Exposure to Asbestos Standards, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), Title 22 of the California Code of Regulations Division 4.5 (Hazardous Waste), the U.S. Department of Housing and Urban Development Lead- Based Paint Guidelines, and Title 40 of the Code of Federal Regulations Part 761.

Page 13 – The following paragraph under PF-US-1. Utility Identification and Coordination is revised as follows:

Per Metro standard practice, *as design progresses, Metro will continue to* ~~prior to the start of any demolition or construction activities, the construction contractor will~~ verify the locations of existing utilities potentially affected by construction activities. This will include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) *and with private utility owners* to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted *throughout the preliminary engineering and final design phases* to document the locations of all utilities within proximity to the guideway and station foundations of the guideway and station foundations, and other project elements that may affect utilities. Based on the information from the field investigations, *the final designer will develop layouts of pipe separations based on coordination* ~~the construction contractor will be responsible for coordinating~~ with the appropriate utility owners/operators to determine specific setback requirements for each utility line and the need for any stabilization for protection in place or relocation measures. *During the construction and prior to digging, the contractor will conduct additional field verifications, which include requirements such as contacting a utility location*

service to verify the position of existing pipes, and conducting additional potholing so that the final design layouts can be confirmed or adjusted as needed.

Page 13 – The following paragraph under PF-US-2. Service Interruption Notification is revised as follows:

Per Metro standard practice, prior to the start of any demolition or construction activities, ~~the construction contractor~~ *Metro* will be responsible for coordinating with utility and service providers regarding potential utilities service interruptions due to relocation of existing utilities. ~~The construction contractor~~ *Metro* will develop a construction plan in coordination with utilities and service providers to minimize interruptions of utilities systems to the greatest extent feasible, including providing temporary connection for services that must be disconnected for extended periods of time. Further, ~~the construction contractor~~ *Metro* will develop a contingency plan in cooperation with the utility providers for emergency repairs of any utilities unexpectedly found or that disintegrated because of age during excavations. The public would be notified of areas where temporary utilities service interruptions are anticipated.

Page 13 – The following section is added:

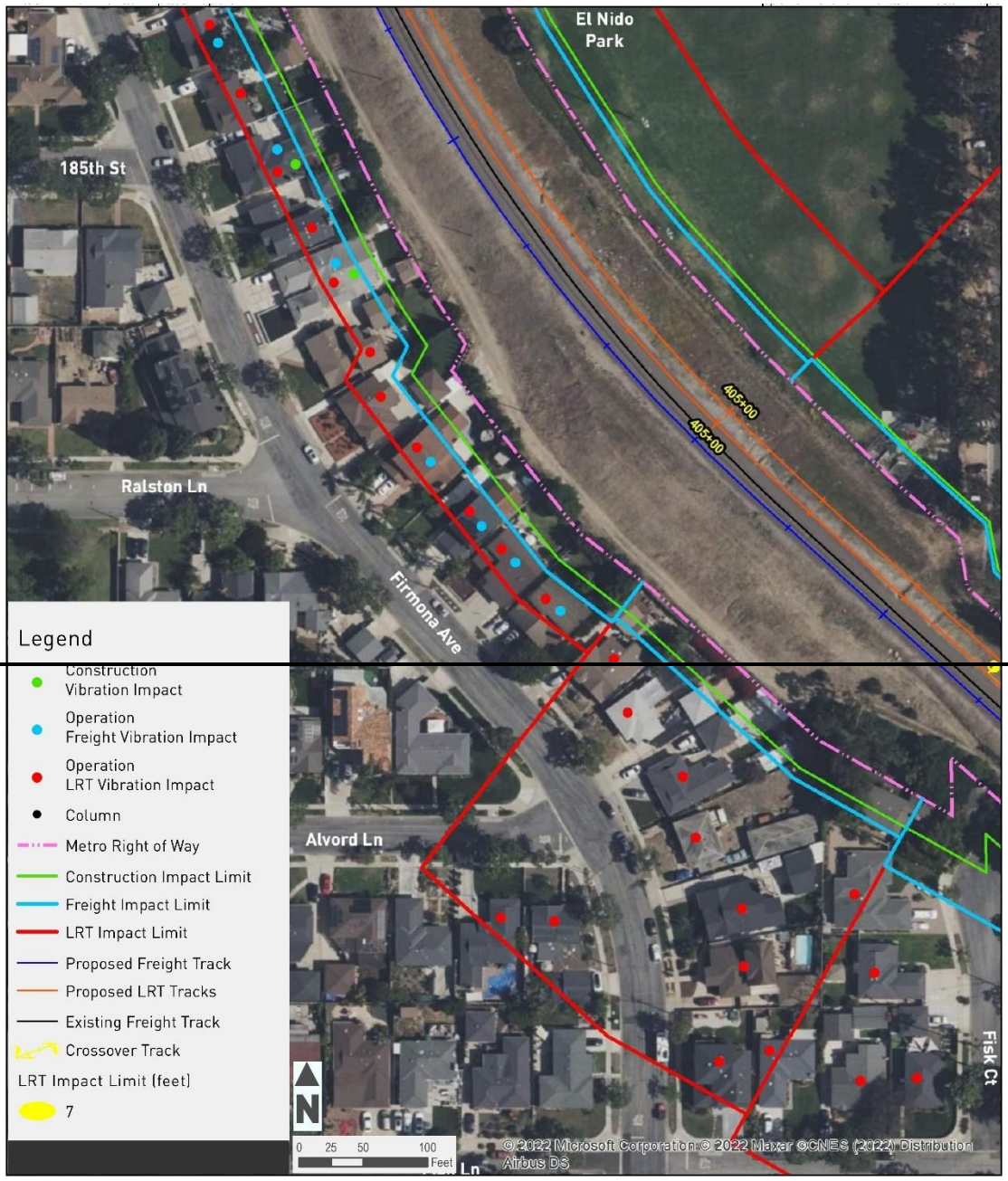
2.10 Public Services Project Features

PF-PS-1. Coordination with Torrance Refining Company and Emergency Responders

Before construction of the project and during the advanced design stages, Metro would work with the Torrance Refining Company and Torrance Logistics Company, BNSF Railway, the City of Torrance, and other City entities responsible for emergency response to coordinate emergency communication systems so that, in the event of an emergency relating to flaring or other refinery operations-related hazards, Metro could hold or detour trains to avoid traveling near the refinery.

4.25 APPENDIX 3.06-C – VIBRATION DETAIL MAPS

Pages 17 to 19 - The following figures are replaced to include a property not previously identified on the figures in the Draft EIR:

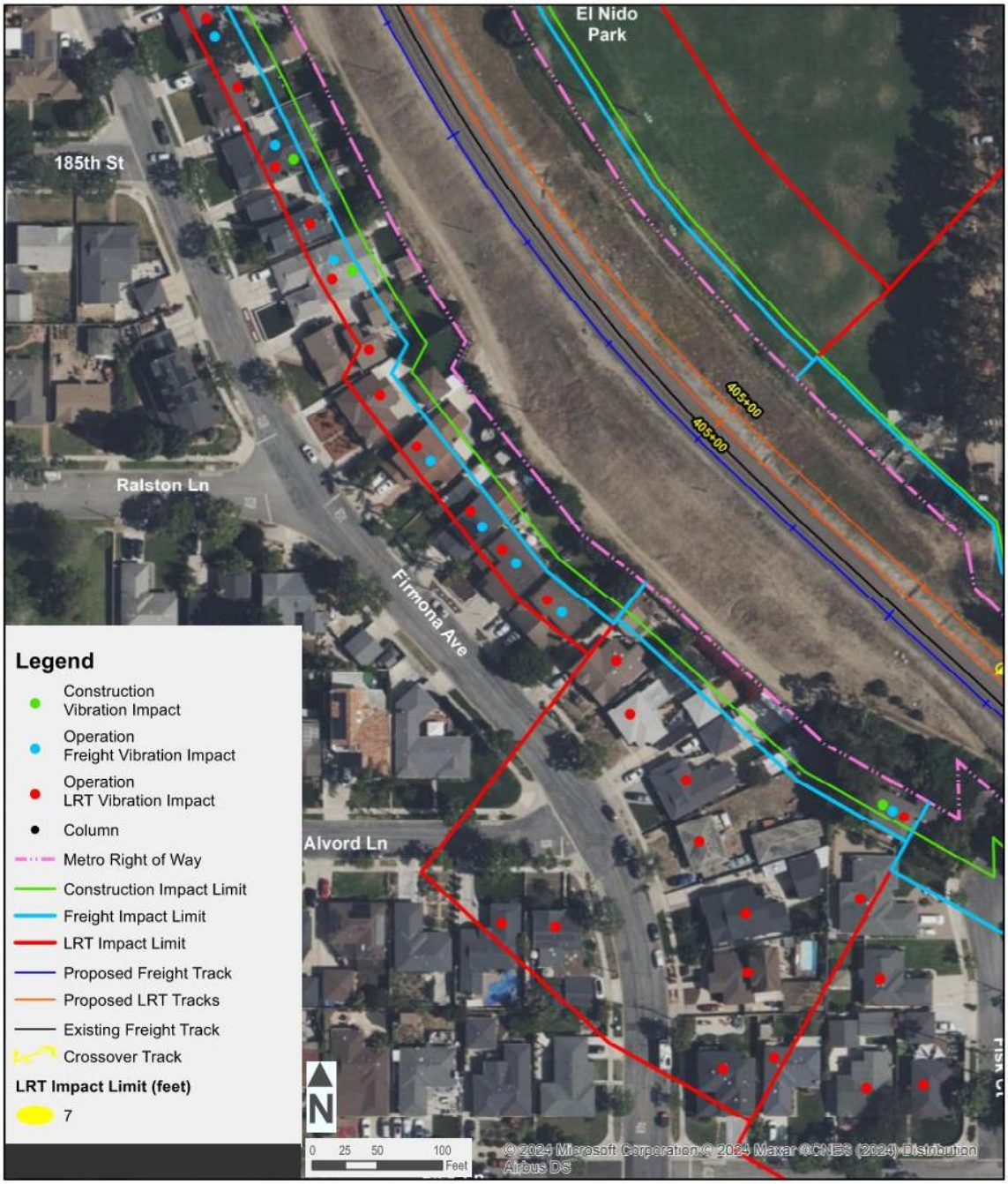


Metro

Figure 3.6-C17
Construction & Operational Vibration Impacts
Proposed Project

Page 17 of 75

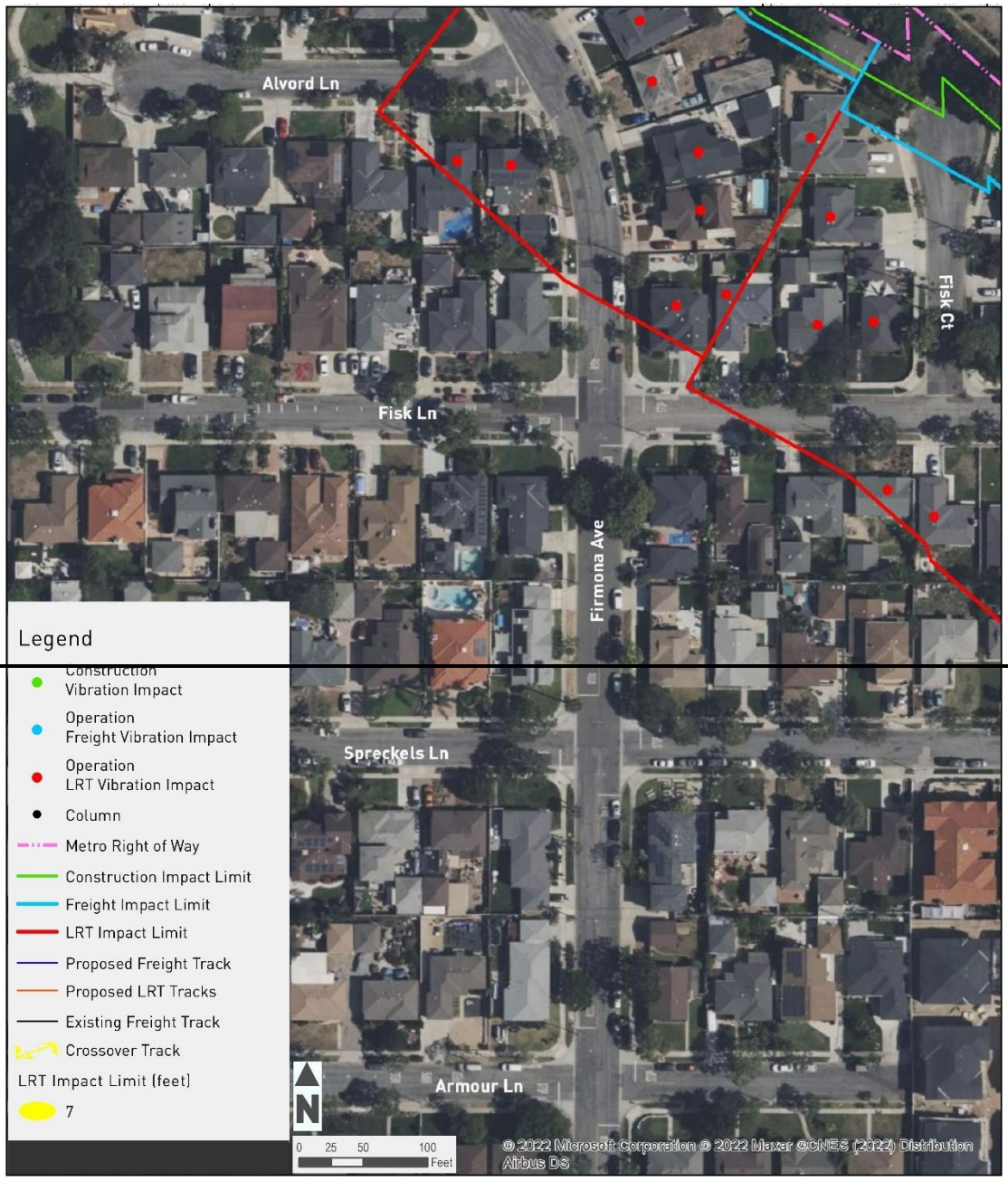
Metro



Metro

Figure 3.6-C17
Construction & Operational Vibration Impacts
Proposed Project

Metro

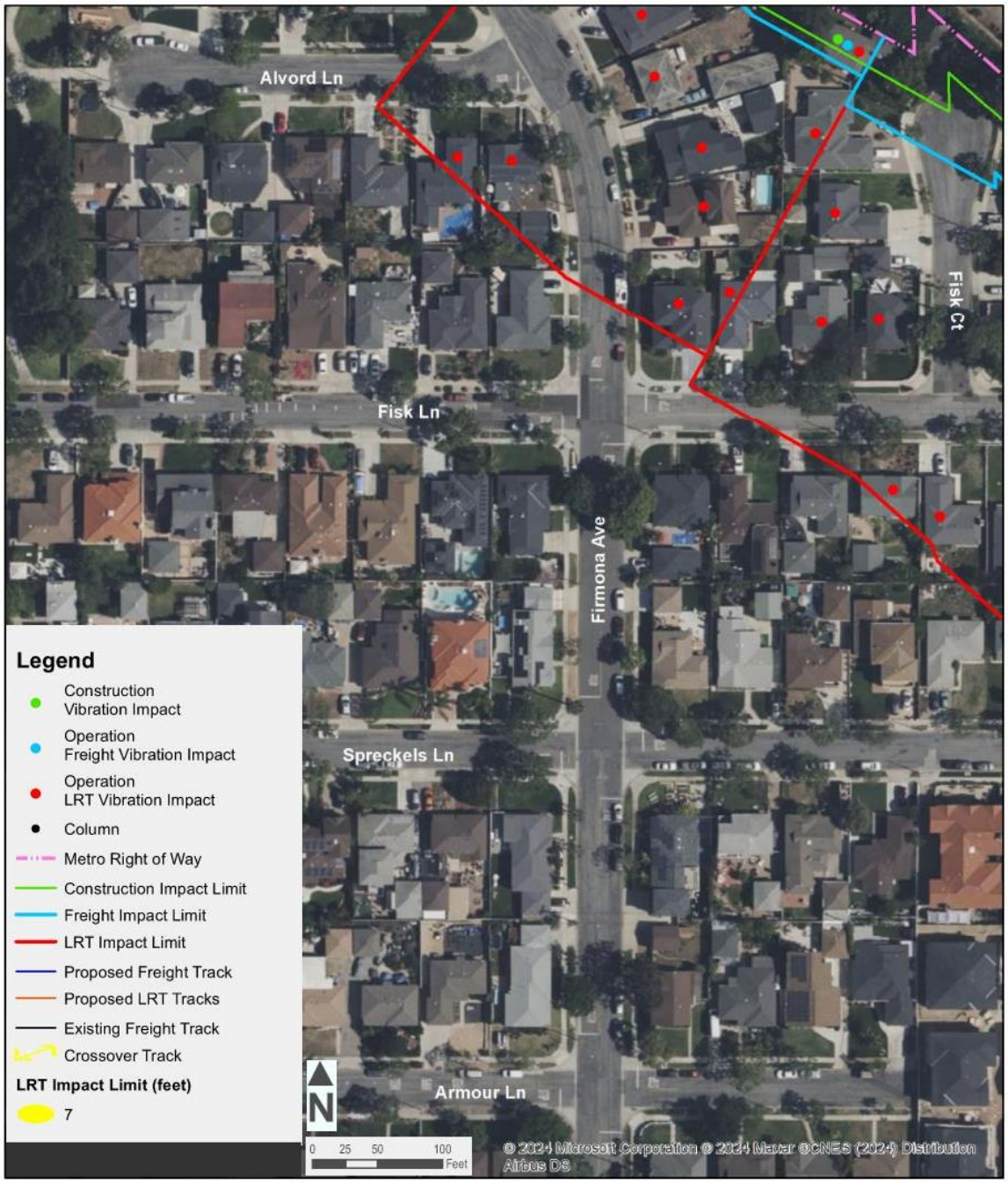


Metro

Figure 3.6-C18
Construction & Operational Vibration Impacts
Proposed Project

Page 18 of 75

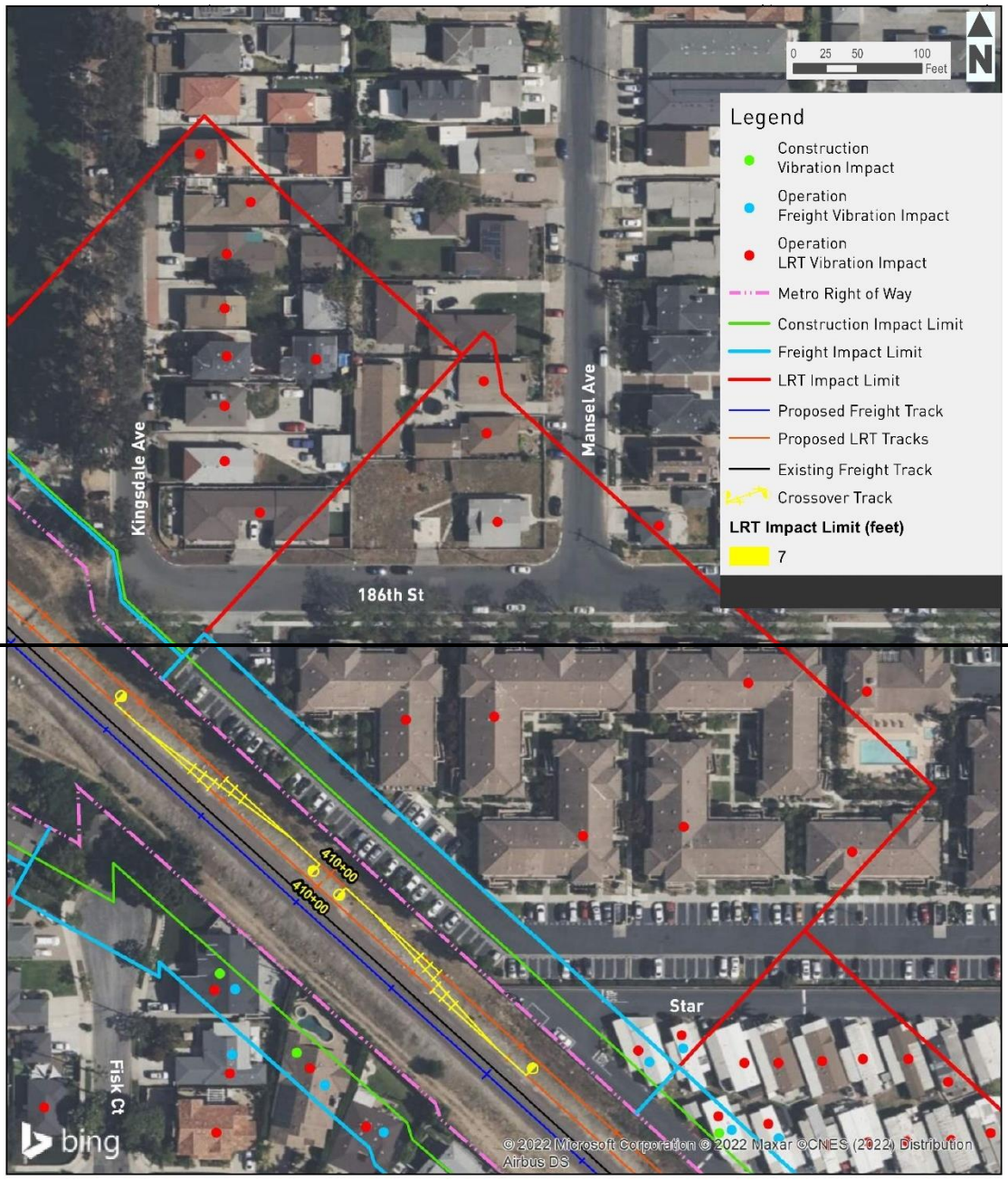
Metro



Metro

Figure 3.6-C18
Construction & Operational Vibration Impacts
Proposed Project

Metro

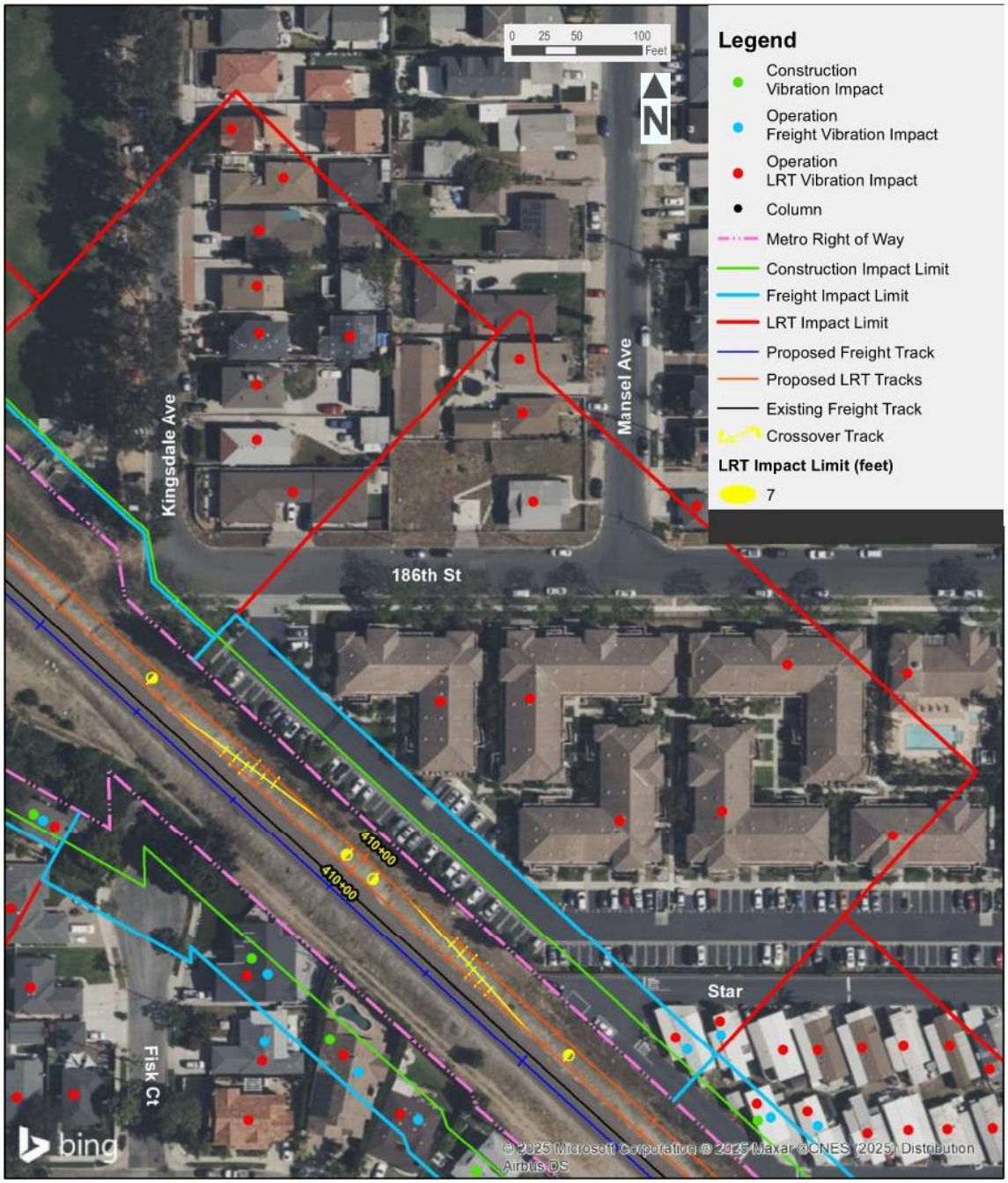


Metro

Figure 3.6-C19
Construction & Operational Vibration Impacts
Proposed Project

Page 19 of 75

Metro



Metro

Figure 3.6-C19
Construction & Operational Vibration Impacts
Proposed Project

Metro

5 RESPONSES TO COMMENTS ON THE DRAFT EIR

5.1 INTRODUCTION

Section 15088(a) of the CEQA Guidelines states that the "lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments." This section of the Final EIR provides a list of persons, groups, organizations, businesses, and public agencies that commented on the Draft EIR, along with the responses of Metro to significant environmental points raised during the public review and comment period on the Draft EIR.

The Draft EIR was submitted to the State Clearinghouse Office of Planning and Research and circulated for public review from January 26, 2023 to March 27, 2023. During this period, approximately 2,200 comments were received via mail, email, telephone, and public hearing.

In accordance with Section 15088(c) of the CEQA Guidelines, reasoned, factual responses have been provided to the comments received during the public review period, with a particular emphasis on significant environmental issues. The comments and responses are organized as follows: agencies and organizations, individuals, and comments received at the five Draft EIR public hearings. All comments and responses to comments are included in this Final EIR and will be considered by the Metro Board prior to certification of this EIR and in any approval of the proposed project.

Each submission (e.g. comment letter, email, voicemail, comment card, petition, and hearing testimony) is assigned a number based on the order it was received. The body of each submission is separated into individual comments, which also have been numbered. This results in a tiered numbering system, whereby the first comment in Submission No. 1 is depicted as Comment No. 1-1 and so on. Copies of each submission are provided in Appendix C, Public Comments on the Draft EIR.

Comments received from public agencies are listed in Table 5.1-1; comments received from groups, organizations, and businesses are listed in Table 5.1-2; comments received from individuals are listed in

Table 5.1-3; and comments received during Draft EIR public hearings are listed in Table 5.1-4. In response to some comments received, the text of the EIR chapters has been revised. These revisions are shown in Chapter 4, Corrections and Additions, and identified within the response to the comment.

Table 5.1-1: Comments Received from Public Agencies During Draft EIR Comment Period

Submission	Name
21	Carlos Huizar, City of Torrance
22	Yvette Hall, City of Lawndale
60	Immanuel Chiang, Los Angeles County Sheriff's Department
82	Elaine Lee, California Department of Transportation (Caltrans) District 7 Division of Environmental Planning
94	Rochelle Campomanes, Los Angeles County Sheriff's Department
121	Mandy Huffman, Los Angeles County Sanitation District
123	Ruby Kwan-Davis, California Department of Fish and Wildlife
126	David Leger, South Bay Cities Council of Governments
127	Anthony Higgins, Caltrans – District 7
130	Brandy Forbes, City of Redondo Beach
132	Sean Carlson, Metropolitan Water District of Southern California
138	Brenda Moun, City of Torrance Traffic Commission
675	Daren Gilbert, California Public Utilities Commission
1990	Kim Turner, City of Torrance

Table 5.1-2: Comments Received from Groups, Organizations, and Businesses During Draft EIR Comment Period

Submission	Name
8	Teri Shinde, Torrance Logistics Company LLC
45	Tony Dolim, South Bay Estates
50	Halland McKenna, McKenna Auto Group
86	Craig St. John, Westwood Building Supplies
95	Right of Say/Redondo Beach Quality of Life Coalition
118	Barret Burt, Ganahl Lumber
119	William Oberholzer, Undisclosed Business in Torrance
120	Yuki Escovar, Torrance Area Chamber of Commerce
129	Tim Morey, Life Covenant Church
139	Barbara Graham, Torrance Refining Company
186	Torrance Democratic Club
367	Right of Say/Redondo Beach Quality of Life Coalition
399	Right of Say/Redondo Beach Quality of Life Coalition
403	Craig St. John, Westwood Building Supplies
404	Craig St. John, Westwood Building Supplies
405	Craig St. John, Westwood Building Supplies
435	Daniel Walker, Friends of Green Line
453	Ed Romero, Marathon Pipe Line LLC

Table 5.1-3: Comments from Individuals Received During Draft EIR Comment Period

Submission	Name[1]
1	Erin Hoops
2	Johnny Menhennet
3	Kyle Freitas
4	Robert Kessmar
5	Leslie Andrew Ridings
6	Joseph Guay
7	Joanna G
9	MJ Anderson
10	Mary-Ellen Martin
11	Margie Alexander
12	Janet Lindquist
13	Tom Wooge
14	N/A
15	Steven Miyamoto
16	Milan Matsumoto
17	Russell Czwleger
18	Dina Gallo
19	David M
20	Grace Peng
23	Adriana Heidman
24	Beryl Bryant
25	Duane Greene
26	Luis
27	Vincent Perez
28	Lena Pullen
29	Robert Sanchez
30	Tom Wooge
31	Tom Wooge
32	Natalia Cliborn
33	Donna Perkins
34	Matthew Hinsley
35	N/A
36	Dr. Eric Homier
37	Johnny Menhennet
38	Marvin E. Badawi
39	Matt and Lori Smalling
40	Donald Szerlip
41	John Schreiber
42	John Schreiber

Submission	Name[1]
43	Kevin Mitchell
44	Janice Tanabe
46	Yumiko Omatsu
47	Yumiko Omatsu
48	Yumiko Omatsu
49	James Divine
51	Janice Tanabe
52	Eddie Jira
53	Martha Edmundson
54	Molly Jameson
55	Paige Kaluderovic
56	Valerie Lee
57	Bob Wolfe
58	Lori Zaremski
59	Fred Montalto
61	Janice Tanabe
62	William and Mary Hall
63	Bob Cutler
64	Mindy Fang
65	Ray Hollar
66	Jan, Thomas and Amanda Kurth
67	Jose Dennis Alabaso
68	Jan, Thomas and Amanda Kurth
70	Kevin Mitchell
71	Bob Cutler
72	S Martin
73	Irene Evans
74	Todd Bassman
75	Yumiko Omatsu
76	Yumiko Omatsu
77	Courtney Allen
78	David Clasby
79	Diane Smith
80	Isobel Dozier
81	Leslie Higginns
83	Steven Boll
85	Vickie Vega
87	Janet Lindquist
88	Dr. Eric Homier
89	Eugene Balfour

Submission	Name[1]
90	Thelma Mericle
91	Gretchen Gerull
92	Grace Peng, PhD
93	Mark R. Johnston
96	Yumiko Omatsu
97	Ashlyn Neff
98	Mark Nelson
99	Akemi Pradhan
100	Holly Osborne
101	Holly Osborne
102	Kylee Kirby
103	Marvin E. Badawi
104	Joanna Velazco
105	Eugene Balfour
106	Tara
107	Tara
108	Arron McCain
109	Hank Ramey
110	Alexandros Martinez
111	Jan Kurth
112	Mark Nelson
113	Angie Souza
114	Jane Alfonso
115	William Daniel Mack
116	Rosario
117	Cheryl Williamson
122	Kevin Mitchell
124	Jan and Thomas Kurth
125	Jan and Thomas Kurth
128	Isabel (Douvan) Schwartz
131	John Schreiber
133	Lillian Katzenmeyer
134	Angelica Vicente
135	Angelica Vicente
136	Angelica Vicente
137	Joan Marks
140	Jan Kurth
141	Lisa Francois
142	Luis Marroquin
143	Michael Kim

Submission	Name[1]
144	Monique Negrete-Mitchell
145	Otto Asencio
146	Ray Hollar
147	Tatiana Gomez
148	Sam & Eloise Elder
149	Traci Fuentes
150	Angelica Vicente
151	Alejandra Zuniga
152	Arohi Sharma
153	Colleen Malone-Villegas
154	Blake Jung
155	Chelsea Schreiber
156	Chris Horsman
157	Clement Alaba
158	Clement Alaba
159	David Barajas
160	DeNise
161	Glenn E. Stanfield
162	Gianna Mitchell
163	Janice Tanabe
164	Ana Maria Houck
165	Jimmy Gow
166	John Clifford
167	Jose Vera
168	Kevin Mitchell
169	Phillips
170	Lisa Francois
171	Carlos Cruz-Aedo
172	Mike Kim
173	Betty Fisk
174	Anonymous
175	Mark Nelson
176	Lena Poland
177	Mike Cook
178	Ninnette Martinez
179	Ninnette Martinez
180	Ninnette Martinez
181	Rita Hidalgo
182	Rita Hidalgo
183	Rita Hidalgo

Submission	Name[1]
184	Sukrit Verma
185	Tammy Harrison
187	Alejandro
188	Ana Maria Vicente
189	Betty Lam
190	Doris Hofmann
191	Rita Hidalgo
192	Manuel Hidalgo
193	Radka Samuel
194	Humberto Barrera
195	Daniel G
196	Alex Medina
197	Joanna Velazco
198	Bryan Henry
199	Alberto Maldonado
200	Megan N Jorge
201	Chris Horsman
202	William Kolinsky
203	Anonymous
204	Jose Valenzuela
205	Jouanna Sanchez
206	Michael Stary
207	Lily Navarro
208	Betty Lam
209	Blake Jung
210	Carlos Gomez
211	Carmen Reyes
212	Clement Alaba
213	David Barajas
214	Doug Boswell
215	Jacqueline Caro
216	Jimmy Gow
217	Jonathon Chue
218	Wendy Mretandes
219	Teresa Gutierrez
220	Jessica L Ray
221	Juan Benitez
222	Carmen M.
223	Fernando
224	James Johnson

Submission	Name[1]
225	Guillermo Chavez
226	Macario Gastelum
227	Albely Cobon
228	Anonymous
229	Juan Guzman
230	Ashley Guzman
231	Arcelia Martinez
232	Wendy Martinez
233	Adelina Rodriguez
234	Frank A Rodriguez
235	Fredy Rojas
236	Guadalupe Alvaro
237	Rose Molina
238	William Tiernan
239	Lorena Rodriguez
240	Rebeca Aquino
241	Bryan Chavez
242	Dodeo Doviz
243	Jorge Garcia N.
244	Marychuy Orendain
245	Martha Dilger
246	Annette Owens
247	Traci Fuentes
248	Iris Sosa
249	Frank Fuentes Jr.
250	Derrick Gregory
251	Humberto Barrera Jr
252	Ana Barrera
253	Juan Almaraz
254	Oscar Barrera
255	Anthony Fuentes
256	Piles J Dilger
257	Susana Barrera
258	Veronica Lopez
259	Dominic Sanchez
260	Robert A. Salone
261	Marquise Riley
262	Judy Wells
263	Scott
264	Elizabeth Meister

Submission	Name[1]
265	Jeremy Brown
266	Jeffrey Braude
267	Jennifer Lamb
268	Andrew Nunez
269	Delfina De Leon
270	Rosalina Gutierrez
271	Dezarae Ibarra
272	Steven Duran
273	Soledad Linares
274	Ma Del Rosario Almaraz
275	Jennifer Lee
276	Pedro Garcia
277	Luz Barrera
278	Kelly Kolinske
279	Teresa Lopez
280	Marisa Cunanan
281	Ninnette Martinez
282	Isabel Fernandez
283	Darry
284	Connie Santana
285	Enrique Flores
286	Justin Huh
287	Brandon Crockett
288	Kevin Crockett
289	Nilo Caraan
290	Mike Mangione
291	Alex Ochoa
292	Valeria Krocak
293	Cristian Montiel
294	Charles Ellingson
295	Chelsea Schreiber
296	Viet Truong
297	Michael Kim
298	Adam Korp
299	Jennifer Dowd
300	Bryan Lee
301	Blake Jung
302	Alejandro
303	Zein Obagi
304	Yumiko Omatsu

Submission	Name[1]
305	Wayne Craig
306	Velia Gomez
307	Tony Galva
308	Chelsea Schreiber
309	Ted Hofmann
310	Ted Hofmann
311	Ted Hofmann
312	Ted Hofmann
314	George Gillen
315	Glen Brackenridge
316	Glen Brackenridge
317	Glen Brackenridge
318	Glen Brackenridge
319	Glen Brackenridge
320	Glen Brackenridge
321	Glen Brackenridge
322	Glen Brackenridge
323	James Tucker
324	Jamison Hughes
325	Jan Kurth
326	Jerome Chang
327	Jose Jimenez
328	Julie Young
329	Lily Kua
330	Angeline Souza
331	Bryan Henry
332	Dana Icaza
333	Doug Boswell
334	Dre Nicole Amundson
335	Janice Tanabe
336	Janice Tanabe
337	John Schreiber
338	Mark Nelson
339	Mark Nelson
340	Mark Nelson
341	Michael Garlan
342	Michelle Hughes
343	Monique Negrete-Mitchell
344	Morgan Schultz
345	Paul Miller

Submission	Name[1]
346	Ray Hollar
347	Ray Hollar
348	George Gillen
349	Roy Bolling
350	Ruby
351	Ryan Rodriguez
352	Stanley Hiroshi Wada
353	Jeanne Bellemin
354	Mr. & Mrs. G. Floratos
355	Anonymous
357	April Kubachka
359	Keith Kubachka
360	Lesley Phillips
361	Mark Nelson
362	Michael Kim
363	Randall Abram
364	Ray Hollar
365	Ray Hollar
366	Ray Hollar
368	Karen Ruby
369	Theodore Otvos
370	Theodore Otvos
371	Yumiko Omatsu
372	Adam Karp
373	Monique Negrete-Mitchell
374	Angelica Vicente
375	Holly Osborne
376	Steve & Michelle Polcari
377	Blake Jung
378	Conor Sullivan
379	David Bailey
380	Denise
381	Doug Boswell
382	Frank Fuentes
383	Ian Stern
384	Ignatius Lin
385	James Hill
386	Janice Tanabe
387	Jeanette McGuire
388	Jennifer Chung

Submission	Name[1]
389	Karen
390	Karen Ruby
391	Kayla Mangione
392	Ken Prinzi
394	Megan
395	Michael Sullivan
396	Michael Sullivan
397	Michael Sullivan
398	Holly Osborne
400	Jeanne Bellemin
401	Janice Tanabe
402	Eugene Balfour
406	Janice Tanabe
407	Burch
408	Lauren Faith Niro
409	Chris Ng
410	Janice Tanabe
411	Jeanne Merchant
412	Kim Wong
413	Angeline Souza
414	Angeline Souza
415	Alan Ruiz
416	Colleen M. Villegas
417	Ints Luters
418	Janice Tanabe
419	Lillian Katzenmeyer
420	Michael Sullivan
421	Michael Sullivan
422	Michael Kim
423	Phyllis Shoemaker
425	Sabrina Henriquez
426	Theodore Otvos
427	Theodore Otvos
428	Wally Marks
429	Lillian Katzenmeyer
430	Mike Jamgochian
431	Daniil Kozhemyako
432	Holly Osborne
433	Karen Reed
434	Barb Bush

Submission	Name[1]
436	Jay Gould
437	Kimiko Shiozaki
438	Mark Nelson
439	Maureen Smith
440	Monique Negrete-Mitchell
441	Philip Breuer
442	Robert Sanchez
443	Roberto Escobar
444	Sarah Straton
445	Sharon
446	A. Fierro
447	Yumiko Omatsu
448	Amy LaCoe
449	Jacqueline Caro
450	Carlos Torres
451	Greg & Janett Paaske
452	Pat McLane
454	Anonymous
455	Henry Martinez
456	Mark Nelson
457	Robert D. Stoffel
458	Nate
459	The Olsen Family
460	Rene Arreygue
461	Holly Osborne
462	Jan Tanabe
463	Dan & Karen Pryor
464	Tara
465	Dana Icaza
466	Ryan Mendivil
467	Helen Evans
468	Jeffrey Katz
469	Angel La Canfora
470	Marcelo Calcagnotto
471	Adrian Rops
472	Robert Jung
473	Judith and William A Hying
474	Richard Ree-Uk Kim
475	Gary Duncan
476	Debra Powers

Submission	Name[1]
477	Arif I Shaikh
478	Tom Hascup
479	Brian D. Gee
480	David Hannum
481	Mark Roulette
482	Phil Garner
483	John McLaughlin
484	Yvonne W Zoon
485	James Lake
486	Edward Miyashiro
487	Alicia L Baughfman
488	Jeff Henges
489	Bryan Higgins
490	Jeff
491	Brandon Pennington
492	Mark Michaelian
493	K Lee
494	Frank Kenny
495	Joan Spratt
496	Allan and Stacy Holtz
497	Norman Tran
498	Randy and Martha Shetter
499	Hans G Kuck
500	Erika Lytle
501	Esther Audrey
502	Donald A. Oden
503	Fred Ruby
504	Pamela Wilkerson
505	Terry Butler
506	Rosa Sahara
507	Linda Hornbeck
508	JoAnne Sanger
509	David Zhang
510	Rick Grefsrud
511	Juan Carlos Aguila, Ph.D.
512	Hung T. Huynh
513	Christopher L Foley
514	Max Majcher
515	Steve Chan
516	Smitcha Buranasombati

Submission	Name[1]
517	Linda Blumenthal
518	Merlin Bird
519	Jim Mills
520	Ken Lucas
521	Kay Peterson
522	Raymond Peterson
523	Terry Dunseith
524	Mark Torres
525	Sean
526	William & Belinda Gonzalez
527	Wudhidham Prachumsri
528	Justin Neems
529	Frances Koo
530	Anonymous
531	John Farris
532	Ronald Chan
533	Yvette Reed
534	John Farris
535	Joe Miyamoto
536	Paul Powers
537	Bradford Eastman
538	William
539	Alexa Frazier
540	Steven Schulz
541	Liz Torres
542	Steve Brueggeman
543	Dale Gereaux
544	Richard Mink
545	John
546	Chelsea
547	Patrick
548	Maria Hernandez
549	Ryan Fulton
550	Sylvanus Finney
551	Natalia Giacomelli
552	Cheryl Shenefield
553	Sheng Lee
554	Ben Takahashi
555	Al Derago
556	Betty Derago

Submission	Name[1]
557	Chuck Driesler
558	Dennis Bosch
559	Amber Hernandez
560	Ronald Omatsu
561	Joni Owens
562	Juanita Leon
563	Masashi Kawamoto
564	Michael Woodard
565	Silvy F.
566	Izzy Flores
567	Gloria Ohe
568	Jim & Laura Ackermann
569	Zachary Mayo
570	Sandy Bruce
571	Eric Barricklow
572	Yoolee Suhr
573	Michael Serafin
574	Sara Kim
575	Albert Belanger
576	Andreas
577	Marc Horton
578	Frank Tippin
579	Anthony Panipinto
580	Wm. Champlin
581	Miller
582	Philip Miyasato
583	Elaine
584	Alfonso P Gonzales
585	Makoto Saito
586	Eva Gonzales
587	Cynthia Hubbard
588	Baburaj Nair
589	Donna Perkins
590	Betsy Walli Sadur
591	Robert Sadur
592	Bruce Yamasaki
593	Helen
594	Jeanette Garcia
595	Erika
596	Tim Goodrich

Submission	Name[1]
597	Josh Hoover
598	Carl Petry
599	Keith Wicker
600	Julie Kohus
601	Soad Hakim
602	Linda Eremita
603	Phil Bahng
604	Shozo Yoshikawa
605	Hans G Kuck
606	Yared
607	John Joseph
608	Marisela Smith
609	Jasper R Eanes
610	Nae Shin
611	Jing H Chang
612	Navia Davis
613	David Holmes
614	Jennifer Wesner
615	Dan Devries
616	Michael Handley
617	B. Enis
618	Zunilda Cossio
619	James Shu
620	Lawrence Lau
621	Geoff Rizzo
622	Glenda Fukunaga
623	Philip Porush
624	John Fowler
625	Kelly Kohagura
626	Gailene Tofiga
627	Brian Mckibbin
628	Byron Jung
629	Guillaume Rouault
630	Curt Nimori
631	Ryan Lee
632	Ella Dixon
633	Gary Inouye
634	Harper Munro
635	Ilia Munro
636	Sue Cheng

Submission	Name[1]
637	Michael Daley
638	Mr and Mrs Senichi Sumi
639	Se Lee
640	Sunnyra Joo
641	Aldrin Hie
642	Konstantin Majarov
643	William Brown
644	Suzette Savard
645	Stella Yang
646	Han Jo Park
647	Evan Loshin
648	Janice Lee
649	Jennifer Dahm
650	Alicia Spitzer
651	John Lucas
652	Gregory S. Laurinat
653	Philip & Madonna Kielty
654	Vince Long
655	Linda Zeik
656	Mary Driggs
657	Briza Covarrubias
658	Mike Dabas
659	William & Mary Stahura
660	MaryKay Rodriguez
661	Sherry Jenkins
662	Edward Fries
663	Carl D Paquette
664	Stanley Hiroshi Wada
665	Richard Maeda
666	Susana Quintanar
667	Carmen Reyes
668	Melissa Hoppe
669	Danny Hom
670	Eric Haaland
671	Anna Mavromati Duncan
672	Amy LaCoe
673	Rosalia Merino
676	Khela Guirguis
677	Anissa Blanco
678	Rari Matic

Submission	Name[1]
679	Jose Vera
680	Bianca Blanco
681	Angie Aragon
682	Akende Foluso
683	Jordi Nus Garrell
684	Silvestre Hidalgo
685	Silvestre Hidalgo
686	Anonymous
687	R.W. Way
688	Michael Valdez
689	Victor Akende
690	M. Tuckett
691	Barbara J. Halligan
692	Fred. G Richards
693	J.C. & M.M. Kelly
694	Jose A. Algire
695	Michael Kim
696	David Mach, City of Torrance
697	Jan Kurth
698	Colleen M. Villegas
699	Suzan Hubert
700	Tri Vo
701	Tania Rodas
702	Crystal McInerney
703	Glenn Schnekenburger
704	Colin McGee
705	Nancy Leonardo
706	Andy Merida
707	Luz Barrera
708	Kathy Leon
709	Talin Gil
710	Mario Alvarez
711	Mark Nelson
712	Ruby
713	Samuel Wise
714	Dana Thayer
715	Prakash Belur
716	Sang Wol Han
717	Isabella Guiterrez
718	Donna Minson

Submission	Name[1]
719	Stanley R. Kelley
720	Jack Lyons
721	Linda Crickmore
722	Rahul Simlote
723	Jill Reed
724	Rose Stein
725	Wendy Carrillo
726	Peter & Patricia Martini
727	Beth Sandoval
728	Sharon Wu
729	Seema Turner
730	Adam Garrison
731	Fred Peitzman
732	Alexandros Martinez
733	Patricia Spiegel-Giglio
734	Wilson Ly
735	Joshua Gomez
736	Joseph Tevita Rocha
737	James Fearn
738	Jenifer Frial
739	Shauna Law
740	Jeanne Fisher
741	Jacques Monier
742	Paula Gates
743	Michale Wegnes
744	Bill Reynolds
745	N. Maas
746	Frank L. Newman Jr.
747	Nancy Dykstra-Curtin
748	Robert Hanmer
749	Michele Kidman
750	J. Gardinale
751	David Lin
752	Mark Navarra
753	Annette Weisse
754	Tommy Louviere Jr.
755	Jacqueline Cysneros
756	Anson Tran
757	Peter Nguyen
758	Zac Lee

Submission	Name[1]
759	Phat M.
760	Anne Swanson
761	Eddie Harris Jr.
762	Andrei Yermakov
763	Lilia Yermakov
764	Norberta Estrada
765	Martha Shetter
766	Nao Pabalan
767	Alan Pabalan
768	Randy Shetter
769	Jason Nishiyama
770	David Cobb
771	Devin Valdez
772	Jordyn Kieft
773	Jacqueline Ecklund
774	Tiffany Lopez
775	Lita Garcia
776	Melanie Drieke
777	Christopher Drieke
778	Rosa Fontana
779	Victoria Parrish
780	Abdulvahob Nabiev
781	MD Smith
782	Hunter White
783	Mary Napoleone
784	Kristina Scruggs
785	James Ecklund
786	John Flanagan
787	Stefan Ecklund
788	Stephanie Ishioka
789	Carl Paquette
790	Sandra Jo Williamson
791	Dennis Piotrowski
792	Elisabeth Bailly
793	William Champlin
794	Tiffany Jones
795	Stephanie Cati
796	Kevin Hernandez
797	Joan Hardy
798	Erika Hatzenbuhler

Submission	Name[1]
799	Glenn Hatzenbuhler
800	Jeff Earnest
801	Susan Earnest
802	Daniel Lim
803	Daniel Gonzalez
804	Alison Brown
805	Aqsha Munshi
806	Aamir Kuriswala
807	Cornelius Fong
808	Richard Krason
809	Leonarda Krason
810	Felisha Black
811	Aguilar
812	Daniel Schwartz
813	Thomas Shigemitsu
814	Sapan Shah
815	Tam Nguyen
816	Paul Miller
817	Mary Miller
818	Matthew Bilodeau
819	Al Tatro
820	Angela Brizuela
821	Michale Kirby
822	Rebecca Eastman
823	Tammy Clark
824	Scott Clark
825	Jason Blain
826	Ins Luters
827	Anonymous
828	Terrence Chen
829	Daniel B. Gast
830	Richard Stenhouse
831	Isabel Gutierrez
832	Kaylyn Fukuhara
833	Margaret Schaffmeir
834	Thomas Penland
835	Justin Hollingsworth
836	Nancy Cruz
837	Vanessa Gonzalez
838	Daisy Herrera

Submission	Name[1]
839	Al Tatro
840	Carol Truitt
841	Rebecca Reeves
842	Tim Goodrich
843	Dennis Piotrowski
844	Alan Ariel Carlos
845	Jose Dennis Alabaso
846	Ryan Saruwatari
847	Nathan Koller
848	Craig Haller
849	Myles Honda
850	Jean Katow
851	Ronald Rucker
852	Molly O'Callahan
853	George K. Chen
854	Marifrances Trivelli
855	Nelsy Jimenez
856	Diane Ki
857	Kirtan Tank
858	David Lambi
859	Raihan Fazalbhoy
860	Adrienne Greenfield
861	Camille Randolph
862	Timothy Gould
863	Lyle Sanders
864	Kitty Shiao
865	G Patricia Stewart
866	Russell Stewart
867	Peter Spartalis
868	Julio Ceballos
869	William Laronal
870	Toni Wright
871	Ryan Uyehara
872	Melfern Claro
873	Winston Zhou
874	Brennan Long
875	Jose Dennis Alabaso
876	Thomas Elder
877	Yuandan Liu
878	Raymond Peterson

Submission	Name[1]
879	Kay Peterson
880	Sunny Zhou
881	Frank Huang
882	Sarah Chiang
883	Caroline Kong
884	Karl Kohl
885	Alexander
886	Mike Palmer
887	Jose Roldan
888	Maria Pescheryakova
889	Steven Gerhardt
890	Al Tatro
891	Miguel Dvid
892	Sheila Fierro
893	Kim Turner
894	Dennis Bosch
895	Calin Chiorean
896	Darren Uyematsu
897	Michael Fetaru
898	Nikola Renard
899	Michael Brenk
900	Alex Emly
901	Kyle Freitas
902	Alexandra Flores
903	Jamelia Davenport
904	Michael Kosidlak
905	Andrea Retana
906	Kathy Wood
907	Dawn Ng
908	Kevin Griswold
909	Andre Flores
910	Judith Gerber
911	Patti O' Reilly
912	Barbara Kelly
913	Mauricio De La Torre
914	Alonso Muñoz
915	Skyler Reynoso
916	William Chuh
917	Lyle Sanders
918	Nedeen Nasser

Submission	Name[1]
919	Ryan Bada
920	Raymond Fisher
921	Michelle Hughes
922	Frank Kraus
923	Sawyer
924	Rudy Onate
925	Micah Alex
926	Shin Furukawa
927	Chau Yang
928	Jeanne Bala
929	Patrice Watanabe
930	Wayne Watanabe
931	Zen Rosenthal
932	Stephen Kawalko
933	Traveion Bell
934	Juan Delgado
935	Victor Alvarado
936	Richard Krason
937	Kevin Chan
938	Andrea Seo Bauer
939	Brian Rodriguez
940	Linda Amato
941	Leroy Jackson
942	Rebecca Poirier
943	L.R. Rowe
944	Janet Dirks
945	Scott Wood
946	Marian Kravitz
947	Shawn Denny
948	Joanne Verespej
949	W. Hamada
950	Steve Oshiro
951	Robin Fields
952	Paul Matsumoto
953	Nicki Noble
954	Craig Kazin
955	Mark Chavez
956	Jahja
957	Reagan Woo
958	Cliff Weinan

Submission	Name[1]
959	Stan Ponegalek
960	David Sakai
961	Pamela Dieter
962	Frieda Wang
963	Allen Triebull
964	Charles Dorsey
965	Robert G. Dye
966	Catherine Clarke
967	Nancy Bridi
968	Beverly Ricketts
969	Juan Cabeza
970	Joyce Henderson
971	Anonymous
972	M. Suarez
973	Lynn
974	David H. Lee
975	Judith Crosby
976	DePland
977	Christopher Caunt
978	Bruce Hamilton
979	Michele Kidman
980	J. Gardinale
981	Robert Allen
982	Steve Marchki
983	Thomas Fukman
984	Duane Sung
985	John Whang
986	Ray Portka
987	Judith Carter
988	Vijenera Joseph
989	Offutt
990	Leroy Kerahen
991	Pablo Delgado
992	Janet Wade
993	Bernadette Kociemba
994	Carl Willison
995	John Choy
996	David Seager
997	Richard Kim
998	Randall Leak

Submission	Name[1]
999	Janet Colmerauer
1000	Mr. & Mrs. Hardin
1001	Elizabeth Evans
1002	Mary Strenn
1003	Fred Missman
1004	Karen Wheeler
1005	Jan & Dan Moorehouse
1006	Rogy
1007	Sandra & Bill Goetz
1008	Robert & Paula Castro
1009	Linda & Thomas Hart
1010	Russ & Triss Stewart
1011	Charles Ford Jr.
1012	James McGee
1013	Barbara Safah
1014	Pauline Acherman
1015	Edith Reid
1016	John De Rago
1017	Judy Douglas
1018	Daniel McKay
1019	Anonymous
1020	Lillian Isobe
1021	David & Diane Brown
1022	Ron & Karen Ury
1023	Mr. & Mrs. Mark Hansen
1024	Anonymous
1025	C. Rauser
1026	Donn Plewes
1027	Jane Kamiya
1028	Frank Mekrut
1029	Elizabeth Higgins
1030	Michael Maiuri
1031	Camille Henderson Cardenas
1032	Loren Heard
1033	Anonymous
1034	Robert and Linda Culpeper
1035	William & Claudia Fischer
1036	Martin & Ann Gallagher
1037	Sheldon Katzer
1038	AJ & Richard Ziman

Submission	Name[1]
1039	David Frazee
1040	Joyce Nagel
1041	Linda Howard
1042	Henry Yee
1043	Nelson Duenas
1044	Theo Misaresh
1045	Resident
1046	William Haffey
1047	Janice Collins
1048	Sherwin Rubin
1049	Noema Lorenzo
1050	Daniel Dalton
1051	Anthony Garcia
1052	Jay Hoffman & Alicia Jacobsen
1053	Kyle Freitas
1054	Terry Masaoka
1055	Eduardo Paiva
1056	Joe Molloy
1057	Fred Won
1058	James Won
1059	Jeff O'Brien
1060	Dolores Merendo
1061	Naeim Soliman
1062	Pozos
1063	Ronald Murakami
1064	Mike Marin
1065	Lisa Chun
1066	Roberta Siegel-Okumura
1067	Sara
1068	Noreen Tsumaki
1069	Gabriel Catalogne
1070	Bryan Thompson
1071	Shiv Murti
1072	Roxanne Morrow
1073	Tim Knerr
1074	Deborah Comstock
1075	Theresa Barke
1076	Dorothy Derricks
1077	Arthur Oshiro
1078	Scott Bauer

Submission	Name[1]
1079	Frank R.
1080	Judy Tizon
1081	Romanelli
1082	Sylvia S.
1083	Claudia Brubaker
1084	Amjadi's
1085	Nancy Taneka
1086	Mary & Alan Shadbourne
1087	John McGee
1088	Fred Wolfe
1089	James Bailey
1090	Kelly Hartman
1091	Georgia Williams
1092	Robert Hernandez
1093	Ray Karimoto
1094	Melody Knerr
1095	Karen Currey
1096	Lori Yamasaka
1097	Niparpon Johansen
1098	Marciano Saldana
1099	Hamin
1100	Moien Bigdeli
1101	Allegra DeMott
1102	Deb White
1103	Kevin White
1104	Sherry Roberts
1105	Tyler
1106	Charles Osborne
1107	Moss Misiaszek
1108	Leo Tsai
1109	John VanderVennet
1110	Tobeylynn Birch
1111	Ed De La Cruz
1112	Hector
1113	Johnson
1114	Victoria Nagano
1115	Travis Wilmer
1116	Bob Kelchner
1117	James Knerr
1118	Steph Knerr

Submission	Name[1]
1119	Jules Rivers
1120	Bill & Elaine McMullen
1121	Steven Dewberry
1122	S. Zirkes
1123	John Schlosser
1124	David Smith & Guadalupe Vicon
1125	Jiteshkumar Patel
1126	David Placenti
1127	Anonymous
1128	Abir Chakraborty
1129	T.B.
1130	Roxanne Griffin
1131	Linda Brown
1132	Mitchell Morgan
1133	Joseph Gualtiere
1134	JoAnn Cope
1135	Elena Castillo
1136	John Heins & Yvonne Vanherk
1137	W. Calzadella
1138	Barbara Varou
1139	Marcia & Wilma Noboa
1140	Michael J. Gibson
1141	Patty Nishi
1142	Young Cheng
1143	Anonymous
1144	Mary H. Peters
1145	Eloise & Pat Shea
1146	Michael Streibig
1147	Carter V.
1148	Kent Hori
1149	Janis Berges
1150	Sandra Parvis
1151	Tom Onalfo
1152	Patricia Roderick
1153	Tom & Eileen Pontius
1154	Anonymous
1155	Robert Krauss
1156	Joseph Palsulich
1157	Pat & Mitchell Janson
1158	Wayne A. Holman

Submission	Name[1]
1159	F. Momohara
1160	Simeon Smith
1161	Pete & Mary Eliopulos
1162	Allison Fuentevilla
1163	Anonymous
1164	Katsuaki Matsuda
1165	Anthony Galante
1166	C.A. Turner
1167	Winnie C. Stanfield
1168	Nely Go
1169	Lorette Muchmore
1170	Virginia Nelson
1171	Mark Dunn
1172	Wayne Mityoshi
1173	Linda J. Muir
1174	Suwannee Adomien
1175	Jon M. Ziegler
1176	Michael Dillenback
1177	Patricia Miyoshi
1178	Rajeswari Gounder
1179	Julie Snakenborg
1180	C. Bedrossian
1181	Dario M. Chavez
1182	Gloria Londono
1183	Alvaro Lopez
1184	Vincent Deneux
1185	Tony Yang
1186	Charles Delio
1187	Tim
1188	Sarah Winfrey
1189	Young-Joon Mok
1190	Isabel Douvan
1191	Melanie White
1192	Timothy Ma
1193	Irene Ma
1194	Matteo Interlandi
1195	Mohamed Fassy Jayah
1196	Abdulvahob Nabiev
1197	Alan Kita
1198	Charles Wilson

Submission	Name[1]
1199	Dawn Kita
1200	Xianming Liu
1201	Donna
1202	Kevin Hetrick
1203	Avelina Daum
1204	Mark Nakano
1205	Nelson Wong
1206	Catrice Nakamura
1207	Jack L.
1208	Alkistis Tsitouri
1209	Kelly Lowe
1210	Laura Harder
1211	Kandi Hsin
1212	Jeff Patton
1213	Lin Van Gelder
1214	James Van Gelder
1215	Jan-Michael Sanchez
1216	Emilie Hunter
1217	Pat Leighton
1218	Abraham Que
1219	Paul Yamada
1220	Celia Lee
1221	Kaiulani Lie
1222	Ernie Roberts
1223	Daniel Will
1224	Brian Quinn
1225	Gregg DeNeui
1226	Jimmy Gow
1227	Rhonda McNeil
1228	Kimberlee Ann James
1229	Jackson N. Henry
1230	Brian Getchius
1231	Eric Chen
1232	Mike Selfridge
1233	HL
1234	Michael Dillenback
1235	Patricia Miyoshi
1236	Christopher Rutte
1237	Richard Long
1238	Enrique Garcia

Submission	Name[1]
1239	Louis Quaglietta
1240	Catherine Emerson
1241	Jerri Holmgren
1242	Charles A. Pineros
1243	Ruth Ann Gray
1244	Harder Munro
1245	Terry Engle
1246	DJ Ponder
1247	Marilyn Deborah Maxwell
1248	Russell Tsuji
1249	Earl Nolan
1250	Alfred Jung
1251	Mariana Amezcua
1252	Se Hyun Sung
1253	Bonnie Inskeep
1254	Michael J. Gibson
1255	Jerry Armstrong
1256	Michael Hart
1257	Y. Mcleod
1258	Jessie Lee
1259	Jungok
1260	Keith Herbers
1261	Charles Diehl
1262	Cuna Chona
1263	Mark Williams
1264	Shankar Pachari
1265	Ron Sapp
1266	Jim Childers
1267	Rebecca Tubbs
1268	Gabriel Ponciano
1269	Steven Lindsey
1270	Albert Castro
1271	Josh Standifer
1272	Owen
1273	John Stanton
1274	Brendon Reyell
1275	Dale Case
1276	Kathy
1277	E. Atkins
1278	Jason T. Tam

Submission	Name[1]
1279	Marc Lawrence
1280	Michael Wermers
1281	Alexandros S. Martinez
1282	Diana Davis
1283	Bryan
1284	Perry Shields
1285	Daniel
1286	Virginia Darnell
1287	Tejas Parmar
1288	L. Nakashima
1289	Dave & Rena Hayami
1290	Swee Woo
1291	Robert Boiles
1292	Jeff Wong
1293	Larry Turgeon
1294	Jose Dennis Alabaso
1295	Anonymous
1296	Sean Murphy
1297	Ton-Ming Chieh
1298	Benito Miranda
1299	Anonymous
1300	Steven Chamberlain
1301	Bonnie Van Alphen
1302	Anonymous
1303	Noriko Fujita
1304	Harry & JoAnn Ross
1305	Susan Lamotte
1306	Joseph A Spilka
1307	Michael Stull
1308	Ron Botelho
1309	Mr. & Mrs. Aguiar
1310	D. Fisher
1311	Chih Chang
1312	Anonymous
1313	Everett Kirsch
1314	Kikuchi Family
1315	Donald Nakamoto
1316	Beverly Findley
1317	Edmund & Kerry Cababa
1318	Mrs. Deborah DeLoud

Submission	Name[1]
1319	Craig Scdoris
1320	Lynn Shirvandehi
1321	Bernas
1322	Dianne & Jerry Baltz
1323	Jenny Sakamoto
1324	Timothy McAkee
1325	Anonymous
1326	Janet Sieffert
1327	Fedrick A. Mohit
1328	Tim Calkins
1329	Oliver King
1330	T. Elder
1331	Helen Itabashi
1332	Susan Hale
1333	Francesco Aiello
1334	JoAnne Naka
1335	Sharon I.
1336	L. Hawkes
1337	Jullie Tuttle
1338	Ros Barry
1339	Cheryl Petrucelli
1340	Kevin Brown
1341	Richard Rudshagen
1342	Gerri Yarborough
1343	J. Myatt
1344	Dawson J.
1345	Michael Lituin
1346	Judith Shoemaker
1347	Don White
1348	Wilmes LLC
1349	Priscilla Sena
1350	Scott Tan
1351	Laurie Lehmer
1352	John & Emeli Anagnost
1353	Susan Gibson
1354	Anonymous
1355	Terrian Ferren
1356	D. Weirick
1357	Concerned Citizen
1358	Ray K

Submission	Name[1]
1359	Michael Mitani
1360	Richard Beaver
1361	Anonymous
1362	Sudduth
1363	F. Ron
1364	Anonymous
1365	Richard Foryell
1366	Charles Bauman
1367	F. Blaek
1368	Barry Buth
1369	Shirley Mitchell
1370	Vicki Smith
1371	Mrs. David C. Dupuls
1372	Karen Robinson
1373	Rick & Lori Kamrath
1374	Member of Madrone Homeowner Assoc.
1375	Vicke Wallace
1376	Kathleen Kenny
1377	J. Armandores
1378	Anonymous
1379	Anonymous
1380	Anonymous
1381	James Lews
1382	Anonymous
1383	Ernest Yuska
1384	Jon R.
1385	Carol Vega
1386	Leanna Smith
1387	Sharon L. Guzman
1388	Debre Cowrin
1389	David Ortiz
1390	Monica Steele
1391	M. Page, LCSW, BCD
1392	Judith Lanfried
1393	Miriam Lengle
1394	Carolyn Lewis (Trustee for Althea Boehm)
1395	Craig Stanton
1396	Sherry Roberts
1397	T. Fox
1398	Sofia

Submission	Name[1]
1399	Glass
1400	Mark and Diana
1401	Linda Mandel
1402	Paul Halpern
1403	Katherine McKinney
1404	Keith Lee
1405	Ismat Madhani
1406	Kevin Morrow
1407	Fred M. Gravett
1408	Robert Tashiro
1409	Ryan Moon
1410	Cynthia Angel
1411	Bob Habel
1412	Charlene Rhodus
1413	Michael Mahkorn
1414	Kirk Jensen
1415	Lonnie Nakasone
1416	Christian Chlup
1417	Robin Eisenberg
1418	Daniel Evans
1419	Robert Feldman
1420	Yogesh Patel
1421	Brandon Beers
1422	Lesli Curry
1423	Shatiana Bedgood
1424	Dave Sato
1425	Gary Hawkins
1426	Simon Hsu
1427	Michael McGee
1428	Wayne Chen
1429	K. Sinn
1430	Adair Johnson
1431	Walt Lapovich
1432	Rajakumar Ganesan
1433	Angeline Diana Velu
1434	Tim Mochizuki
1435	Roxanne Morrison
1436	Nick Morrison
1437	Sandy Kast
1438	Sam Lee

Submission	Name[1]
1439	Erika Magana
1440	Ronald Cline
1441	Christopher J. Spitzer
1442	Janet Closs
1443	Dr. Eric Homier
1444	Scott Roberston
1445	Franco Macchia
1446	Anjali Bhardwaj
1447	Carol Gilles
1448	Marcus
1449	Allison Madrid
1450	Benjamin Madrid
1451	Emilio Moyers
1452	Jim Steenhoek
1453	Huali Tian and Philip Harris
1454	James Kinnings
1455	Bill Tymczyszyn
1456	Stanley Paez
1457	Stanley Paez
1458	Marilyn Rafkin
1459	Bryon Sargent
1460	Louis Lansang
1461	Michele Smith
1462	Eileen Dann
1463	Cynthia Baran
1464	Darren Bracken
1465	Cheryl Neese
1466	Ken Yang
1467	Johnny Rodriguez
1468	Grace Eze
1469	Debby Zagorin
1470	Marshall Holladay
1471	Kathryn Wathen
1472	U.A. Garred Sexton
1473	Erika Gara
1474	Norris Blake
1475	N.
1476	Victor Kiuhan
1477	Gary Sisson
1478	Cynthia Benon

Submission	Name[1]
1479	Dan
1480	Chris Jenne
1481	Steve
1482	Huong Do
1483	Kazuhiro Tominaga
1484	Don Hanson
1485	Mohammad Sarfaraz Siddiqui
1486	Dawn Ng
1487	William M. Weed
1488	Denise Weed
1489	Thomas N. Bailey
1490	Zubair
1491	Evelyn Kelly
1492	Wayne Nakatsu
1493	Ron Kawasaki
1494	Isabel Balboa
1495	Lee Huniu
1496	Derrick Yamauchi
1497	Diana Yamauchi
1498	Gary Motowaki
1499	Michael Hikido
1500	Jaycob
1501	John V. Shaw
1502	Cecelia Ruiz
1503	Lauren Lopez
1504	Barbara Asada
1505	Todd Zylman
1506	Dweejal Torado
1507	Dorota Wiercinska
1508	Sean O'Connell
1509	Linh Tu
1510	Judy Chai
1511	Pei Shao
1512	Traci Barr
1513	Michael Van Dyke
1514	Amber
1515	Benjamin
1516	Anna Silhavy
1517	Mika Yukimura
1518	Mauricio Padillo

Submission	Name[1]
1519	Sandhya Pathak
1520	Monique Sharf
1521	Nicole Cerveaux
1522	Ray Licon
1523	John Alter
1524	Chris Alter
1525	Myra Masuyama
1526	Sylvia Wagner
1527	Tina Wu
1528	Nancy Carr
1529	Natalie Brecher
1530	Sandeep Pangala
1531	Gina Gualtiere
1532	Russel Lear
1533	Michael Hering
1534	Nicholas M. Garcia
1535	Clifford Yamamato
1536	Kathy Yandell
1537	Vicki Momary
1538	Michael Bawolski
1539	Bob D. Turnball
1540	Fred Deninger
1541	David W. Tressel
1542	Marsha Kraus
1543	Cyndi & Michael Runyan
1544	Jeffery Ly
1545	Karyn Campbell
1546	Michael Navarrete
1547	Onofre Ramirez
1548	John
1549	Kristina Nakao
1550	Jean Garcia-Gomez
1551	Ingrid Aquino-Gomez
1552	Christopher Olsen
1553	Eric Loew
1554	Glenn Murakami
1555	Dory Ann Volpe
1556	Diana
1557	Jeff Pierce
1558	Sharon Obatake

Submission	Name[1]
1559	Steve Harmon
1560	Lilian Harmon
1561	Jonathan Harmon
1562	Wendy Ito
1563	Eric McLeod
1564	Yuji Kato
1565	Eric Hambly
1566	Alexis Hambly
1567	Giselle L. Henry
1568	Alison & Michael Kasterko
1569	Gary Nakamura
1570	Robert Munoz
1571	Hakjoon Song
1572	Jongmi Kim
1573	Peter Farb
1574	Rod Royales
1575	Dena Bialick
1576	C.B.
1577	Krishna Kallury
1578	Rebecca Ward
1579	Martin Gutierrez
1580	Brian Gillman
1581	Jeff Etheringtin
1582	Angela Stark
1583	Steven Birenbaum
1584	Eileen
1585	Ryan
1586	Mark Kohagura
1587	Andrea Korntheuer
1588	Dori
1589	Michael Powe & Barbara Dyer
1590	Kelly L. Dewing Wedel
1591	Fernando
1592	Jafet Rosado De Van
1593	Carolina Olaya
1594	Maria Brown
1595	Steven Rosales
1596	Kevin Knapp
1597	Michele Starkey
1598	Jackie

Submission	Name[1]
1599	Paul
1600	Kathleen Franczak
1601	Jenny Lee
1602	Nitin Dua
1603	Nolan Miya
1604	Thomas W. Broyles
1605	Nes Banta
1606	Michael Flynn
1607	Adam Reed
1608	Brandon Foster
1609	Matthew Lin
1610	Steven Deuel
1611	Kyle Richardson
1612	Donald Isozaki
1613	Jon Roberston
1614	Garrick McLaughlin
1615	Ron Carroll
1616	Al Stahl
1617	Mark Kimura
1618	Lia
1619	Richard Reinhardt
1620	George Pimental
1621	James Hallman
1622	Annette Porter
1623	Patrick Porter
1624	Robert Suyehara
1625	Norig B. Karakashian
1626	James Thistle
1627	Sandra Radford
1628	Madu Chanani
1629	Katerina Yu
1630	Adeline Chappell
1631	Ben Gunter
1632	Yacgley Valdes
1633	Current Resident
1634	Seema S. Turner
1635	Amy
1636	Kimberly Wimmer
1637	Joel Carlson
1638	Drew Hettinger

Submission	Name[1]
1639	Marlena Allen
1640	Lisa DiFranco
1641	J. Imai
1642	Max Huang
1643	Andrew Zakim
1644	Daivid Gutierrez
1645	Geri Harmon
1646	Tanya Sue Cyre
1647	Sarah Huante-Bimat
1648	Ed Tobias
1649	Jan Tobias
1650	Isabel Torres
1651	Paul Hutchins
1652	John Phillip Van Deusen
1653	Karne Holley
1654	Lisa Li
1655	Lois & Ron Jones
1656	Phil Hong
1657	Randy Garrett
1658	Maya Yanez
1659	Judith Gerber
1660	Michael and Nancy Bergan
1661	Richard Leroy Lujan
1662	Stephanie Seki
1663	Andrew Maxwell
1664	Leah Glavan
1665	Jawad Jilani
1666	Nancy Gutierrez
1667	Priza Castro
1668	Christos Sbarounis
1669	Jonathan Turcios
1670	Sumit Kalra
1671	Deborah Wearn
1672	Mitch Koch
1673	Steve Dillow
1674	DarLynn Nemitz
1675	Jay Kim
1676	Erik Aguillon
1677	Scott Fukuda
1678	Connie Noehren

Submission	Name[1]
1679	Libra Washington
1680	Lily Lau
1681	Ana Sorto
1682	Badrinath Ramamoorthy
1683	Yi Chen Pao
1684	Estela Lopez
1685	Alissa Pappadake
1686	Jeff Hovsepian
1687	Emanuel Rodriguez
1688	Kathy Miya
1689	Ben Nye
1690	Layne Sakamoto
1691	Jose Dennis Alabaso
1692	Molly
1693	Matthew J. Davis
1694	Jon Robertson
1695	Michelle
1696	Esther
1697	Patrick Llorens
1698	James Kotecki
1699	Mary Kotecki
1700	Karen Blanchard
1701	Miguel A. Perez
1702	Michael Guzman
1703	Fred Moseley
1704	Richard Rodriguez
1705	Maria Gordon
1706	Constance Reynolds
1707	Joseph Yamashiro
1708	Lisa Scherer
1709	Carlos Delgado
1710	Ryan Shiroma
1711	Tony & Karen Herrada
1712	Katie Pandolfo
1713	Graham DesErmia
1714	Trang Le
1715	Gianna Valenzuela
1716	Carol Erickson
1717	Brad Aniya
1718	Yukihisa Aokusa

Submission	Name[1]
1719	Lisa Barry
1720	Eileen Jaynes
1721	Deborah Pasienski
1722	Harry Yee
1723	Mamatha Amrutham
1724	Jennifer Bullivant
1725	Edwin Rosas
1726	Maria Alarcon
1727	GN
1728	James Baker
1729	Heng Baker
1730	Brad Shimbukuro
1731	Melanie Dreike
1732	Jackie Eckland
1733	West Torrance Homeowners Association
1734	Fink Family
1735	Cori Talbot
1736	C. Henderson
1737	Gary Tani
1738	Margaret Heflinger
1739	Michael A. Serufine
1740	Donald Heflinger
1741	Dennis LoPiccolo
1742	Florence Tebbets
1743	Eric Homier
1744	Bruce Lagarte
1745	Irene Griffith
1746	Emily Durbin
1747	Carol Booser
1748	Gary Maclean
1749	Pam Combar
1750	Harumi Nishikan
1751	Douglass Coreas
1752	Tom O'Neill
1753	Janet Sue
1754	Patricia Carlini
1755	The Browns
1756	Franco & Kim Reitz
1757	Geoffrey M. Helfer
1758	Ophelia Biomort

Submission	Name[1]
1759	Frank Kraus
1760	Jerry Morrison
1761	Seok Jong Lim
1762	Juno & Ethel Uyematsu
1763	Louis V Martel
1764	Alan Sarkisian
1765	Dana LaRoche
1766	William Nichols
1767	Steven Sack
1768	Eric Orchard
1769	Lisa Loewner
1770	Merry Passage
1771	Chuck Salisbury
1772	David Burrows
1773	K. Nelson
1774	Joe & Mary
1775	Camillia Lee
1776	B. O'Brien
1777	Lisa Pedion
1778	Kathy
1779	James Cook
1780	Nancy Fengler
1781	H. & J. Taga
1782	Susan Ludwig
1783	Anonymous
1784	Geoff Guerrero
1785	Christine Brenk
1786	Michael Brenk
1787	Madison Brenk
1788	Diana L. Seyb
1789	Michael Brenk
1790	Jane Readeur
1791	Thomas Penland
1792	Timothy Cunningham
1793	Ted Potcovaru
1794	Eric Caro
1795	Allen Perlstein and James Goodrich
1796	William Champlin
1797	Victoria Fox
1798	James Vaughan

Submission	Name[1]
1799	Henry Martinez
1800	Mike Madrigal
1801	David Sanders
1802	Margaret Kline
1803	Sue Walters
1804	Kelly Wu
1805	Eva Wuertz
1806	Kurt Michel
1807	Jose Dennis Alabaso
1808	Lisa Whitfield
1809	Sandra Schreyer
1810	Han Wen Tsao
1811	Dan Croituro
1812	Tana Rice
1813	Grace Weltman
1814	Nancy Wilcox
1815	Milton Aineruhanga
1816	Marco
1817	Stefan Eckland
1818	David DeWitt
1819	Masaru Iwanaga
1820	Susan Eriksen
1821	Leslie Chavez
1822	Sandra Yoshioka
1823	Patty Zaremski
1824	Cristian Guerrero
1825	Kent Oliver
1826	Brad M.
1827	Wolfgang Fengler
1828	Bexsi Fujiwara
1829	Linda & David Ortega
1830	Karl D. Albert
1831	Adrianne Luther
1832	Brenden Baltimore
1833	Mr. James T. Wright
1834	Christopher J. Pon
1835	Anonymous
1836	Robin Solomon
1837	Mr. Richard Smisek
1838	N. Maloney

Submission	Name[1]
1839	Luis Garcia
1840	Irene Brucks
1841	Marianne Moscynski
1842	Jane K. Hashimoto
1843	George Williams
1844	Bill Sorosky
1845	Joseph Palsulich
1846	Sung J. Hong
1847	Linda Zelk
1848	Kathy H. Ujiiye
1849	Anonymous
1850	Anonymous
1851	Keith
1852	Mr. & Mrs. William B. Campbell
1853	Jaclynn Miller Madoni
1854	Jennifer Silver
1855	Judy & Bob June
1856	Carol Campbell
1857	Mary Hileman
1858	Patricia Westfahl
1859	Zlatan Sehovic
1860	Nancy Brock
1861	Maureen Wilson
1862	Mrs. Dana Chambers
1863	Keiko Kono
1864	Genie Valdez
1865	Randy Degasperin
1866	Kristen Papac
1867	Celia Caampued
1868	Gary E. Kaloostian
1869	Harry A. Bellows III
1870	Michael Goguen
1871	Maurine Swilley
1872	Harold Jason
1873	Samuel Gnerre
1874	Anonymous
1875	Carol Halfabe
1876	John Warren
1877	David Oster
1878	Bill & Fran Arrowsmith

Submission	Name[1]
1879	Linda Jung
1880	Beverly A. Borton
1881	Danelle Berch
1882	Fazlo Ebder
1883	Randy & JoanAnn Hart
1884	Kerry Croucer
1885	Sam Marteland
1886	Joann & Mike Tripp
1887	Gail Serrano Vasquez
1888	Mr. Gary McKenzie
1889	Chris Tam
1890	Arelen Dubas
1891	Kit Chan
1892	Tomi Kawasaki
1893	Leonard Zak
1894	Denny Hallmark
1895	Peter Gregoris
1896	Michele Urbina
1897	Shoreh Zareh
1898	Ann Clark
1899	Heather Albright
1900	X
1901	Hanif Haji
1902	Oluyinka Sorunke
1903	John Usui
1904	Robert Jung
1905	Brandon Folkman
1906	Samanth Folkman
1907	Ralph
1908	Christine Tokunaga
1909	Cynthia Kringen
1910	Isaac Ng
1911	Mahesh Tyagi
1912	Rajani Patel
1913	Vinh Cam
1914	Lori Bowker
1915	Daniel Bowker
1916	Elle Tran
1917	Cynthia A. Lim
1918	Sam

Submission	Name[1]
1919	Rachel LaCoe
1920	Melissa Brymer
1921	Potato Jim
1922	Frank Putz
1923	B. Stacy
1924	Rebecca Poirier
1925	Marian Eskander
1926	Linda Holliday
1927	Cheng-Wen Huang
1928	Jenifer Roberts
1929	Lauren Faith Niro
1930	Linda Hurnbeck
1931	John Carter
1932	Frank Yanai
1933	James C. Reidy
1934	Lilia Lucero
1935	Sally Matsumoto
1936	Gus Mesch
1937	Thomas & Cheryl Lenahan
1938	Douglas Lowder
1939	Dorcas Huang
1940	Richard Astin
1941	R. Parke
1942	Mr. Kenneth F. Darr
1943	Bryan Griebenow
1944	Bruce Pettingale
1945	Patrick Healy
1946	Mark Nelson
1947	Holly Osborne
1948	Jennifer L. Dodge
1949	Ray Hollar
1950	Ray Hollar
1951	Margie Alexander
1952	Janice Tanabe
1953	Monique Negrete-Mitchell
1954	Gianna Mitchell
1955	Jan Kurth
1956	Marie Puterbaugh
1957	Maria Savage
1959	Mike

Submission	Name[1]
1960	Ray Hollar
1961	Kylee Kirby-Smith
1962	Janice Tanabe
1963	Colleen Villegas
1964	Armando Vicente
1965	Ana Maria Houck
1966	Sirley Cuevas
1968	Nancy Skiba
1969	Mike Kim
1970	Mark Nelson
1971	Jiri Samuel
1972	Jiri Samuel
1973	Jan Kurth
1974	Michael Cowan
1975	Kelly F.
1976	Jay Gould
1977	Jay Gould
1978	Mark Car
1979	Stable
1980	Teresita Gonzales
1981	Lyuamila Gurevich
1982	Anne and Steve Granick
1983	Ralph Giordano
1984	Ricardo Gonzalez
1985	R. Yanase
1986	Ana Sofia Chappeton
1987	Grant Glazebrook
1988	Jason MacDonald
1989	Anonymous
1991	Holly Osborne

[1]Some names and comments were transcribed from handwriting using the transcriber's best judgment and corrected by Metro in the responses to comments when known to be incorrect.

Table 5.1-4: Comments Received During Draft EIR Comment Period Public Hearings

Submission	Name[1]
PH1	Armando Vicente
PH2	Josh Standifer
PH3	Craig St. John
PH4	Kevin Mitchell
PH5	John Schreiber
PH6	Chelsea Schreiber
PH7	Lena Pullen
PH8	Eric Hermelin
PH9	Barry Ogle
PH10	Angelica Vicente
PH11	Rhonda Hofmann Gorman
PH12	Ted Hofmann
PH13	Doris Hofmann
PH14	Robert Pullen Miles
PH15	Pat Nichols
PH16	Denise
PH17	Andrew Wang
PH18	Rick Gould
PH19	Josh Standifer
PH20	Maria Francis
PH21	Marvin Francis
PH22	Tom Wooge
PH23	Fred Sadegh
PH24	Abby Sahjari
PH25	Kehla Guirguis
PH26	Safah Guirguis
PH27	Lena Pullen
PH28	Angelica Vicente
PH29	Armando Vicente
PH30	Brandon Vickers
PH31	Sean Moore
PH32	Jonathan Shultz
PH33	George Gale
PH34	Raul Moratto
PH35	Ted Hofmann
PH36	Amy Lacoe
PH37	Kim
PH38	Marianna Carlton
PH39	Mike Gallin

Submission	Name[1]
PH40	Ray Hollar
PH41	Ted Hofmann
PH42	Lama Barikhan
PH43	Samsung
PH44	Lama Barikhan
PH45	Kim
PH46	Mike Gallin
PH47	Becky Sitton
PH48	Nancy Cline
PH49	Kim
PH50	Rupesh
PH51	Ted Hofmann
PH52	Kim
PH53	Rupesh
PH54	Ted Hofmann
PH55	Kevin McKenzie
PH56	Ray Hollar
PH57	Amy Lacoe
PH58	Traber Schroeder
PH59	Pam Combar
PH60	Nathan Koller
PH61	Bill Lingar
PH62	Kimberly Gillen
PH63	Aram Chaparyan
PH64	Robin Willinis
PH65	Michael Kim
PH66	Ted Hofmann
PH67	James Eckland
PH68	George Gillen
PH69	Patti Giglio
PH70	Bettina Osten
PH71	Milan Matsumoto
PH72	Robert Acherman
PH73	Thomas Dorsey
PH74	Kyle Brubaker
PH75	Massima Darom
PH76	Paul Miller
PH77	Michelle Bonnee
PH78	Monica Sweet
PH79	Kim Turner

Submission	Name[1]
PH80	Holly Osborne
PH81	Ray Hollar
PH82	Ted Hofmann
PH83	John Schreiber
PH84	Donald Szerlip
PH85	Jennifer Dodge
PH86	George Gillen
PH87	Erik Ore
PH88	Kimberly Gillen
PH89	David Zappacosta
PH90	Kevin Mitchell
PH91	Niki Negrete-Mitchell
PH92	Candice Nafissi
PH93	Michelle Lopez
PH94	Cindy Lederman
PH95	Lucas Love
PH96	Mike Garland
PH97	Colleen Villegas
PH98	Michael Kim
PH99	Paige Kaluderovic
PH100	Jill Love
PH101	Jerome Chang
PH102	Ted Hofmann
PH103	Bob Pinzlon
PH104	Julie Iffland
PH105	John Hough
PH106	G. P. Sudduth
PH107	Niki Negrete-Mitchell
PH108	Holly Osborne
PH109	Lara Duke
PH110	Jan Kurth
PH111	Shelby Michael
PH112	Kimberly
PH113	Holly Osborne
PH114	Chelsea Schreiber
PH115	Zein Obagi
PH116	Kim Binegar
PH117	Mark Cole
PH118	Kimberly
PH119	Kim Turner

Submission	Name[1]
PH120	Massima Daroui
PH121	Doug Boswell
PH122	Ray Hollar
PH123	Niki Negrete-Mitchell
PH124	Jennifer Dodge
PH125	Zein Obagi
PH126	Doug Boswell
PH127	Mary Smiley
PH128	Ray Hollar
PH129	Corey Cardinal
PH130	Lisa Francis
PH131	Ted Hofmann
PH132	Doris Hofmann
PH133	Michael Kim
PH134	Glen Brackenridge
PH135	Sirley Cuevas
PH136	Laura Thomas
PH137	John Richards
PH138	Holly Osborne
PH139	Ted Hofmann
PH140	G. P. Sudduth
PH141	John Schreiber
PH142	Catherine Boll
PH143	John Richards
PH144	Joanne Doram
PH145	Corey Cardinal
PH146	Massima Daroui
PH147	Terri Thomas
PH148	Craig St. John
PH149	Holly Osborne
PH150	Rose Rodriguez
PH151	Ray Hollar
PH152	G. P. Sudduth
PH153	Michael Kim
PH154	Doris Hofmann
PH155	Rose Rodriguez
PH156	Mary Smiley
PH157	Lisa Francis
PH158	Bernadette Suarez
PH159	Sean Moore

Submission	Name[1]
PH160	Pat Kearny
PH161	John Richards
PH162	Rose Rodriguez
PH163	Ted Hofmann

[1] Names and comments were transcribed by a professional court reporter; names were spelled using the transcriber's best judgment and corrected by Metro in the responses to comments when known to be incorrect.

5.2 MAJOR TOPICS RESPONSES

Several comments received on the Draft EIR addressed the same key topic areas and raised recurring themes. To provide a robust response to these frequently raised topics, major topic responses are provided here. While some of the topics discussed are not environmental topics under CEQA, they are covered here for informational purposes.

5.2-1 MR-1: Selection of Alternatives

Previous Planning Studies

Metro has been exploring options for transit service along the Metro-owned right-of-way (ROW) for several decades. Metro purchased the Harbor Subdivision from the precursor to the Burlington Northern Santa Fe Railway (BNSF) in the early 1990s. In 2009, Metro prepared an alternatives analysis that studied the potential for transit service along all or portions of the Metro ROW and identified the segment between the Redondo Beach (Marine) Station and the Torrance Transit Center as the highest priority project. Since then, several alignments and alternatives have been studied. The 2018 Supplemental Alternatives Analysis Report recommended two alignments to be carried forward into environmental analysis: the Metro ROW and the Hawthorne Boulevard alignments.

Draft EIR

After public scoping in 2021, an additional trench alignment option along the Metro ROW was added to the environmental study and included in the Draft Environmental Impact Report (EIR), in response to community input. The Draft EIR analyzed the Proposed Project, which is an Elevated/At-Grade Alignment within the Metro ROW, as well as a Trench Option and Hawthorne Option for the segment north of 190th Street. South of 190th Street, all alignments are the same and terminate at the Torrance Transit Center. In accordance with CEQA, the Draft EIR also analyzes a reasonable range of CEQA alternatives, including a No Project Alternative and two potentially feasible build alternatives – the High Frequency Bus Alternative and the 170th/182nd Grade-Separated Light Rail Transit Alternative – which were developed to substantially lessen or avoid significant project-related impacts, while still meeting most of the project's basic objectives.

Engagement & Community Input

Metro's commitment to meaningful community engagement has been central to the development of the project and to the process of shaping staff recommendations for the Locally Preferred Alternative (LPA). Metro has conducted extensive community engagement, both in person and virtually, throughout the environmental review process. Efforts to share information about the project included videos, interactive websites, and public meetings and briefings. Metro also actively gathered local feedback by conducting neighborhood walks and transit rider intercepts, listening to concerns, and responding to questions. All feedback was documented for transparency, and summary reports are available on Metro's project website.

Through these discussions, Metro staff found that attendees placed significant emphasis on protecting greenspace, ensuring safety for children and families walking and cycling in neighborhoods, and supporting greater access to economic development within the South Bay. The feedback from this engagement demonstrated strong community support for a rail extension to Torrance.

Public comments on the Draft EIR raised several key concerns, including noise from light rail trains and equipment near homes, safety concerns related to light rail trains crossing streets where residents – particularly school children – walk, potential delays to emergency responders caused by at-grade light rail crossings, and noise, vibration, and safety concerns regarding shifting existing freight tracks closer to

homes, including Breakwater Village, a senior living community adjacent to the Metro ROW. In addition to input from local residents, Metro received a recommendation from the California Public Utilities Commission (CPUC), which is a Responsible Agency for the project.[1] The CPUC recommended that Metro grade separate 170th and 182nd Streets due to the increased frequency of train activity at the two proposed light rail crossings and their close proximity to elementary schools within residential neighborhoods.

Selection of the LPA

Based on this extensive public engagement and input, Metro staff recommended that the Metro Board of Directors (Metro Board) select the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the "Hybrid Alternative," as the LPA. At the May 23, 2024 Regular Board Meeting, the Metro Board adopted staff's recommendation and selected the Hybrid Alternative as the LPA. Being identified as the LPA means that the design of the Hybrid Alternative has been refined and advanced in the Final EIR. However, the other options and alternatives studied in the Draft EIR remain under consideration, and the final decision on the project will not be made until after the Final EIR is issued and the Metro Board holds a final public meeting on whether to certify the Final EIR and approve the project, including any of the options or alternatives evaluated in the EIR.

Responding to Community Concerns

The LPA addresses many of the public's concerns by eliminating the two at-grade light rail crossings by placing the light rail tracks below grade at 170th Street and 182nd Street. This, in turn, eliminates the Elevated/At-Grade Alignment's potentially significant and unavoidable noise impact caused by light rail crossing gate bells. It also avoids any potential for delays to emergency responders and prevents conflicts between light rail trains and pedestrians and cyclists, including along school routes. The LPA also avoids the construction-related significant impact to air quality generated by the Trench Option, which, if constructed, would require extensive excavation and truck hauling to remove soils. For the LPA, trench excavation would be limited to the two areas where short trenches would be constructed to grade separate 170th and 182nd Street. Relative to the Elevated/At-Grade Alignment, the LPA also eliminates the need to build a new freight bridge over Grant Avenue and avoids shifting the existing freight track closer to homes south of Artesia Boulevard, including Breakwater Village.

Similar to the Elevated/At-Grade Alignment and the Trench Option, construction of the LPA would be largely confined to the Metro ROW, which minimizes the real estate acquisitions needed to construct and operate the project north of 190th Street associated with the Hawthorne Option. The LPA identifies up to four non-residential parcels as permanent full acquisitions to locate Traction Power Substations (TPSS). Like the other alignments studied in the Draft EIR, the LPA is designed to avoid displacement of residents. The LPA would result in a construction duration approximately one year longer compared to the Elevated/At-Grade Alignment, but the overall construction duration would be within the five-to-seven year construction schedule range described in the Draft EIR.

The LPA is projected to attract about 4,690 new riders and 11,500 total daily project trips by 2042 (which also applies to the Elevated/At-Grade Alignment and Trench Option). Further, the LPA's projected cost of $2.23 billion (as estimated in 2022) is significantly lower ($730 million less) than that of the Hawthorne Option. For more information, see MR-21: Cost Estimates and Schedule.

[1] Under CEQA, a "Responsible Agency" is any public agency, other than the Lead Agency, that has discretionary approval power over a portion of the project (CEQA Guidelines Section 15381).

Challenges Related to Hawthorne Option

As noted in the May 23, 2024 Metro Board Report,[2] where the Metro Board voted to select the LPA, the Hawthorne Option presents several challenges for construction and implementation. It would require encroachment into Caltrans ROW and additional federal environmental clearance under the National Environmental Policy Act (NEPA), which could extend the project schedule by two to four years. Construction along Hawthorne Boulevard, which is a major regional thoroughfare with approximately 70,000 daily trips, would include lane closures and parking loss, which would exacerbate existing traffic congestion locally and across the South Bay during an extended five-to-seven-year construction period.

Approximately 170 commercial properties abut the Hawthorne Option, which serve approximately 350 businesses. The Hawthorne Option would require the greatest number of property acquisitions and result in the highest number of business displacements among the options studied. As identified in the 2023 Real Estate Acquisitions Report[3], the Hawthorne Option would require permanent full acquisition of seven commercial parcels and permanent partial acquisition of five commercial parcels north of 190th Street. Major utility relocations would also be required, including relocation of a major underground storm drain located beneath Hawthorne Boulevard, which would require lane closures to construct. In addition, the Hawthorne Option would require the high-voltage overhead transmission lines that traverse the corridor to be raised, to provide the required safety clearance between the wires and light rail system. These factors contribute to the Hawthorne Option's estimated construction cost of $2.96 billion (as estimated in 2022), the highest of the alignment options studied.

Further, the Hawthorne Option would not include enhancements proposed along the existing Metro ROW, such as freight noise, vibration, and safety enhancements, or the new neighborhood multi-use paths in Lawndale and Redondo Beach. It would also not provide a direct connection to the new Redondo Beach Transit Center, located a half-mile away. By contrast, the LPA provides a more balanced and cost-effective solution that still meets the project's objectives, ridership goals, and community and environmental priorities.

5.2-2 MR-2: Operational Noise Analysis Methodology and Impact Thresholds

The noise impact analyses were conducted in accordance with the Federal Transit Administration's (FTA) 2018 *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual). This guidance is specifically designed to assess changes in noise conditions resulting from transit projects. The FTA Manual provides a comprehensive methodology to evaluate potential noise and vibration impacts from light rail operations, station activities, special trackwork, relocated freight tracks, grade crossings, and traction power substations. It also includes specific procedures for assessing daytime and nighttime noise at residences and other noise-sensitive locations. A full discussion of the noise methodology is included in Section 3.6-2.2 of the Draft EIR.

The following summarizes the key steps taken in identifying noise-sensitive land uses, measuring existing noise levels, and modeling the potential noise generated by the alignment options for the project. The noise levels are then assessed against the FTA noise impact thresholds to determine impacts.

[2] The relevant Board Report for the May 23, 2024 Metro Board Meeting is available at: https://metro.legistar.com/LegislationDetail.aspx?ID=6699075&GUID=B590F488-8363-4FE1-A9F2-93D0EB80DFEF&Options=&Search= (accessed October 31, 2024).

[3] The Real Estate Acquisitions Report (2023d) is available in the "Project Filing Cabinet" on Metro's website for the C Line Extension to Torrance: C Line Extension to Torrance - LA Metro

Identifying Sensitive Uses

All sensitive land uses (such as residences, schools, and parks) were identified within the FTA screening distances (350 feet from the alignment centerline for operation). The sensitive uses were grouped into modeling clusters for analysis, based on factors such as proximity to the alignment, existing noise conditions, and light rail system operating parameters (e.g., trackwork and light rail speed). Each cluster represents a group of land uses that have similar existing noise levels and would experience similar project-generated noise levels. Distances were measured from the nearest sensitive land use within each cluster to ensure that potential noise impacts were assessed conservatively. This approach accounts for the nearest and most affected receptors, providing a reasonable worst-case scenario for the analysis. Additional discussion of this identification process is provided on page 3.6-18 of the Draft EIR.

Establishing Existing Noise Levels

The Draft EIR measured existing noise levels and accounted for all existing sources of ambient noise using the methods outlined in the FTA Manual. Noise levels were recorded through 24-hour noise monitoring, capturing both daytime and nighttime ambient noise, as well as shorter, 1-hour representative measurements during the day. The monitoring was designed to account for all existing noise sources, including roadway traffic, aircraft flyovers, and freight activity. Monitoring locations were carefully selected to best represent existing conditions at sensitive receptors along the proposed alignments.

Noise was monitored at 27 locations, including daytime 30-minute measurements (1-hour representative) for FTA category 3 receptors (daytime institutional uses) and continuous 24-hour monitoring for FTA category 2 receptors (places where people sleep). To account for increased sensitivity to nighttime noise, a 10-dBA penalty was applied to all sound that occurred between 10:00 p.m. to 7:00 a.m. In the 24-hour noise calculation, the effect of the penalty is that each nighttime event is treated as equivalent to 10 daytime events. Further discussion of the existing noise methodology is included on page 3.6-17 of the Draft EIR. A discussion of the existing noise conditions, along with tables with monitored noise levels, and mapped noise monitoring locations, are included on pages 3.6-22 through 3.6-27 of the Draft EIR.

Modeling Project-Generated Operational Noise

The operational noise levels generated by the project options were modeled based on the frequency of service during different times of day, and the proximity of sensitive receptors from the alignment centerline. This modeling accounted for both light rail operations and freight operations on the relocated tracks. The freight operations on the relocated tracks were assumed to be the same as the freight's existing schedule. During nighttime hours, additional weighting, or a "penalty," was applied to noise levels to reflect increased sensitivity to noise during those hours.

Impact Thresholds for Operational Noise

Metro, as the CEQA lead agency, is responsible for selecting the appropriate significance criteria for the project and has chosen to apply the FTA's noise impact criteria. These criteria were specifically developed to address transit-related noise and are based on extensive research on human response to community noise. The FTA operational noise criteria consider both the change from the existing noise conditions and the extent to which noise generated by a project could result in noticeable changes in the ambient noise environment. The existing ambient noise levels serve as the baseline for determining moderate and severe impact criteria, defining the level of noise increase that would be considered moderate or severe. These criteria, including their relationship to ambient noise levels, are illustrated in

Figure 3.6-2 of the Draft EIR. If noise impacts are classified as either "moderate" or "severe" under the FTA criteria, the Draft EIR considers the impact to be "significant" under CEQA. Mitigation is required for all such significant impacts.

This approach contrasts with the "brightline" operational noise thresholds used by many local jurisdictions, which set fixed operational limits without considering existing noise levels. In many cases, these city thresholds have already been exceeded by existing conditions. The FTA's criteria, by comparison, account for existing noise conditions and help ensure that any noticeable increase is properly evaluated.

5.2-3 MR-3: Operational Noise Project Features and Mitigation Measures

In response to comments and to reflect changes in design made since circulation of the Draft EIR, the Final EIR includes refined mitigation measures to reduce potentially significant noise effects. In addition, Chapter 4, Corrections and Additions, of the Final EIR includes a detailed noise analysis for operation of the LPA, which grade separates the light rail tracks by eliminating the two at-grade crossings (at 170th Street and 182nd Street) that are included in the Elevated/At-Grade Alignment. Under the LPA, the light rail would cross below 170th and 182nd Streets in two short trenches, eliminating the need for light rail crossing gates and bells near homes.

The project design for the Metro ROW alignments includes project feature PF-NV-1 (Quiet Zone Equipment Installation), which applies to the design of the at-grade freight crossings. In addition, the Elevated/At-Grade Alignment – the only alignment with at-grade light rail crossing – includes project features PF-NV-2 (Crossing Bell Shrouds) and PF-NV-3 (Gate-Down-Bell-Stop Variance), which apply to the two proposed at-grade light rail crossings. These project features are described in Section 3.6-2.5 on pages 3.6-21 and 3.6-22 of the Draft EIR. The Draft EIR also recommends several mitigation measures to reduce the project's potentially significant noise impacts, as identified in Section 3.6-5 on pages 3.6-96 through 3.6-99 of the Draft EIR. The following summarizes the project features and mitigation measures.

Summary of Project Features (see Draft EIR Section 3.6-2.5 on pages 3.6-21 and 3.6-22 for full text)

- PF-NV-1 (Quiet Zone Equipment Installation): The eight at-grade freight crossings along the Metro ROW between Inglewood Avenue and 182nd Street would be designed and constructed to include Federal Railroad Agency (FRA)-required Supplemental Safety Measures and associated improvements and equipment that are needed to qualify for Automatic FRA Approval to establish a quiet zone. Crossing signal bells for freight would also be set to the minimum noise level of 75 dBA at 10 feet per American Railway Engineering and Maintenance-of-Way Association (AREMA) requirements. A quiet zone is a section of the rail corridor where train horns are not routinely sounded at crossings, provided that safety measures, such as gates, lights, and other barriers, are in place to protect motorists and pedestrians. The establishment of this quiet zone is anticipated to reduce freight noise overall along the corridor, as freight train horns typically produce noise levels of up to 110 dBA.
- PF-NV-2 (Crossing Signal Bell Shroud): For the Elevated/At-Grade Alignment, crossing signal bells at the two at-grade light rail crossings (170th Street and 182nd Street) would be equipped with shrouds to direct bell noise away from sensitive receivers and towards the crossings.
- PF-NV-3 (Gate-Down-Bell-Stop Variance): Also for the Elevated/At-Grade Alignment, Metro would apply for a gate-down-bell-stop variance at the two at-grade light rail crossings (170th Street and 182nd Street) to reduce the duration of bell ringing, limiting crossing signal noise to no more than 30 seconds.

Together, these project features are designed to minimize horn and bell-related noises near at-grade crossings. PF-NV-1 (Quiet Zone Equipment Installation) supports the seamless implementation of a quiet zone by the cities of Lawndale, Redondo Beach, and Torrance. It does not require discretionary action from the CPUC. PF-NV-2 (Crossing Signal Bell Shroud) and PF-NV-3 (Gate-Down-Bell-Stop Variance) would require CPUC coordination and approval, but based on Metro's past experience with CPUC on similar light rail transit projects, CPUC approval is anticipated, should the Metro Board approve the Elevated/At-Grade Alignment for implementation.

Summary of Operational Mitigation Measures (see Draft EIR Section 3.6-5, pages 3.6-96 through 3.6-99 for full text)

- MM-NOI-2 (Soundwalls): To mitigate operational noise impacts, the project would install soundwalls at identified impacted receptors. This would reduce noise by blocking the path of travel of noise from the light rail transit vehicle to sensitive receptors. The locations of the proposed soundwalls are shown in the Draft EIR, which include: pages 3.6-51 to 3.6-53 for the Elevated/At-Grade Alignment, pages 3.6-55 to 3.6-57 for the Trench Option, and pages 3.6-78 to 3.6-80 for the Hawthorne Option. The locations of the LPA soundwalls are shown in pages 4-115 to 4-119 of this Final EIR and are consistent with either the Elevated/At-Grade Alignment or Trench Option, depending on the alignment configuration at the given location.
- MM-NOI-3 (Low-Impact Frogs): Low-impact frogs would be installed at light rail crossovers identified as contributing to noise impacts. Frogs are specialized track components located where rails intersect or change direction within a crossover. Traditional frogs, which allow train wheels to pass from one rail to another, have gaps that produce a loud "clickety-clack" noise and cause vibration when train wheels pass over them. Low-impact frogs incorporate mechanisms, such as spring-loaded devices, to close these gaps as the train passes, significantly reducing noise and vibration.
- MM-NOI-4 (Quiet Zone Establishment for the Metro ROW alignments): Metro would cooperate with the cities of Lawndale, Redondo Beach, and Torrance to establish a quiet zone(s) along the Metro ROW from north of Inglewood Avenue to south of 182nd Street. As noted, the establishment of this quiet zone is anticipated to reduce freight noise overall along the corridor, as freight train horns typically produce noise levels of up to 110 dBA.
- MM-NOI-5 (Wheel Squeal Noise Monitoring for the Hawthorne Option): Wheel squeal is a high-pitched noise caused by friction between train wheels and rails on tight curves. This mitigation measure requires Metro to conduct noise monitoring at curves with a radius of less than 1,000 feet near sensitive receptors, which only occurs along the Hawthorne Option (there are no light rail and freight curves with a radius of less than 1,000 feet along the Metro ROW alignments). If the monitoring detects wheel squeal, Metro shall use wayside rail lubrication as necessary to reduce friction and prevent the noise from occurring. Note that this mitigation measure is only applicable to the Hawthorne Option because only that option has curve radii tight enough to cause wheel squeal.

Summary of Potential Impacts After Mitigation and With or Without the Project Features

With implementation of the above-described mitigation measures, including the implementation of a quiet zone, operational noise impacts of the LPA, Trench Option, and the Hawthorne Option would be reduced to less than significant levels. For the LPA and Trench Option, this includes the combined freight and light rail noise. For the Elevated/At-Grade Alignment, residual significant impacts would remain at some sensitive receptors, as shown in Figure 3.6-21 through Figure 3.6-24, and described in Section 3.6-6.1.2 on pages 3.6-100 to 3.6-103 of the Draft EIR. These residual significant impacts are due to the need for audible warning devices for the at-grade crossing at 170th Street, which is in close proximity to

sensitive receptors (homes). See Section 4.21 of Chapter 4, Corrections and Additions, of the Final EIR, which includes additional details for the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA) noise analysis.

For the Metro ROW alignments, the Draft EIR also discloses the potential for noise impacts if a quiet zone (PF-NV-1) is not established and/or if the CPUC did not approve the crossing signal bell shroud (PF-NV-2) and gate-down-bell-stop variance (PF-NV-3). As shown in Table 4 on page 18 of Appendix 3.6-B (Noise Analysis Detail Appendix), if quiet zones are implemented and soundwalls (MM-NOI-2) and low-impact frogs (MM-NOI-3) are in place, but the CPUC does not approve bell shrouds or gate-down-stop project features, four clusters would exceed the FTA noise criteria under the Elevated/At-Grade Alignment. No clusters would exceed the FTA noise criteria for the Trench Option or the LPA, as those alignments feature full light rail grade separations and do not require bell warnings at two crossings.

If, however, soundwalls (MM-NOI-2) and low-impact frogs (MM-NOI-3) are implemented, but quiet zones (MM-NOI-4) are *not* established and the CPUC also does not authorize the bell shroud (PF-NV-2) and gate-down-stop (PF-NV-3), the number of clusters exceeding the FTA noise criteria would increase substantially: 98 clusters for the Elevated/At-Grade Alignment, 99 clusters for the LPA, and 95 clusters for the Trench Option.

For the Hawthorne Option, which would not share a corridor with freight and would be fully grade-separated, implementation of mitigation measures MM-NOI-2 (soundwalls), NOI-3 (low-impact frogs), and MM-NOI-5 (wheel squeal noise monitoring) would reduce operational noise impacts to less than significant.

5.2-4 MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality

Some commenters expressed concerns about potential negative health effects of the project related to noise, vibration, and air quality. These topics are addressed below.

Noise

The Draft EIR includes a comprehensive analysis of noise impacts and addresses potential health effects.

With the exception of hearing damage (discussed below), there are no quantifiable standards available to form the basis for an impact assessment of noise impacts on health. However, the FTA criteria used in the Draft EIR are based on well-established research into human responses to community noise. These criteria are designed to limit exposure to levels that prevent significant interference with normal activities, such as communication and sleep, and to reduce the likelihood of long-term annoyance. While the FTA criteria are not explicitly health based, they are generally considered protective of public health because annoyance typically occurs at lower levels than those associated with physiological harm. Therefore, compliance with FTA criteria is widely regarded as sufficient to prevent adverse health effects. Where application of the FTA criteria indicates significant impacts, the Draft EIR identifies mitigation measures to reduce those impacts and further minimize any potential health risks.

It is not scientifically feasible to directly correlate project-related noise impacts with specific health outcomes, due to the wide variability in how individuals respond to noise. Factors such as age, health status, pre-existing conditions, and personal sensitivity to noise vary greatly. Scientific studies, including the ones cited by commenters, generally establish broad patterns of how long-term exposure to high levels of noise may increase the risks of stress, cardiovascular disease, or sleep disturbance, but they do not provide a direct, one-size-fits-all correlation between specific decibel levels and individual health impacts. Moreover, transit-related noise is intermittent (e.g., from train pass-bys), making it difficult or

impossible to model the cumulative effect of short bursts of noise over time as compared to continuous, high-level noise exposure found in occupational settings.

In terms of hearing loss, the Occupational Safety and Health Administration (OSHA) has established an action level of 85 dBA for continuous noise exposure over an 8-hour period to protect against hearing damage (29 CFR 1910.95). As shown in Section 3.6-4 of the Draft EIR, unmitigated noise from light rail pass-bys at speeds of 50 miles per hour, which is the maximum speed through residential areas, would be approximately 78 dBA—well below the OSHA action level. Moreover, because light rail pass-bys are brief, typically lasting less than a minute, the noise exposure would not be continuous throughout the day, further reducing the potential for any risk of hearing loss. Even during peak periods, when trains pass by every five minutes, the equivalent noise level over a 1-hour period would be approximately 63.7 dBA without mitigation. This further demonstrates that noise from train operations would not pose a risk of hearing loss. These predicted noise levels represent exterior conditions. Actual interior noise would be lower, as standard building construction typically reduces noise by 10 dB with windows open and by 20 dB with windows closed.

While it is unlikely that project-generated noise would result in hearing loss, the Draft EIR acknowledges that elevated noise levels could increase stress, disrupt sleep, and interfere with speech at affected sensitive uses (see pages 3.6-2, 3.6-48). To address noise impacts, the Draft EIR includes mitigation measures (MM-NOI-2 through MM-NOI-5) to reduce noise where feasible, such as installing soundwalls and other noise-reducing features designed to keep noise levels below FTA thresholds.

As summarized in Sections 3.6-6 and 4.5-3.6.2 of the Draft EIR, implementation of mitigation measures, including the establishment of a quiet zone, would reduce operational noise impacts as follows:

> To below the FTA criteria at all clusters for the LPA, Trench Option and Hawthorne Option.

> To below the FTA criteria at all clusters except two near 170th Street for the Elevated/At-Grade Alignment.

By reducing most of the significant operational noise impacts to below the FTA criteria, Metro's mitigation measures are likewise expected to reduce the potential for long-term noise-related health impacts.

Potential health effects related to construction noise are discussed on page 3.6-34 of the Draft EIR. OSHA and the State's Division of Occupational Safety and Health (Cal/OSHA) regulations establish permissible noise exposure limits for workers to prevent hearing loss and hearing damage, with an average allowable exposure levels of 90 dBA (Leq) over an 8-hour period (OSHA Standard 1910.95; 8 Cal. Administrative Code, Section 5096). As shown in Table 3.6-15 of the Draft EIR (page 3.6-42), hourly noise levels from the loudest construction equipment could exceed 90 dBA at a distance of 50 feet. However, this equipment would not typically operate at 100% power or in close proximity to sensitive receptors for the full 8-hour period. As a result, average daily construction noise levels would remain below occupational thresholds.

Importantly, hearing loss is primarily an occupational hazard and is not anticipated for community members temporarily exposed to elevated construction noise. In some instances, stress may increase temporarily near active construction sites. However, MM-NOI-1 (Noise Control Plan) requires Metro's contractor to prepare and implement a detailed, site-specific Noise Control Plan prior to initiating any localized construction activities. The plan must demonstrate compliance with the FTA's 1-hour Leq construction noise thresholds (90 dBA during the day and 80 dBA at night for residential areas), which are designed to minimize harmful community exposure to noise. The plan must be prepared by a board-certified acoustical engineer and approved by Metro before work begins. To ensure impacts are reduced

to the maximum extent feasible, MM-NOI-1 requires the contractor to conduct continuous noise monitoring and implement corrective actions when thresholds are exceeded. The measure also mandates the use of feasible noise-reducing construction techniques such as the use of temporary noise barriers, high-performance mufflers, and electric (rather than diesel) equipment. Impact equipment is to be minimized or replaced with quieter alternatives, and nighttime work must comply with local ordinances or obtain necessary variances demonstrating mitigation.

By requiring adherence to FTA construction noise standards, proactive monitoring, and application of best available noise-reducing technologies, MM-NOI-1 (Noise Control Plan) would reduce the potential for adverse health effects, such as stress and sleep disruptions, while ensuring construction noise impacts are mitigated to the extent feasible. Although construction noise impacts would remain significant and unavoidable under CEQA, they would be temporary, intermittent, and not a type or intensity likely to cause lasting health effects.

Vibration

Similar to noise, it is not currently feasible to directly correlate vibration impacts of the project to specific health outcomes. Existing studies of vibration-related health effects primarily focus on occupational exposures, which involve sustained, high-intensity contact with vibrating surfaces and tools over long periods. For instance, workers operating jackhammers and heavy machinery for long durations sometimes develop what is referred to as hand-arm or whole-body vibration syndrome. Studies and guidance that have documented this phenomenon as an occupational hazard include but are not limited to the National Institute for Occupational Safety and Health *Publication 83-110 Vibration Syndrome* (1983) and The Navy and Marine Corps Force Health Protection Command *Human Vibration Guide* (2023). In contrast, transit-related vibration is intermittent, typically occurs at lower levels, and does not involve direct contact with vibrating surfaces, making it difficult to apply these occupational health findings to residential or community settings. Furthermore, individual sensitivity to vibration varies widely, influenced by factors such as personal health, age, and location within a building. As a result, there is no reliable method for linking specific vibration levels to health outcomes for the general population.

The operational vibration analysis in the Draft EIR calculates vibration levels at nearby buildings using equations from the FTA Manual, which accounts for the type and speed of transit vehicle and the distance from tracks to vibration-sensitive structures. Resulting values were compared to FTA vibration impact thresholds for damage and annoyance. For residential structures exposed to high frequency train activity (more than 70 events per day), the FTA's annoyance impact threshold is 72 VdB. See Draft EIR sections 3.6-2.3 and 3.6-2.4 for more detail regarding the methodology.

Similarly, construction vibration impacts are not expected to cause direct health effects, as the types of vibration experienced near construction sites are short-term and temporary, and do not reach the intensity or duration necessary to result in conditions like those seen in occupational exposure to high-vibration equipment.

The Draft EIR concludes that vibration levels of the Hawthorne Option would not exceed the FTA vibration annoyance thresholds. With implementation of mitigation measures MM-VIB-4 (Low Impact Frogs), MM-VIB-5 (Resilient Fasteners), and MM-VIB-6 (Ballast Mats), the Elevated/At-Grade Alignment, the Trench Option, and the LPA also would not exceed the FTA annoyance thresholds. Therefore, operational vibration impacts would be less than significant and, accordingly, would not likely result in adverse health effects. The Elevated/At-Grade Alignment, the Trench Option, and the LPA would similarly not exceed the FTA annoyance thresholds. Therefore, operational vibration impacts are not expected to result in adverse health effects.

The Draft EIR concludes that construction vibration levels would exceed FTA vibration damage criteria for the Elevated/At-Grade Alignment, and the FTA vibration annoyance criteria for all of the alignments studied in the Draft EIR. However, these temporary vibration impacts are not expected to cause health effects. Construction vibration would be short-term and would not reach the intensity or duration necessary to trigger the types of known occupational health risks described above. At most, vibration could contribute to temporary annoyance or sleep disruption in sensitive individuals. However, given the limited duration and frequency of exposure, these effects would not be expected to lead to lasting health effects. Additionally, Metro would limit construction to daytime hours near sensitive uses to the extent feasible.

For these reasons, the levels and duration of vibration associated with construction and operation of the project (all options) are not expected to result in adverse health impacts.

Air Quality

The air quality analysis in the Draft EIR was conducted in accordance with state regulations and guidance issued by the South Coast Air Quality Management District (SCAQMD), the regional agency responsible for overseeing air pollutant emissions from CEQA projects. The analysis uses the thresholds of significance adopted by SCAQMD for criteria pollutants. These thresholds are closely linked to the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS), which are established to protect health and welfare. The SCAQMD thresholds include limits for pollutants such as nitrogen oxides (NOx), particulate matter (PM_{10} and $PM_{2.5}$) and volatile organic compounds (VOCs), which are associated with respiratory and cardiovascular health risks when present at high levels. SCAQMD's thresholds account for both regional and localized impacts. SCAQMD's thresholds for regional emissions include specific mass daily limits for various pollutants, while SCAQMD's localized significance thresholds (LSTs), are specifically designed to assess the impact of pollutants on nearby sensitive receptors, such as residences, schools, and hospitals.

As shown in Table 3.4-15 and Table 3.4-21, and discussed in Section 4.5-3.4.1, the Draft EIR found that the construction of the Elevated/At-Grade Alignment, the Hawthorne Option and the LPA would not exceed any applicable SCAQMD thresholds. However, the Draft EIR found that construction of the Trench Option would exceed SCAQMD's mass daily threshold for NOx emissions during periods of maximum daily trucking activities. None of the options or alternatives would cause exceedances of the SCAQMD LTSs, as described in Section 3.4-4.3 and Section 4.5-3 of the Draft EIR and Sections 4.8 and 4.21 of this Final EIR.

During operation, each option and alternative evaluated in the Draft EIR would result in a net decrease in regional pollutant emissions (as shown in Table 3.4-18), due to passenger vehicle trips being displaced in lieu of community members utilizing the new transit system. Furthermore, the proposed light rail system would not generate operational emissions related to rail propulsion, as the light rail cars would be powered by electricity. Therefore, the project would contribute to improved air quality in the region, rather than cause adverse air-quality related health impacts.

The Trench Option would result in a temporary significant air quality impact during construction. To ensure that air pollutant emissions remain minimal during construction, the project includes robust project features, as summarized in Section 3.4 of the Draft EIR. All contracted construction activities would be required to comply with the provisions of SCAQMD Rule 403 – Fugitive Dust Best Management Practices (PF-AQ-2), as well as Metro's Green Construction Policy (PF-AQ-1). These include, but are not limited to, measures to stabilize soil, water disturbed areas, cover haul trucks, and utilize Tier-4 off-road diesel-powered construction equipment greater than 50 horsepower.

Additionally, measures such as pre-watering before grading, limiting vehicle speeds on unpaved surfaces, and ensuring all stockpiled materials are covered are expected to substantially reduce fugitive dust emissions (by between 36% to 91%), compared to construction activities where such controls are not applied. Actual reductions would vary depending on the specific activity and site conditions. These compliance measures are among the most stringent emission control methods available and would ensure that the project minimizes contributions to air pollutants during the construction phase. In some cases, additional dust suppressants may be utilized to further reduce dust generation.

Although construction of the Trench Option would exceed SCAQMD mass daily threshold for NOx during periods of maximum daily trucks, it is unlikely that these temporary and intermittent exceedances would cause health impacts. Most significant health effects from air pollutants are associated with long-term, continuous exposure rather than short-term, intermittent spikes. The most common health risks associated with NOx exposure, such as respiratory irritation and exacerbation of asthma, are typically tied to longer-term exposure. Furthermore, NOx emissions are subject to dispersal in the atmosphere, particularly in outdoor environments where air circulation and wind can dilute localized pollutant concentrations. This natural dispersion reduces the intensity of exposure, making it less likely that temporary increases in NOx would reach levels that could cause adverse health outcomes for nearby residents. This conclusion is further supported by the conclusion in the Draft EIR that construction of the Trench Option would not exceed SCAQMD's localized significance thresholds. It is not feasible to further correlate the Trench Option's significant and unavoidable NOx impact with impacts to human health due to the variability in individual susceptibility, the complex pathways of pollutant exposure, and the limitations in existing air quality models to link specific concentrations of pollutants directly to individual health outcomes.

5.2-5 MR-5: Vibration Impact Types and Impact Thresholds

Some commenters expressed concerns about vibration impacts. The vibration impact analysis was conducted in accordance with the FTA Manual, which addresses two separate types of impacts (annoyance and damage) for both temporary construction activity as well as long-term operations of rail facilities, as described below.

Vibration Annoyance

The FTA impact thresholds for vibration annoyance (construction and operation) are provided in Table 5.2-1 below. The limit of human perception for ground-borne vibration is generally considered to be about 65 VdB, but may vary from person to person. The FTA impact threshold depends on the number of events that occur per day; as the number of events increases, the threshold decreases (i.e. becomes more stringent). This reflects the fact that an increased number of events increases the potential for annoyance. For infrequent events (less than 30 events per day), the impact threshold for residential land uses is 80 VdB. When the frequency of events increases to 70 events per day or more (typical for light rail systems), the impact threshold decreases to 72 VdB, meaning that any projected vibration exceeding 72VdB is considered an impact. Table 5.2-1 depicts the relationship between human/structure response and typical vibration levels.

Table 5.2-1. Ground-borne Vibration (GBV) Impact Criteria for General Vibration Annoyance Assessment

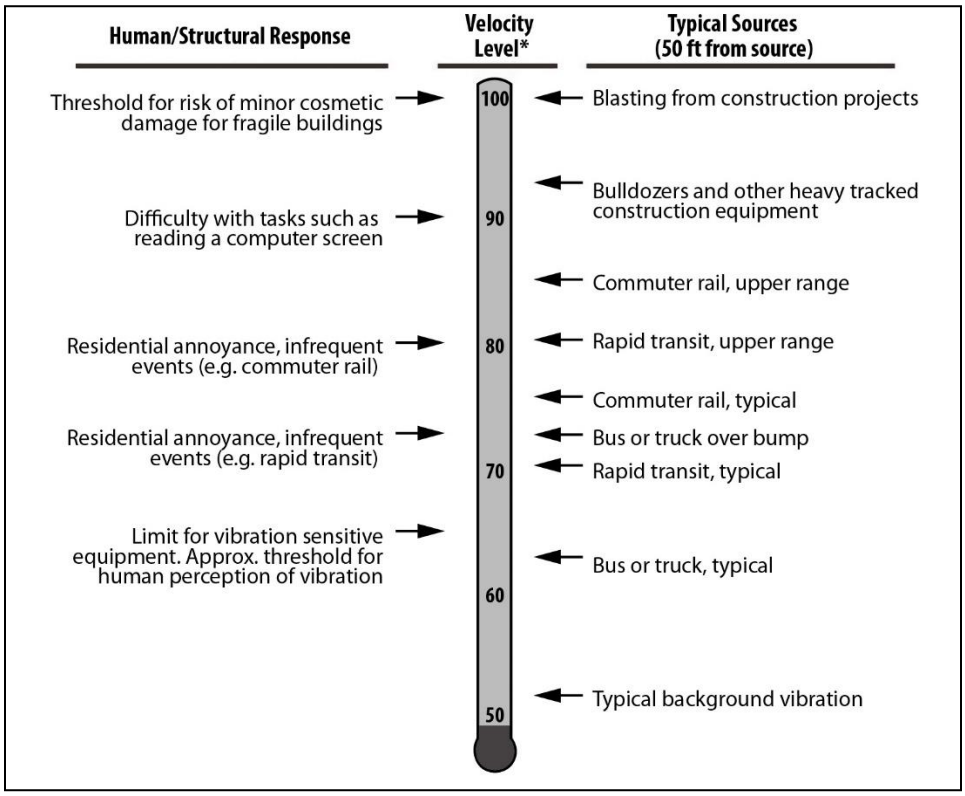
Land Use Category	GBV Impact Levels (VdB re 1 micro-inch/sec)		
	Frequent Events	Occasional Events	Infrequent Events
Category 1. Buildings where vibration would interfere with interior operations.	651	65*	65*
Category 2. Residences and buildings where people normally sleep.	72	75	80
Category 3. Institutional land uses with primarily daytime use.	75	78	83

Source: FTA 2018, Table 6-3.

Note: For frequency of events, Frequent Events = more than 70 events per day, Occasional Events = 30 to 70 events per day, and Infrequent Events = less than 30 events per day.

[1] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.

Figure 5.2-1 Human/Structural Response to Typical Vibration Sources



Source: FTA, 2018

*RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second

In addition to the FTA guidance outlined above, the Draft EIR also acknowledges that some of the cities' municipal codes (Torrance and Redondo Beach) include sections covering vibration, generally stating that operating machinery that generates perceptible vibration at the adjacent property line is prohibited. However, using the limit of perceptibility at the property line would be an inappropriate threshold for two reasons. First, as stated above, the limit of human perception for ground-borne vibration is generally considered to be approximately 65 VdB (though may vary from person to person).

Like noise, perceptibility does not equal annoyance. The 65 VdB perceptibility level is more restrictive than the FTA vibration annoyance impact threshold of 72 VdB at residential properties for frequent events, which is a level that the FTA guidance considers to be barely perceptible. Second, ground-borne vibration is more typically experienced as an annoyance from within structures, where the vibration could cause rumbling, rattling of windows and shaking of items on shelves and walls. Lower levels of vibration in outdoor areas, such as at a property line, are not as perceptible and not normally evaluated for annoyance impacts. As stated in the FTA Manual, "Ground-borne vibration is almost never a problem outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of a building, the motion does not provoke the same adverse human reaction." Section 3.6 of the Draft EIR discloses the areas which would be impacted by construction and/or operational vibration at the nearest vibration-sensitive structures (which would normally include human living spaces, but not garages or workshops), and various mitigation measures have been proposed to mitigate vibration levels below the FTA threshold of significance. The precise type and extent of required vibration mitigation in these areas would be determined in the final design phase, per FTA guidance and the results of the more detailed analysis.

Vibration Damage to Structures

The level of vibration that could potentially result in structural or architectural damage has been studied for several decades on a wide variety of vibration-producing projects. The building vibration damage criteria established by FTA (shown in Table 5.2-2), are generally more conservative than thresholds set by other agencies, ensuring a higher level of protection against potential damage. The building/structure categories identified in the first column account for different impact thresholds based on the type of structure. For this analysis, residential structures in the project area were classified as Category III structures, with a potential damage threshold of 0.2 inches/second. This threshold is appropriate for typical wood framed construction with interior drywall and exterior stucco or wood siding, which are characteristics broadly representative of residential buildings in the area, including older homes. It also encompasses structures with more vibration-sensitive materials, such as plaster walls, which may be present in homes built prior to the widespread use of modern drywall. The Category III classification is consistent with the general age and construction types found throughout the South Bay, where most housing development occurred after World War II. Accordingly, the analysis conservatively assumes Category III for residential structures in the project vicinity.

Table 5.2-2. FTA Ground-Borne Vibration (GBV) Impact Criteria for General Vibration Assessment

Building/Structural Category	PPV, IN/sec	Approximate L_v
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2018.
Note Lv = RMS velocity in decibels, VdB re. 1 micro-in/sec.

Regarding construction impacts, each type of construction equipment needed for the project was assessed for its potential to generate vibration, taking into account both the level of vibration and the distance over which the vibration could extend and potentially cause architectural or structural damage. This information was compared against the FTA ground-borne vibration criteria to determine which equipment, if any, could exceed the threshold for Category III residential buildings and cause structural damage.

Regarding operational impacts, ground-borne vibration from light rail trains is not typically a concern during operations because vibration generated by light rail trains would not exceed the FTA vibration damage criteria. The vibration generated by light rail trains would be mitigated to levels that would not exceed the annoyance vibration threshold (72 VdB/0.015 inches per sec.) for residential structures, which is well below the range for vibration damage potential (94 VdB/0.21 inches per sec.) for most residential structures. Mitigation measures that would be implemented during operation include MM-VIB-4 (Low Impact Frogs), MM-VIB-5 (Resilient Fasteners), and MM-VIB-6 (Ballast Mats). The full text of the mitigation measures is included in Section 3.6-5, Noise and Vibration, of the Draft EIR. Therefore, mitigating vibration annoyance impacts would also mitigate any operational damage impacts.

5.2-6 MR-6: Vibration Analysis During Final Design

The vibration analysis conducted for the Draft EIR follows the FTA Manual for a "General Analysis," which is appropriate when multiple project alternatives or options are still under consideration. Appendix 3.6-C of the Draft EIR includes detailed maps showing the specific construction operational vibration impacts of the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option. Maps depicting the vibration impacts for the LPA are included in Section 4.21 of Chapter 4, Corrections and Additions, of this Final EIR. The level of analysis is sufficient to identify and compare the potential vibration impacts associated with each alignment option.

For instance, the Draft EIR identifies specific types of construction equipment likely to cause vibration levels at specific distances exceeding the damage thresholds for nearby structures, most of which are residential buildings that fall within Category III of the FTA guidelines. Additionally, the Draft EIR evaluates vibration annoyance impacts to residences (the only Category II land uses within close enough proximity to the alignment to experience annoyance impacts). This level of detail is sufficient to identify the potentially significant vibration damage and annoyance impacts at sensitive receptors along each of the alignment options under consideration.

The EIR also provides detailed mitigation measures with specific performance standards to address the impacts to the maximum extent feasible. For example, Mitigation Measure MM-VIB-1 (Vibration Control Plan) requires the contractor to develop a comprehensive plan that includes vibration monitoring, demonstrating compliance with FTA's vibration annoyance criteria, and using alternative construction methods where feasible. Similarly, MM-VIB-2 establishes specific limits on the operation of high-vibration equipment, such as vibratory rollers and pile drivers, near sensitive structures. It requires the use of alternative techniques, like Cast-In-Drilled-Hole (CIDH) piles, which significantly reduce vibration impacts in most instances. This mitigation measure ensures that construction activities are modified in real-time to minimize impacts.

While the Draft EIR conservatively assumes that impact pile driving for the Elevated/At-Grade Alignment may be necessary to reconstruct the Grant Avenue freight bridge, MM-VIB-3 is included to mitigate the risk of structural damage by requiring pre- and post-construction surveys. These surveys would ensure that any damage caused by construction vibration is identified and repaired. However, for the Elevated/At-Grade Alignment, it is acknowledged that one damage impact to a residential structure near Grant Avenue may remain unavoidable. The LPA, Trench Option, and Hawthorne Option would not construct a new freight bridge at Grant Avenue and would avoid vibration damage impact to the residential structure near Grant Avenue.

The Draft EIR acknowledges that some annoyance impacts from construction could remain, as not all high-vibration equipment could be feasibly replaced. For operational impacts, all vibration damage and annoyance impacts would be mitigated or avoided. Importantly, the Draft EIR does not defer the analysis or mitigation of these impacts. Instead, the mitigation measures include specific, enforceable

standards to limit the effects of vibration. Once the final alignment is selected, a more "detailed" vibration analysis (as defined by the FTA Manual) could be conducted, which would include empirical vibration testing (also referred to as transfer mobility testing) at key locations. This testing would provide higher-resolution data on future vibration levels for the selected alignment and vehicle types, allowing the project to fine-tune vibration mitigation measures to ensure operational vibration levels are reduced to less than significant levels. The detailed analysis would serve to refine and confirm the results of the Draft EIR's General Analysis, which has already identified all significant vibration impacts and proposed sufficient mitigation measures to address them.

5.2-7 MR-7: Utility Relocation and Hazardous Materials Safety

Some commenters expressed concern over the risks related to relocation of underground utilities and pipelines within the Metro ROW, particularly those carrying petroleum or other hazardous materials. These concerns include potential hazards from accidental damage to underground infrastructure during construction. Commenters also raised concerns about the long-term safety of operating relocated freight trains and light rail trains above existing or relocated underground utilities and pipelines. These risks would be addressed through established design and construction processes, as described below.

Verification of Utility Locations

Metro has extensive experience overseeing the design and construction of light rail projects and has successfully managed utility protection-in-place and relocations in coordination with third parties for complex transit projects throughout the region. As with all Metro projects, licensed engineers would be engaged throughout the design and construction process to oversee utility relocations and ensure that industry standards are followed. These engineers are experienced in evaluating the stability of existing onsite soils and underground utilities and developing solutions that avoid long-term impacts to utility lines and infrastructure and maintain their integrity. The project design would take into account the specific characteristics of the onsite soils and underground utilities, including the location, type, and sensitivity of each utility. Where necessary, Metro would work with third party owners of utilities to incorporate necessary reinforcements and protective casings to ensure long-term stability and avoid any future issues.

As described in Section 3.11-2.4 of the Draft EIR, the project includes Project Feature PF-US-1, Utility Identification and Coordination, which outlines measures to ensure proper coordination with utility owners. Utility verification is a rigorous, iterative process that occurs throughout all phases of the design process. It begins with requesting and reviewing available utility data and as-built drawings and continues during the future more detailed design phases with the collocation of more detailed data. This may include obtaining utility owners' in-line inspection[4] records, which provide precise and up-to-date information on the horizontal and vertical locations of pipelines and other infrastructure. Additionally, exploratory work, such as utility potholing, is performed to physically confirm the depth and locations of underground utilities and minimize uncertainties before construction begins.

It is important to note that some utility information, including exact locations and specifications, is not publicly disclosed due to confidentiality and security considerations. For the Draft EIR, petroleum pipelines and other utilities were identified based on available records, advanced conceptual engineering (ACE) drawings and coordination with utility companies. Select utilities, including petroleum pipelines, are shown in the cross-sections of Appendix 2-A of the Draft EIR. While these cross-sections

[4] Utility owners periodically conduct in-line inspections of their lines using sensors that travel through the lines to detect potential defects as part of their maintenance procedures; this data can be used to precisely locate utility lines.

are not intended for final design-level mapping, they provide sufficient information to identify the general location and configuration of utilities within the Metro ROW for environmental analysis.

The level of detail provided in the Draft EIR is appropriate for evaluating potential environmental impacts associated with utility and pipeline relocation. The analysis accounts for temporary construction-related emissions, disruptions to roadway circulation, and possible service interruptions. To ensure a conservative assessment, the Draft EIR also accounts for design-level uncertainties inherent in early phases of project development. This approach ensures that the environmental analysis adequately identifies potential impacts related to utilities and utility relocations while maintaining flexibility for final engineering refinements.

Pipeline Hazardous Materials Safety Through Design and Construction

To the greatest extent possible, the project requires pipelines and utilities to be protected in place during construction, rather than relocated. Determining whether a utility could remain in place depends on several factors, including its burial depth and distance from the proposed track. Pipelines that cross the tracks but meet the necessary clearance requirements would be protected by both the depth of burial and by casings[5] that extend across the entire width of the Metro ROW. Pipelines that run parallel to the track would generally not need to be encased, provided they meet applicable minimum safe distance and depth standards, including relevant safety regulations and utility owner standards. These measures are consistent with the current industry practices for underground pipeline protection. Metro is coordinating closely with utility owners to ensure that protection-in-place measures reflect applicable safety requirements and current engineering standards. In some cases, this coordination may involve confirming that existing facilities meet current clearance and safety criteria, or identifying additional protective measures as needed, such as, but not limited to, longer encasements. Where a pipeline cannot remain in place due to project design constraints or the need to maintain access for future maintenance, it would be relocated within the railroad corridor in compliance with applicable federal, state, and local safety and design standards. During construction, Metro and its contractors would follow established utility protection protocols and construction techniques and procedures to prevent accidental damage to underground utilities. Any necessary design variances would be coordinated with the relevant owning and regulatory agency through their formal variance process. Prior to excavation, Metro and its contractors would be required to locate existing underground utilities in accordance with California Government Code 4216.2 to minimize risk. Only certified contractors would be permitted to relocate utilities, and they would be required to notify the utility owners in advance and follow all owners' standard operating procedures. These procedures include marking designated utility relocation areas with flags, using hand-digging techniques at certain depths to minimize the risk of hitting underground lines, and ensuring that on-site inspectors monitor construction activities to verify compliance with safety protocols.

Some commenters raised concerns that construction-related vibration would damage existing underground utilities. However, the levels of ground-borne vibration expected during project construction are not anticipated to exceed the levels at which damage to underground utilities could occur. Most pipelines are buried at depths where vibration from surface construction dissipates significantly and are designed to withstand vibration associated with urban development and roadway construction. Moreover, geotechnical engineers and licensed contractors routinely evaluate soil conditions, pipeline depth, and distance from equipment when selecting construction methods, and incorporate design safeguards accordingly. As discussed below with respect to operational vibration

[5] A pipeline casing is a large-diameter steel pipe that encases the utility line, which takes the load from the trains above and protects the pipeline from damage.

effects, Caltrans' Transportation and Construction Vibration Guidance Manual (2020) similarly finds that even high-impact activities such as mine blasting rarely produce vibrations intense enough to damage buried pipelines. Therefore, with implementation of standard engineering and construction practices, the risk of vibration-related damage to underground utilities would be minimal and would not constitute a significant hazardous impact.

Some commenters also raised concerns that unstable soils could increase the risk of subsidence or inadvertent pipeline exposure, potentially leading to hazardous material releases during construction. As discussed in Section 3.8-4.2 of the Draft EIR, Metro and its contractors would implement industry-standard construction techniques such as sloping, benching, or shoring to stabilize soils during excavation activities, including trench construction and utility relocation. These are well-established methods used to prevent soil movement and maintain structural integrity in areas with loose or unstable soils. Metro recognizes that proper soil stabilization is essential to maintaining the safety of both construction workers and surrounding infrastructure, particularly in areas where underground utilities are present. Through the application of appropriate stabilization methods, the risks of subsidence or inadvertent pipeline exposure would be effectively managed, preventing accidental damage to underground utilities and minimizing the risk of hazardous materials releases during construction. This would be a less than significant impact. For additional information regarding these techniques, see MR-13: Soil Stability and Sink Holes.

The analysis in Section 3.9-4.2.1 was revised in Section 4.13 of Chapter 4, Corrections and Additions, of the Final EIR, to include expanded descriptions of the steps that Metro would take during utility verification and construction, which would minimize the risk of hazardous material release during construction.

Pipeline Hazardous Material Safety During Operation

Once operational, the light rail and freight trains would not pose a risk to underground utilities, including high-pressure gas pipelines. Any utilities affected by the project would have either been relocated during construction in compliance with utility setback requirements or protected in place using appropriate engineering measures. For this project, pipelines within the Metro ROW would be buried at minimum depths of at least three feet below the tracks.

Vibration levels generated by the operation of light rail transit vehicles and freight trains would remain well below thresholds known to cause damage to buried pipelines. At a depth of three feet, a light rail vehicle traveling at 50 miles per hour (mph) would generate a vibration level of approximately 85 VdB, corresponding to a peak particle velocity (PPV) of 0.07 inches per second. A freight train traveling at 20 mph would generate a vibration level of approximately 88 VdB, corresponding to a PPV of 0.10 inches per second. Both of these values are significantly below international safety standards for buried utilities. For example, the British Standard BS-7385-2, *Evaluation and measurement for vibrations in buildings – Guide to damage levels from ground borne vibration*, identifies a conservative damage threshold of 1.2 inches per second (30 mm/s), which is more than ten times higher than the project's expected vibration levels. Additional research cited in this standard, such as studies by Dowding and Akayya (2013) and Francini and Baltz (2008), identified safe vibration levels for buried structures ranging from PPV levels of 5 to 10 inches per second.

Other technical sources support these findings. The Caltrans *Transportation and Construction Vibration Guidance Manual* (2020), which is a well-researched and highly regarded technical reference used in a variety of projects, explains that buried pipelines are generally protected by the surrounding soil and bedding materials, which help absorb and dissipate vibration. As a result, buried pipelines can withstand significantly higher vibration levels than those generated by typical train operations. The manual cites

evidence that even extreme activities such as mine blasting, do not generate vibration levels that damage buried pipelines. For example, the manual cites a case in which an explosive buried near a pipeline generated a PPV of 25 inches per second, yet no damage to pipelines occurred. This level of vibration is far greater than the vibration levels expected from the project operations and also exceeds the FTA vibration damage criteria used in the Draft EIR (see Table 5.2-2 of MR-5, above). Similarly, a cased water well and a standard water well were exposed to PPVs ranging from 5.44 to 8 inches per second with no recorded damage. These examples illustrate that the vibration levels associated with project operations, which are orders of magnitude lower than these thresholds, would not produce a risk to underground pipelines.

With respect to concerns about the long-term effects of vibration on pipelines, the available evidence does not support the idea that repeated exposure to low-level vibrations gradually weakens underground pipelines over time. Vibration-induced damage typically occurs as a single event when vibration levels exceed a structure's specific threshold, rather than accumulating over time. Although there are a few specialized scenarios where long-term vibration exposure could cause wear-and-tear (e.g., the thin metal fuselage on aircraft subjected to continuous pressurization and depressurization), oil and gas pipelines are fundamentally different. They are typically made of thick metal, often 1 to 2 inches thick, and in many cases would be further protected as part of this project by steel encasements. These materials are designed to withstand far greater force than the low levels of vibration generated by light rail and freight train operations, even over the long term.

5.2-8 MR-8: Light Rail and Freight Train Safety

Some commenters expressed concern about rail safety in and around the Metro ROW, particularly regarding increasing the number of trains in the corridor, the potential for freight train derailment, and the risk of accidental release of hazardous materials being transported by freight. They also questioned whether the Metro ROW is wide enough to safely accommodate two new light rail tracks and a freight track. Engineering analyses confirm that, with design tailored to the corridor's constraints and conditions, including limited widening in certain locations, the Metro ROW can be configured to safely accommodate both light rail and freight operations. Metro is committed to enhancing safety throughout the corridor and would implement infrastructure improvements and operational protocols in compliance with applicable federal, state, and local safety standards. As described below, the project has been, and would be, designed to meet established regulatory standards, safety protocols, and structural requirements to ensure the safe coexistence of light rail and freight operations within the Metro ROW.

Metro ROW Width

In the residential areas of Lawndale and Redondo Beach, the Metro ROW is generally about 100 feet wide, with some exceptions. It is narrowest between 170th Street and Artesia Avenue, where it is 75 feet wide, and just south of 182nd Street, where it is between 83 and 84 feet wide. Metro conducted a property survey in Spring 2025 to verify Metro's property boundaries, as reflected in the Final EIR, Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. Throughout the entire corridor, the Metro ROW is sufficiently wide to accommodate project elements safely, including tracks, retaining walls, and soundwalls. Safety spacing informed by requirements established by Metro, BNSF, and CPUC have been and would be incorporated into the project design to ensure safe operations. These include:

> Distance between freight track to the nearest wall or structure: The design follows a minimum distance of 10 feet between the freight track and a wall/fence/post, and eight feet between the

freight track and trench wall. These distances are consistent with CPUC General Order 26-D regarding minimum side clearances.

> Distance between light rail track to the nearest wall or structure: Metro's design standards require eight feet.

> Distance between the northbound and southbound light rail tracks: Metro's design standards require 14 feet between the centerlines of the two light rail tracks.

Taking these distances together, a minimum "envelope" of 50 feet would be needed for the at-grade light rail and freight track, and 48 feet for the trench configurations. This is well within the Metro ROW, which is at least 75 feet wide through Lawndale and Redondo Beach. The remaining space outside the rail elements is typically used for utility corridors and maintenance access. With the addition of the light rail tracks, these utility corridors and maintenance access would be reconfigured within the Metro ROW. Their design would be developed in consultation with BNSF, CPUC, utility owners, and other third parties. As described more fully below, these relocations are expected to be accommodated within the existing Metro ROW, with the exact configuration, including any needed design variances, determined as design advances, and with safety the paramount consideration. In limited locations, such as south of 190th Street, partial permanent acquisitions are planned to provide additional space for BNSF storage needs; none would involve the acquisition of homes.

The representative cross-sections below (Figure 5.2-2, Figure 5.2-3, and Figure 5.2-4) show examples of how the light rail and freight guideways, along with other elements such as retaining walls, soundwalls, maintenance walkways, utility corridors, and a multi-use path, fit safely within the available ROW. Even with all these additional elements, there is sufficient space to accommodate both the project and freight operations safely.

Figure 5.2-2. Representative At-Grade Cross-Section

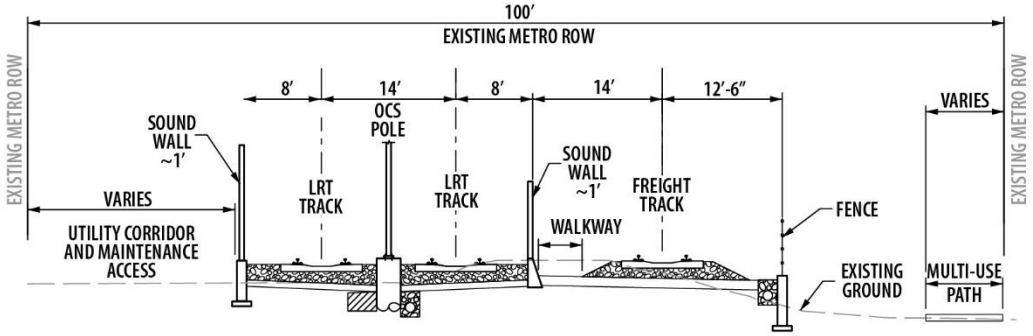


Figure 5.2-3. Representative Trench Cross-Section

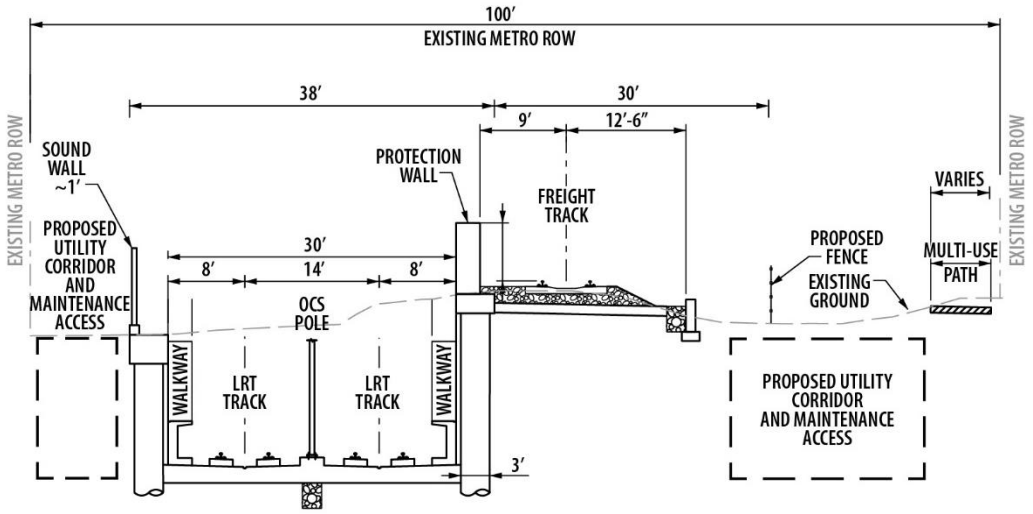
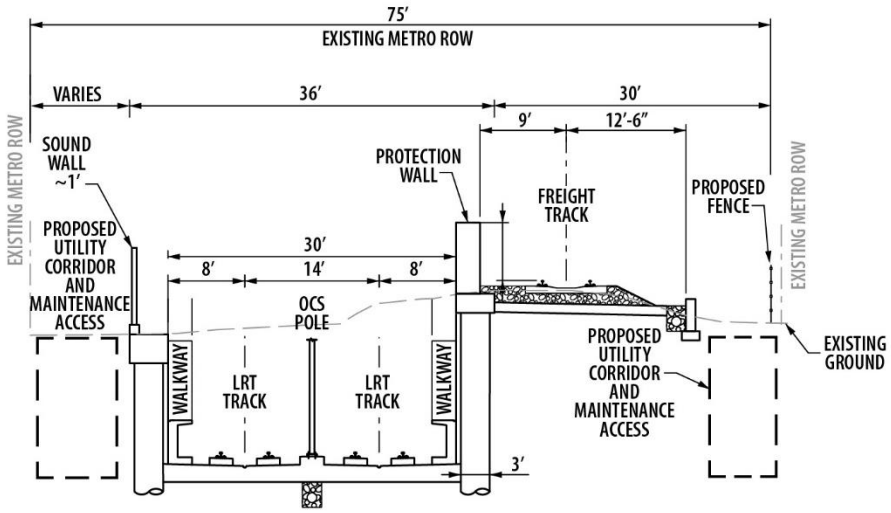


Figure 5.2-4. Representative Cross-Section at Narrowest Areas of the ROW



Utility Proximity to Tracks

As indicated, existing pipelines and other underground utilities run parallel to the freight tracks within the Metro ROW and operate under license agreements with Metro. These agreements authorize Metro to direct utility owners to remove or relocate their facilities at any time, although Metro does not plan to exercise that authority. Advanced conceptual engineering shows that, while some freight tracks and pipelines will need to be shifted within the corridor, there is sufficient space to accommodate the proposed light rail infrastructure, the BNSF freight tracks, and the utilities. South of 190th Street, the conceptual engineering plans include partial permanent acquisitions to widen the rail corridor in certain areas to address BNSF storage needs. Elsewhere, the ROW width would remain unchanged and the project would not require permanent acquisition of homes to accommodate the project.

Metro has received comments expressing concern that Metro could not meet BNSF's *Utility Accommodation Policy* (February 12, 2025) without acquiring adjacent residential properties. The BNSF

Policy applies only to utilities on BNSF-owned property (Part 1, Section A.1). With the exception of segments in Torrance south of 190th Street, the Metro ROW is owned entirely by Metro. Although BNSF's policy does not govern Metro property, Metro intends to use it as a design guideline and follow its provisions where safe and practical.

Part 2, Section C.5.b.i of the Policy generally requires that any pipeline parallel to BNSF property be located within 10 feet of the property line and at least 40 feet from the nearest track. While this spacing is feasible in rural or new greenfield corridors, it is impractical in older, urban rail corridors such as the Metro ROW (the historic Harbor Subdivision railroad corridor, constructed in the late 1800s), where many existing pipelines are much closer—sometimes only a few feet from the current freight tracks. Recognizing these realities, Part 1, Section A.4 of the Policy allows exceptions where hardships exist and alternative protective measures can achieve the Policy's safety intent. Metro would apply this flexibility where necessary to ensure designs remain both safe and practicable.

In dense urban settings, such alternative measures can include steel casing around pipelines, reinforced concrete utility trenches, specialized trench backfill materials, crash walls, or sheet piling between tracks and pipelines to protect against surcharge loading. These approaches have been used successfully on other Metro rail projects and would be incorporated into the final design of the C Line Extension to ensure the corridor's safety.

Metro would not design or construct any improvements that would create a condition less safe than what exists today.

Safety Infrastructure Improvements

Prior to commencing revenue service, Metro would implement a suite of safety features designed to enhance rail safety, prevent unauthorized access, and improve pedestrian and vehicle protection at at-grade rail crossings, as applicable. These features include:

> Vehicle gates and pedestrian gates: Gates would be installed at at-grade crossings to help prevent vehicles and pedestrians from crossing the tracks when a light rail vehicle and/or a freight train is approaching. For the Elevated/At-Grade Alignment, the gates would apply to both light rail and freight trains, while for the Trench Option and LPA the gates would be installed for freight only, as there would be no at-grade light rail roadway crossings.

> Warning signals: Visual and audible signals would be installed at all at-grade crossings to alert pedestrians and drivers when a train is approaching. Similar to gate installations, signals would apply to both light rail and freight for the Elevated/At-Grade Alignment, and to freight trains only for the Trench Option and LPA.

> ADA-compliant sidewalks and ramps: Pedestrian access across freight tracks would be improved through the installation of ADA-compliant sidewalks and ramps, ensuring safe and accessible crossings for all Metro ROW alignment options.

> Fencing and soundwalls: The light rail guideway would be fully enclosed with fencing, soundwalls, or a combination of both for all alignment options. These barriers would restrict unauthorized access to both the light rail and freight tracks, enhancing security. The soundwalls would also serve as noise mitigation.

Safety elements would also be provided at the proposed light rail stations. The stations would incorporate the latest safety enhancements and follow the principles of Crime Prevention Through Environmental Design (CPTED). CPTED principles promote open sight lines, discourage enclosed spaces out of public view, and integrate other design features to deter crime and improve public safety. See

MR-9: Light Rail Security for more information. Additional safety features implemented at the proposed stations would include:

> Canopies to provide weather protection and shelter;

> Station lighting to improve security and enhance visibility;

> Wayfinding signage to help passengers navigate stations safely and efficiently; and

> Security equipment, such as closed-circuit televisions (CCTV), public announcement systems, passenger assistance telephones, and variable message signs providing real-time updates.

Metro would also implement a public safety outreach program to educate the community about rail safety, particularly about at-grade crossings. This program would inform residents of all ages and backgrounds of safe corridor practices, train operations, and best practices for pedestrian and vehicle safety near the rail corridor.

By incorporating these and other safety features and complying with existing safety regulations and standards, Metro would enhance safety throughout the corridor and ensure that the project would not introduce unacceptable safety risks.

Risk of Freight Derailment

Some commenters raised concerns regarding the potential risk of freight train derailments and associated possibility of hazardous materials releases. However, derailment risks within this corridor are already low, and the project would not introduce any elements that would increase this risk.

Freight derailments are primarily caused by three critical factors: (1) improper wheel and vehicle maintenance; (2) excessive speeds that exceed the track design limits; and (3) track discontinuities (such as special trackwork, joints in the track, and obstructions on the track). Industry-wide investments in safety technology, training, and equipment maintenance have contributed to a 42% reduction in mainline freight accidents between 2000 and 2023 (Association of American Railroads, 2025), demonstrating the effectiveness of modern freight safety practices even as local investment levels may vary.

Freight derailments, when they happen, overwhelmingly occur in railroad yards or on freight industry tracks, where frequent switching maneuvers and high train-traffic volumes increase risks. Derailments on mainline freight tracks, such as those that run through this corridor, are uncommon. For example, between 2020 and 2024, approximately 430 freight derailments occurred in California, with over 70% occurring within yards and industry tracks. Crucially, for all types of derailments, there were zero injuries or fatalities (FRA 2025).

Safety is integral to the project's design. The project would comply with applicable safety standards, including those established by FRA, Metro, the CPUC, and BNSF Railway. These entities set rigorous standards for infrastructure condition, track spacing, protective barriers, fencing, and crossing infrastructure to minimize derailment risks and protect nearby communities.

The project would also incorporate multiple safety improvements, including:

> Optimized track spacing: Freight and light rail tracks would be spaced appropriately to maintain sufficient separation, reducing the risk of collisions;

> Upgraded freight rail infrastructure: Where freight tracks would be relocated, Metro would install new and upgraded rail infrastructure wherever physically feasible. Between 2020 and 2024, approximately 25% of derailments in California were caused by track defects, such as rail or switch

issues (FRA 2025). Replacing aging freight rails with modern rails would reduce the risk of track-related incidents;

> Protective fencing and barriers: Fencing and other physical barriers would be installed along the entire alignment to prevent unauthorized access and reduce the potential for obstructions on the track;

> Intrusion detection system: A real-time monitoring system would be installed to detect freight and/or light rail derailments, allowing for immediate intervention;

> Enhanced at-grade crossing safety: The project would implement state-of-the art safety infrastructure at all at-grade freight crossings, including signals, gates, and pedestrian protections, to help prevent vehicle or pedestrian incursions on the tracks, reducing the risk of collisions that could create track obstructions;

> Improved communication protocols: Metro would establish direct coordination procedures with freight operators to ensure immediate response in the event of a derailment or other emergency;

> Emergency responder training: Metro would provide specialized training for emergency responders on derailments and other rail-related emergencies. Regular drills and exercises would be conducted to ensure readiness in the unlikely event of an emergency.

The project would not increase the risk of derailment. In fact, through compliance with the safety standards and implementation of the project elements, above, the project would likely reduce existing risks by improving track infrastructure, introducing state-of-the-art intrusion detection technology, and enhancing emergency preparedness. Because the project would not increase the risk of freight derailment, it would also not increase the risk of hazardous material releases resulting from a freight derailment.

Finally, as previously indicated, in the unlikely event of a derailment, the low freight train speeds within this corridor (approximately 20 miles per hour) would substantially minimize the momentum and distance a train could shift off the tracks, thereby reducing the likelihood of severe damage or hazardous material release.

5.2-9 MR-9: Light Rail Security

Some commenters expressed concern that the project could increase security risks by providing new access points in the area for individuals who may engage in criminal activity and/or build encampments along the Metro ROW.

Metro takes public safety very seriously. In June 2024, the Metro Board of Directors unanimously approved the establishment of the Metro Transit Community Public Safety Department (TCPSD). The objectives of the Metro TCPSD are increased visibility, accountability, and consistent service delivery throughout the Metro system. In May 2025, Metro selected William Scott to serve as the agency's first Chief of Police and Emergency Management. The department is designed to support a safer transit experience through a specialized transit community public safety workforce trained specifically to address the needs of transit riders, as well as employing care-based strategies. CEQA is designed to address the physical environmental impacts of a project, such as noise, air quality, and biological resources. Social and economic issues, such as crime, are not within the scope of CEQA's required analysis (CEQA Guidelines, Section 15382). However, Metro acknowledges the community's concerns and wants to ensure community members are aware of the unparalleled steps the agency is taking to ensure the transit system is safe, clean, and easy to navigate.

The project design incorporates the best practices of CPTED, ensuring that the proposed stations are designed to be safe and secure. Key features of CPTED in the project's proposed station designs include open sight lines to enhance visibility and the elimination of isolated or disjointed spaces where individuals could be concealed. In addition to these physical design elements, security equipment would be installed at all stations and light rail vehicles. This equipment includes security cameras for continued monitoring and emergency phones for passengers to access help quickly when needed. See MR-8: Light Rail and Freight Train Safety, which also discusses project safety features.

In addition to incorporating CPTED principles, Metro continues its commitment to improving public safety with a three-point plan:

> Enhanced Visible Security Presence: Metro aims to keep our employees and customers safe and ensure they feel safe through an increased visible presence of uniformed personnel, station improvements and improved bus safety measures;

> Ensuring Proper System Usage: To ensure the system is being used only for its intended purpose of transit, Metro is making improvements to fare gate systems and enforcing stricter measures to prevent trespassing; and

> Collaboration: Metro continues to partner with the County, the Cities and Regional Agencies to address societal issues such as housing insecurity, untreated mental illness, and drug addiction, to ensure that transit safety is part of a larger community-wide effort to address these complex challenges.

As part of this strategy, Metro's law enforcement partners have expanded their visible presence on the rail system and increased the number of Transit Security Officers (TSOs) to enforce Metro's Customer Code of Conduct on both the bus and rail systems. Metro Ambassadors are also deployed on Metro's six rail lines and five of the busiest bus lines, to provide support to customers and keep a watchful eye out for problems in order to identify potential safety issues before they escalate.

5.2-10 MR-10: Changes to Community Character

Some commenters expressed concerns that the project could result in changes to community character. These concerns include the potential loss of green space, perceived division of community due to the light rail operating along the Metro ROW within the City of Lawndale, and the assertion that light rail within the Metro ROW contradicts city general plans. Additionally, some commenters worried that the light rail system could negatively affect quality of life in the surrounding area.

It is important to note that CEQA does not require an analysis of "community character" as an environmental impact in and of itself. CEQA requires analysis of physical environmental impacts, such as impacts to land use, aesthetics, air quality and noise, not subjective or social changes like shifts in community identity or character.

However, although community character is not a stand-alone impact under CEQA, the Draft EIR addresses related concerns, including in Section 3.2, Land Use, and Section 3.3, Aesthetics.

Land Use

The CEQA Guidelines recognize that economic or social effects of a project may be considered when determining the significance of a physical change caused by the project. According to Section 15131(b) of the CEQA Guidelines, "if construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant." Therefore, an EIR should examine how a project might create physical barriers that disrupt or alter the connectivity of a community.

For this project, the Elevated/At-Grade Alignment, Trench Option, and LPA would run within the existing freight corridor through a predominantly residential area in Lawndale. In some locations, safety fencing along this corridor is not maintained or has been breached, allowing unauthorized crossings by residents. Additionally, along portions of Condon Avenue which lack sidewalks, some residents use the freight corridor for recreational activities, which is neither authorized nor compliant with freight safety standards. With the introduction of a light rail line and reconstruction of the freight line on new tracks, residents would no longer be able to freely cross the Metro ROW where existing fencing has been breached. The project would include new or repaired security fencing, as well as other barriers such as soundwalls (as described in Section 3.6, Noise and Vibration of the Draft EIR) adjacent to the light rail tracks to meet rail safety standards.

Although these safety improvements would restrict unauthorized pedestrian access into the Metro ROW, they would not physically divide the community. Residents would still be able to cross the Metro ROW at the existing street crossings (Inglewood Boulevard, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, and 170th Streets in Lawndale and 182nd Street in Redondo Beach), which would all be rebuilt with upgraded freight safety infrastructure. As these existing crossings would remain open and functional, the project would not result in the physical division of an existing community.

For the Hawthorne Option, the alignment would be entirely elevated, running parallel to I-405 and continuing southbound in the median of Hawthorne Boulevard. No conflicts would exist between street and light rail crossings. Although changes to the roadway configuration along Hawthorne Boulevard would be needed to support an elevated guideway, crosswalks would be maintained, replaced, or added, ensuring no impediment to crossing from one side of the community to the other. The primary changes to the roadway would involve reconfiguring intersections to relocate left turn lanes and reducing median parking due to conflicts with the guideway's support columns. While this may alter traffic flow, it would not prevent vehicles or pedestrians from crossing Hawthorne Boulevard, and therefore, there would be no physical division of the existing community.

Regarding consistency with local general plans, Sections 3.2-4.2 and 4.5-3.2 of the Draft EIR analyze whether the Proposed Project (Elevated/At-Grade Alignment), Options and CEQA Alternatives would cause a significant environmental impact due to a conflict with any land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. The analysis concludes that both construction and operation of the Elevated/At-Grade Alignment, Trench Option, Hawthorne Option, and LPA would result in less than significant impacts.

Some commenters asserted that the project would conflict with Lawndale's General Plan, particularly its designation of the Metro ROW as "open space." To clarify, at the time Metro issued the Draft EIR in January 2023, the City of Lawndale's General Plan designated the Metro ROW as "Public Facilities/Schools," not open space. This designation is shown on Figure 3-3 (Existing General Plan Land Use Map), of the City's Draft EIR for its General Plan Update (Lawndale 2023). CEQA did not require Metro to consider the project's consistency with the then-*draft* General Plan Update. (C*haparral Greens v. City of Chula Vista* (1996) 50 Cal.App.4th 1134, 1145, fn. 7 (no requirement to evaluate consistency with draft plans).)

In addition, Metro, as a legislatively created regional transportation authority, is not subject to local zoning and planning requirements. Although Metro considers the concerns of local jurisdiction, it retains the legal authority to carry out projects in accordance with its statewide transportation mandate. Metro, not the City of Lawndale, has jurisdiction over the Metro ROW. While Metro acknowledges that the City of Lawndale's General Plan Update includes the Metro ROW within its open space inventory, the Metro ROW has long been used as an active rail corridor dating back to the 1880s and introducing

light rail within this corridor is consistent with its former Public Facilities/Schools designation, as well as with its historic and current use. Recreational use of the Metro ROW has never been authorized, as the Metro ROW is part of an active transportation corridor. Any suggestion that the Metro ROW is a designated recreational area or parkland is inaccurate.

The City of Lawndale's reclassification of the Metro ROW from Public Facilities/Schools to Open Space in the General Plan Update could reflect the intent to recognize the corridor's potential for multiple uses, including transportation infrastructure and authorized public access. The introduction of light rail would not inherently conflict with the community's long-term goals for public and open spaces. In fact, the project would enhance public access by introducing safe, multi-use paths parallel to the rail tracks in two segments of the alignment. These paths would offer dedicated walking and biking space in areas, such as along Condon Avenue in Lawndale, where sidewalks do not currently exist, thereby enhancing the functionality and safety of the corridor for pedestrians. The project is also consistent with other aspects of Lawndale's General Plan Update, including the transit-supportive policies and implementation actions identified to achieve Goal M-5, which works to provide a comprehensive public transportation system, which would include light rail service.

More broadly, introducing light rail into the Metro ROW would advance the objectives of local and regional plans aimed at reducing reliance on single-occupancy vehicles, lowering emissions, and improving public transit. By supporting these broader goals, the project would be consistent with and promote the overarching objectives of the prior Lawndale General Plan, the Lawndale General Plan Update, and other relevant local and regional planning frameworks.

Aesthetics

Appendix G of the CEQA Guidelines distinguishes aesthetic impacts in non-urbanized areas from those in urbanized areas. For non-urbanized settings, a project is evaluated based on its potential to degrade the existing visual character or quality of public views of the site and its surroundings. In contrast, for urban settings, the evaluation focuses on whether the project would conflict with applicable zoning and other regulations governing scenic quality.

As the project would occur within an urbanized area, the Draft EIR appropriately analyzes the project's potential for impact based on zoning/regulation conflicts. To ensure a comprehensive analysis, the Draft EIR includes a detailed evaluation of potential visual changes caused by the introduction of the project. This assessment uses the Federal Highway Administration's (FHWA) methodology for evaluating visual quality, based on three criteria: vividness (the memorability of the landscape), intactness (the extent to which the landscape is free from visual intrusions), and unity (the coherence and harmony of the landscape).

As described in Section 3.3, Aesthetics of the Draft EIR, the project corridor is already highly urbanized, with a mix of residential, industrial, and commercial land uses, as well as the existing freight rail infrastructure. There are no designated scenic vistas or notable natural landscapes within the project's vicinity. Due to existing development and infrastructure, the existing visual quality in the area is generally low for vividness, intactness, and unity.

As described in Section 3.3-4.3.2, although at each key viewpoint the project would introduce permanent visual changes, the changes would be neutral as they would not degrade the existing visual quality. The project elements, including the structures, stations, and soundwalls, would be designed to reflect and complement the surrounding communities and to minimize visual intrusion. For example, fencing and soundwalls would be visually integrated to reduce contrast, and station architecture

retaining walls, and other infrastructure would incorporate design treatments that reduce visual massing and enhance overall compatibility with the existing visual landscape.

Consistent with the Metro Tree Preservation Policy, Metro would preserve existing trees along the corridor where feasible and replace trees at a minimum of a 2:1 ratio where preservation is not feasible. For heritage trees, the replacement ratio is 4:1. In addition, new trees and landscaping would be incorporated along the corridor to enhance visual quality. These elements would provide greenery and soften the appearance of the new infrastructure and contribute positively to the visual character of the corridor. The Metro Tree Preservation Policy has been incorporated as a project feature into this Final EIR as PF-BIO-1. Metro Tree Policy.

Moreover, the project is not anticipated to conflict with any local zoning or other policies governing scenic quality. Metro's commitment to thoughtful, high-quality design would help ensure that the project remains visually compatible with surrounding neighborhoods.

In summary, while the project would introduce new transit infrastructure, the visual impact analysis confirms that these changes would not degrade the existing visual character or quality of the community.

5.2-11 MR-11: Traffic Delay and Level-of-Service

Level of Service

Some commenters expressed concerns regarding the adequacy of traffic analysis, specifically related to potential traffic delays at intersections. Specific concerns included changes in roadway configurations, shifts in traffic patterns from vehicles accessing the Metro light rail stations, the introduction of new traffic signals (particularly under the Hawthorne Option), and increased delays for the Elevated/At-Grade Alignment on 170th and 182nd Streets due to proposed at-grade light rail crossings and extended railroad safety gate down times, as well as increased pedestrian crossings and associated impacts.

As explained on Page 3.1-3 of the Draft EIR, traffic congestion or delay (often measured by level of service, or LOS) is no longer considered a significant environmental impact under CEQA. Instead, CEQA now focuses on VMT to assess transportation impacts (see Pub. Resources Code, Section 21099(b)(1) and CEQA Guidelines, Section 15064.3). The rationale for this shift is that LOS analyses primarily measure congestion and delay from the perspective of drivers, which could lead to projects that promote vehicle use over more sustainable alternatives like transit, biking, and walking. By contrast, VMT focuses on reducing the number of miles driven by vehicles, promoting projects that align with California's goals of reducing greenhouse gas emissions, improving air quality, and promoting active transportation.

Although LOS is no longer used in CEQA to determine environmental impacts, Metro separately published the 2023 Transportation Detail Report[6] to analyze local traffic conditions. This report describes present traffic conditions, evaluates future conditions with and without the project, and assesses how the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option would affect traffic circulation, bus route integration and public on-street parking. These issues were studied to ensure the project design takes into consideration local traffic operations, road safety, and access for emergency services, regardless of CEQA requirements.

[6] The Transportation Detail Report (2023e) is available in the "Project Filing Cabinet" on Metro's website for the C Line Extension to Torrance: C Line Extension to Torrance - LA Metro

Traffic Delays

Hawthorne Boulevard serves as a major regional arterial and carries approximately 70,000 vehicle trips per day. Some comments related to the Hawthorne Option raised concerns about intersection operations along the segment of Hawthorne Boulevard between Redondo Beach Boulevard and 182nd Street, where additional traffic signals and roadway modifications are proposed. Primary changes proposed to the streets for the Hawthorne Option include:

- Modification to left turn lanes on Hawthorne Boulevard from 164th Street through 186th Street to accommodate support columns for the elevated light rail structure.
- Signalization of the intersection of Hawthorne Boulevard and 164th Street.
- Installation of a new mid-block crossing approximately 360 feet south of Artesia Blvd to provide access to proposed station.
- Reduction of the northbound left turn pockets on Hawthorne Boulevard at 177th Street from two turn lanes to one turn lane.
- Signalization of the intersection of Hawthorne Boulevard and 179th Street.
- Closure of the median at Hawthorne Boulevard and 180th Street to prevent unsafe left turns, which would permanently detour to 179th Street (northbound) or 182nd Street (southbound) to reverse direction.

Commenters generally opposed the addition of new signals and left-turn modifications based on the concern that these changes would increase vehicle delays in the area. In particular, several comments cited the proposed reduction from two to one northbound left-turn lanes from Hawthorne Boulevard onto westbound Artesia Boulevard as a potential source of congestion.

All of these Hawthorne Option-related changes to traffic operations at signalized and unsignalized intersections are addressed in the 2023 Transportation Detail Report. That analysis used a detailed transportation microsimulation model to analyze changes to automobile traffic on roadways to provide detailed LOS and vehicle queueing metrics. The 2023 Transportation Detail Report used forecast peak hour traffic volumes, which is customary for traffic studies, and accounted for potential traffic rerouting resulting from the Hawthorne Option's modifications to the median access.

The analysis concluded that, at major intersections, average delay would generally increase compared to the 2042 No Project scenario. At some intersections, vehicle queues may also increase. The location of the most substantial increase was the northbound left-turn queue at Hawthorne Boulevard and 179th Street. The increase in queues is caused by the closure of the median at 180th Street, which causes some northbound turn volumes to divert to 179th Street, which would become a signalized intersection. Similarly, queues would increase at the southbound left turn lane at 182nd Street as a result of the 180th Street median closure. At most other intersections, vehicle queues would either increase or decrease by a proportionate number of vehicles, depending on where traffic shifts occur.

Some commenters opposed the proposed new traffic signals and crosswalks intended to improve access to the proposed station area on Hawthorne Boulevard, south of Artesia Boulevard. Currently, the distance between pedestrian crossings near the South Bay Galleria is over 1,000 feet (between Artesia Boulevard and 177th Street). The proposed pedestrian improvements would reduce this gap and improve safety and accessibility. Signal spacing of less than 360 feet is not uncommon in Los Angeles County, including other segments of Hawthorne Boulevard north of 162nd Street. Moreover, the proposed signals, including the proposed mid-block pedestrian crossing at the South Bay Galleria Station, could be integrated into the existing traffic signal coordination system that regulates vehicle

flow on Hawthorne Boulevard. This signal coordination would help maintain vehicle flow and reduce potential delays, while also ensuring that the crossing remains clear of vehicles for safe pedestrian crossing.

Left-turn queues are managed through a combination of available storage space (such as lane and turn pocket lengths) and traffic signal timing. Signal timing and phasing could be adjusted over time in response to evolving traffic patterns, helping to ensure that left-turn queues do not exceed the available storage space between signal cycles. This operational flexibility allows for efficient traffic management and minimizes potential congestion at intersections.

Parking Loss

Some comments raised concerns about the potential loss of parking along Hawthorne Boulevard under the Hawthorne Option. The 2023 Transportation Detail Report identifies approximately 20 median parking spaces that would be lost to accommodate the columns for the elevated light rail structure within the City of Lawndale. Within the City of Torrance, the Hawthorne Option would require widening a segment of Hawthorne Boulevard between 175th Street and 179th Street (and narrowing the parallel frontage road) which would result in the loss of approximately 12 overnight parking spaces. These changes are limited in scope and are necessary to accommodate the elevated structure within the existing public right-of-way and avoid acquisition of private properties.

5.2-12 MR-12: Emergency Access

Some comments asserted that the at-grade crossings along the Metro ROW would be blocked too frequently by passing trains, potentially leading to delays in emergency response. It is important to note that the only light rail alignment evaluated in the Draft EIR that includes at-grade light rail crossings is the Elevated/At-Grade Alignment. The light rail system under the Trench Option, the Hawthorne Option, and the LPA would all be fully grade-separated and would not include any new at-grade light rail crossings.

As noted on page 3.1-58 of the Draft EIR, the Elevated/At-Grade Alignment would include two at-grade crossings at 170th Street and 182nd Street, which would have gates that temporarily lower when a train passes. These gate-down events would typically last between one and two minutes for light rail. As discussed in Section 3.1-4.4.2 of the Draft EIR, during these gate-down events, emergency responders could either wait briefly or reroute to the next available crossing. Under CEQA, the threshold for determining a significant impact is whether the project would result in inadequate emergency access, not merely temporary delays. Occasional short-term delays at crossings do not rise to the level of a significant environmental impact.

Emergency response times are influenced by many factors beyond just the road network, such as the location of emergency responders, traffic conditions, and the nature of the emergency. Even if an emergency required crossing the Metro ROW, not every emergency would require crossing the tracks at an at-grade light rail crossing, and not every emergency vehicle would encounter a passing train during a response.

Although the Elevated/At-Grade Alignment would increase the frequency of gate-down events relative to existing freight service, this situation is common in Los Angeles County where emergency responders have adapted effectively to the introduction of at-grade light rail crossings. For example, in Lawndale, seven at-grade freight crossings currently experience gate-down times with existing freight operations, and local emergency responders have developed practices and training for maintaining effective response times when a crossing is briefly blocked.

Metro's experience in other parts of Los Angeles County further confirms that new at-grade crossings do not cause significant emergency access issues. For example, Los Angeles Fire Department Station 59, located less than 2,000 feet from the at-grade crossing of the Metro E Line on Barrington Avenue, reported average EMS response times of 4:26 before the line opened in 2016 and 4:25 at peak ridership in 2019.[7] Non-EMS response times also remained consistent, with only minor variations (10 or less seconds) across years.

The geographic context of the 170th and 182nd Street crossings, which are located near jurisdictional boundaries (Lawndale/Redondo Beach and Redondo Beach/Torrance) also supports the conclusion that the Elevated/At-Grade Alignment would not compromise emergency access. The crossing at 170th Street is located approximately 550 feet to the east of the border between Lawndale and Redondo Beach. Lawndale is served by the Los Angeles County Fire Department, while Redondo Beach is served by its own fire department. As a result, first responders from these two departments would likely approach from opposite directions on either side of the grade crossing and would not typically need to cross at 170th Street. Additionally, the nearest Los Angeles County Fire Department stations to the City of Lawndale are located to the north, where there is ample time for firefighters to select alternative routes that avoid the grade crossing on 170th and reach the southwestern area of the City of Lawndale.

Similarly, the Elevated/At-Grade Alignment's proposed 182nd Street at-grade light rail crossing is located near the border of the City of Redondo Beach and the City of Torrance, which are served by different emergency responders. The City of Torrance is located entirely to the east of the grade crossing, so the Torrance Fire Department would not need to cross the grade crossing, and there would be a limited area of the City of Redondo Beach that would require that city's fire department to cross at the grade crossing or use an alternative route.

In summary, while occasional delays at the two proposed at-grade light rail crossings for the Elevated/At-Grade Alignment may occur, the frequency and duration of gate-down events are expected to be minimal. Emergency responders are experienced in managing such conditions and have the ability to reroute if necessary. The introduction of light rail is not expected to result in inadequate emergency access, as the project would preserve sufficient crossing options to maintain access and ensure timely emergency response.

As previously noted, the Trench Option and LPA would grade separate light rail at 170th Street and 182nd Street, eliminating any new at-grade crossings for light rail at these intersections. The Hawthorne Option also fully grade separates light rail.

5.2-13 MR-13: Soil Stability and Sinkholes

Some commenters expressed concerns about the stability of the soils within the Metro ROW, with some commenters referencing a reported sinkhole near Grant Avenue in Redondo Beach and attributing it to maintenance activities conducted by an owner of underground utilities. According to the utility owner, this sinkhole was the result of a broken irrigation line in a residential flower bed and was a localized issue that has since been repaired. Although Metro cannot independently confirm the exact cause, available information suggests it was unrelated to underlying geologic conditions. Sinkholes could occur naturally in areas with collapsible soils, or as a result of human activities that alter soil stability, such as leaking utilities or poor drainage. Factors such as inadequate engineering, poor construction techniques, or alterations to soil compaction and groundwater conditions could also contribute to their formation.

[7] Published response time data for City of Los Angeles Fire Department is available at lafd.org.

Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR describes the types of soils and geologic conditions present within the project area. These conditions are typical of much of Los Angeles County and do not indicate unusual risks. As discussed in Sections 3.8-3.11 and 3.8-3.12, there is a low potential for issues related to soil expansion, subsidence, or settlement. In response to public comments, as shown in Section 4.12 of Chapter 4, Corrections and Additions, of the Final EIR, Section 3.8 of the Draft EIR has been revised to further clarify that the likelihood of encountering collapsible soils, which are those most susceptible to sinkhole formation, is also low.

Whether soil is considered collapsible depends on the types of sand and silt particles that are present and their structure. Naturally occurring collapsible soils consist of sand and silt sized particles arranged in a loose "honeycomb" structure held together by weak bonds, such as clay, calcium carbonate, or capillary suction (Caltrans 2024). These bonds generally have enough strength to support loads, but they could weaken and collapse when water is introduced. Water sources could include changes in groundwater level, leaks from nearby pipelines, and rainwater.

A review of existing geotechnical data, including prior studies and available subsurface investigations, such as a boring near Artesia Boulevard, indicates a low potential for naturally occurring collapsible soils within the project area. This conclusion is supported by findings in the City of Lawndale's General Plan (Lawndale 2023) and the City of Redondo Beach's General Plan Program EIR (Redondo Beach 2024), both of which identify a low likelihood of collapsible soils in their respective jurisdictions. Data from the boring near Artesia Boulevard suggests that the subsurface soils predominantly consist of sands with minor layers of silty clays. These soils are medium dense near the surface and become more compact with depth, meaning they generally do not exhibit characteristics of loose soils. However, the soil's potential for collapsibility would be verified during the preliminary engineering phase of design through site-specific field investigations. At the time of the boring, groundwater was encountered at 77 feet below the surface, a depth that is unlikely to pose stability issues.

As outlined in Section 3.8-2.5 of the Draft EIR, the project includes Project Feature PF-GEO-1 (Metro Geotechnical Design Standards) to ensure compliance with established engineering and safety criteria, including the Metro Rail Design Criteria (MRDC), as well as Caltrans and the California Building Code's design criteria for bridges, aerial structures, and building structures. Collectively, these standards provide a rigorous framework for evaluating and addressing site-specific geotechnical conditions to ensure both temporary and long-term stability and safety.

The MRDC establishes detailed requirements for geotechnical investigations and design integration throughout the design and construction process. Specifically, Section 5.6 of the MRDC outlines methodologies for evaluating subsurface hazards and addressing potential risks such as settlement, soil instability, and liquefaction. Required geotechnical investigations would include pre-construction site-specific assessments, such as borings and laboratory testing, to characterize soil strength, composition, and consistency, and to evaluate potential impacts from groundwater. The resulting geotechnical report would identify soil types and engineering properties, establish design parameters, and include recommendations to proactively address potential risks. The recommendations of the geotechnical report would be directly incorporated into the project's plans and contractor's specifications, ensuring that the final design adequately addresses subsurface conditions and geotechnical hazards throughout the project's lifecycle. In addition, the project would be designed to minimize permanent changes to subsurface drainage and groundwater conditions, further reducing the potential for soil-related impacts.

For collapsible soils in particular, Metro would conduct site-specific field investigations prior to construction to assess whether such soils are present. These investigations would include identifying perched or static groundwater water; visually inspecting for "honeycomb" soil structure or cementation;

and laboratory testing for collapsibility. If collapsible soils are identified, the design team would evaluate their depth and lateral extent, evaluate the potential for future wetting, and estimate the potential collapse settlement under anticipated loading conditions. This information would be used to inform final engineering design and ensure that any risks are effectively addressed so that the project remains structurally stable over time. Design strategies could include soil stabilization, the use of artificial fill, deep foundations, and enhanced drainage measures.

During construction, Metro would implement a range of construction techniques tailored to the site-specific conditions to ensure that soils are stabilized and groundwater is properly managed. These methods, required by Metro's Baseline Specifications, could include the following:

> Proper earthwork methods would provide compacted soil beneath any foundations to ensure the finished condition would remain stable during operations. This requires the removal and replacement of poor soils with proper fill, under the discretion of qualified inspection personnel.

> For areas with deeper excavation (such as the trenches for the Trench Option and LPA), construction techniques include sloping or benching the excavation, and shoring trench walls with support to avoid unstable soils during the construction phase. Construction methods for any structures would be chosen during the design phase based on soil type, such as using deeper foundation methods for areas where collapsible soils may be present.

> Appropriate construction methodologies would be selected that minimize permanent changes to sub-surface drainage conditions or groundwater pressures. This could include installation of dewatering wells outside trench walls, sump pumps within the trench, and deep secant pile walls to minimize excavation base instability, soil heaving on the upgradient side of the trench, fluidization, and erosion.

> Soil settlement may be monitored during construction of embankments, to ensure proposed fill is settled before construction of tracks or other settlement-sensitive structures.

In addition, the MRDC and associated Metro Supplemental Seismic Design Criteria (SSDC) provide specific criteria for ensuring that slopes, embankments, and aerial guideways are designed to prevent long-term deformation or failure, including the evaluation of seismic events. These standards provide methods to limit lateral deformation, manage groundwater levels, and prevent settlement-related impacts under normal and seismic conditions.

In summary, the soils within the project area present a low risk for naturally occurring sinkholes, and Metro would apply established geotechnical standards and construction practices to prevent sinkhole formation and other stability-related concerns.

Lastly, some commenters asserted that the Draft EIR is deficient because full geotechnical investigations were not undertaken prior to its preparation. Under CEQA, environmental review is typically conducted at a level of detail commensurate with the planning phase of the project. Conducting full geotechnical investigations prior to project approval would be premature and impractical. Detailed site-specific work, such as borings, laboratory soil testing, and groundwater monitoring, is closely tied to the final design and construction methods, which are not completed until after project approval. These investigations are resource-intensive and must be scoped according to specific engineering requirements that emerge later in project development. For CEQA purposes, Metro appropriately relies on existing geotechnical data, prior studies, and established regional soil profiles to evaluate the potential for geological hazards. This approach is consistent with CEQA's intent to provide a reasonable, good-faith analysis of potential impacts. Site-specific geotechnical investigations would be conducted during the next phase of

engineering to confirm subsurface conditions and ensure the project is designed in compliance with applicable safety and engineering standards.

5.2-14 MR-14: Property Values and Impacts to Businesses

Some commenters expressed concerns over the potential for a decrease in property values as a result of the proximity of the project, and potential impacts to businesses during construction.

CEQA does not require an evaluation of changes to property values and the direct economic effects of a proposed project (Pub. Resources Code, Section 21080(e)(2), 21082.2(c), CEQA Guidelines, Sections 15064(e), 15131). CEQA is focused on environmental impacts, and fluctuations in property values are considered social and economic issues, which generally fall outside of the scope of environmental analysis under CEQA.

However, multiple studies (Shankar, P., Young, L., Haas, P., & Esling, P., 2019; Noh, Y., & Li, W., 2024; Rennert, L., 2022) have shown that residential and commercial properties located within a half-mile radius of transit stations tend to experience increased property values. This is typically attributed to the enhanced accessibility provided by transit systems, offering greater access to destinations, such as employment centers, schools, and entertainment hubs. Proximity to transit stations tends to improve community livability by fostering accessibility, which is increasingly valued in residential markets.

Regarding property acquisition, the light rail alignment options and alternatives studied in the Draft EIR, including the LPA, were designed to minimize the need to acquire property as much as possible and avoid displacement of residents. If the Metro Board votes to certify the Final EIR and approve an alignment for implementation, Metro will finalize the list of any properties that may need to be acquired for the selected alignment and will begin outreach with property owners to discuss real estate needs.

Metro is also committed to helping small businesses continue to operate during and after construction. Metro provides support to businesses affected by major rail projects through initiatives like the Business Interruption Fund, which helps eligible businesses cover certain operating expenses and marketing support during construction to help ensure their continued success. More information about these programs is available on the Metro website at https://www.metro.net/about/business-interruption-fund/ and https://eat-shop-play-lametro.hub.arcgis.com/.

5.2-15 MR-15: Metro Ridership Forecasting Methodology

Some commenters expressed concerns about ridership levels for the project and the overall Metro system.

As a part of the project analysis, Metro conducted a ridership analysis to forecast future ridership, travel patterns, time savings, and congestion benefits (measured as a reduction of vehicle miles traveled or "VMT"). The methodology and findings are documented in the 2023 Ridership Summary Report, published concurrently with the Draft EIR. [8]

Metro's travel demand model uses socioeconomic data from the Southern California Association of Governments (SCAG) projected for 2042. According to these forecasts, ridership for the LPA is expected to match that of the Metro ROW alignments, with about 4,690 new riders and 11,500 total project trips per day by 2042. Metro's travel demand model calculates projected ridership for a typical weekday and applies an "annualization factor" of 318 to compute annual ridership. An annualization factor of 318 corresponds to 245 days of typical weekday ridership, and 120 days of weekend/holiday ridership at

[8] The Ridership Summary Report (2023a) is available in the "Project Filing Cabinet" on Metro's website for the C Line Extension to Torrance: C Line Extension to Torrance - LA Metro

around 60% of weekday ridership. Ridership projections show that riders from the greater South Bay and Palos Verdes Peninsula would use the system to connect to the regional rail network.

The model also accounts for telecommuting, which has been on the rise, and accelerated during the COVID-19 pandemic. Metro conducted preliminary testing using SCAG's Activity Based Model (ABM) to understand and predict telecommuting trends and found that the number of telecommuters is expected to be smaller than originally predicted. This is likely attributable to the fact that many industries cannot support a large fraction of telework.

Metro is seeing trends that indicate many transit riders do not have the option to telework, which suggests that transit ridership will continue to recover and grow as telework trends stabilize. Since ridership levels dropped during COVID-19 in 2020, Metro's ridership has increased in the last few years. In February 2025, Metro reported 311 million boardings in 2024, an 8% increase over 2023 annual ridership numbers and the first time the agency has reached this level of ridership since before Covid-19 pandemic. Metro will continue to study telecommuting and ridership data to inform the project and ensure that ridership trends are appropriately reflected in future analyses.

5.2-16 MR-16: Response to Lawndale and Redondo Beach Community Letter

Some commenters from Lawndale and Redondo Beach submitted the same form letter that expressed a preference for the Hawthorne Option and concerns regarding the Metro ROW alignments.

The letter included comments on the following topics, and responses to each are provided below.

1 – **Opposition to Metro ROW Alignments.** The commenter's opposition to the Metro ROW alignments and preference for the Hawthorne Option is noted. In May 2024, the Metro Board selected the Draft EIR's 170th/182nd Grade-Separated Light Rail Transit Alternative (also known as the "Hybrid Alternative") as the LPA. The Hybrid Alternative was identified as the LPA based on a comprehensive evaluation of all options, including considerations of community impacts, travel benefits, costs, and ability to meet the project's objectives. The Metro Board will make a final decision on the project alignment following the completion of the Final EIR. This decision will consider the Final EIR's findings, including all public comments received and the responses provided.

2 – **Neighborhood Quality of Life.** The commenter's concern about potential impacts to neighborhood quality of life are noted. Metro acknowledges that introduction of a light rail system to residential areas may bring changes to the surrounding environment, including increased noise and vibration. As disclosed in the Draft EIR, significant and unavoidable noise and vibration impacts are anticipated during construction for all rail alignments. However, Metro would implement every feasible mitigation measure to minimize these impacts to the maximum extent feasible. During operation, with implementation of mitigation measures, noise and vibration levels for the LPA, Trench Option and Hawthorne Option would be reduced to less than significant. For additional information regarding these topics, see Major Topic Responses MR-5: Vibration Impact Types and Impact Thresholds, and MR-10: Changes in Community Character.

3 –**Proximity of Realigned Freight Track to Residences.** As part of the Metro ROW alignment options, Metro would realign the existing freight track in specific segments of the corridor to accommodate two new light rail tracks and ensure that the overall design meets safety standards.

Freight derailment risk is very low, and the project would not increase the risk of derailment. See MR-8: Light Rail and Freight Train Safety. As part of the project, Metro would rebuild existing freight tracks in several areas throughout the corridor, upgrading them to meet modern engineering and safety

standards, and would implement other safety features such as fencing and crossing improvements that would enhance the overall safety along the corridor.

The project's design is informed by FRA and Metro standards and criteria for parallel track operations, including appropriate track spacing to ensure an adequate and safe distance between freight and light rail along the corridor. Tracks would be spaced to minimize the potential for any interference between the freight and light rail operations, allow sufficient room for the installation of safety barriers, and provide buffer zones to help contain any unlikely incidents, such as a minor derailment within the Metro ROW. The spacing would take into account train speeds, freight types, and site-specific conditions.

In addition, communication protocols between freight operators and Metro would be established to ensure rapid response and efficient management in the unlikely event of a derailment. Metro would also coordinate directly with local emergency responders and provide them with real-time information to ensure that they are prepared to act quickly. This coordination would include regular communications and training.

Metro will continue to prioritize community safety as the project advances through design and implementation. For additional information on this topic, see MR-8: Light Rail and Freight Train Safety.

4 – **Utility Relocation and Hazard Risks.** The existing utilities, including high-pressure petroleum pipelines within the Metro ROW, would either be protected in place or relocated, following stringent safety protocols and engineering standards. During the next design phases, detailed geotechnical assessments would be conducted to evaluate soil conditions thoroughly, including potential stability issues that could affect utility safety. These evaluations would guide the implementation of specific construction techniques, such as shoring, protective barriers, and stabilization methods, to ensure that construction activities do not compromise pipeline integrity.

The project would follow applicable safety regulations and standards for utility protection, and Metro and its contractors would coordinate with utility owners to comply with all operational and safety requirements to minimize risks during construction and ensure that pipelines are adequately protected after the project becomes operational.

For additional information on these topics, see MR-7: Utility Relocation and Hazardous Material Safety, and MR-13: Soil Stability and Sinkholes.

5 – **Metro ROW.** The Metro ROW is an active freight corridor and is not designated as public green space or authorized for recreational use. Some residents have used parts of the Metro ROW informally for recreation, which is not consistent with freight safety standards and is prohibited due to the risk associated with proximity to an active rail corridor.

To enhance safety and mitigate noise impacts, the project would include new or upgraded security fencing and soundwalls along the light rail tracks. These soundwalls, discussed in Section 3.6, Noise and Vibration, of the Draft EIR, would be designed to meet light rail and freight rail safety standards while reducing potential noise impacts on nearby residences. The exact height and material of the soundwalls would be finalized in later design phases and would feature aesthetic treatments to help minimize their visual impact and blend with the surrounding environment, as described in Section 3.3, Aesthetics, of the Draft EIR.

To further support recreational opportunities, the project would include multi-use recreational paths along Condon Avenue in the City of Lawndale and between Grant Avenue and 182nd Street in the City of Redondo Beach. The new paths would improve mobility within the neighborhoods where no sidewalks exist today, and provide safe, designated areas for walking, biking, and other activities. Pursuant to

Metro's Tree Policy (2022b), trees would be preserved where feasible and replaced at a ratio of 2:1 (or 4:1 if the tree is considered a heritage tree). Additionally, new landscaping, shade trees, and other design elements would be introduced to enhance the natural character of the corridor and support a unified, visually appealing environment. Metro's Tree Policy has been incorporated into this Final EIR as Project Feature PF-BIO-1. Metro Tree Policy.

For additional information, see MR-10: Changes to Community Character.

6 – **Hawthorne Option Ridership Benefits.** Concurrent with the Draft EIR, Metro published the 2023 Ridership Summary Report, which analyzes travel benefits of the routes studied in the Draft EIR (Metro ROW and Hawthorne Boulevard). The Hawthorne Option was projected to have higher total project trips and new riders. However, the Metro ROW alignments had greater reductions in VMT and higher travel time savings per trip. Metro analyzed these benefits in combination with construction cost estimates to better understand cost effectiveness. The project objectives, as stated in the Draft EIR, include improving mobility in the South Bay and delivering a cost-effective project. The travel benefit-to-cost analysis found that the Elevated/At-Grade Alignment and LPA performed better than the Hawthorne Option and Trench Option. See summary table below, which was provided to the Metro Board in the April and May 2024 Board Reports during the selection of the LPA.

Comparison	Metro ROW (Elevated/ At-Grade)	Trench Option (ROW)	Hybrid Alt (ROW)	Hawthorne Option	High Frequency Bus Alt
Annual Project Trips	~3.68M	~3.68M	~3.68M	~4.96M	~1.29M
Annual New Riders	~1.49M	~1.49M	~1.49M	~1.74M	~396K
Annual VMT Reduction	~19.51M	~19.51M	~19.51M	~19.39M	~2.28M
Travel Time Savings/Trip (minutes)	22	22	22	19.7	18.2
Cost/ Annual New Riders	$1,318	$1,905	$1,497	$1,695	$338
Cost/ Annual Project Trips	$534	$772	$607	$595	$103
Cost/Annual VMT Reduced	$101	$146	$115	$153	$59

Source: Metro (2024)

As noted in the May 23, 2024, Metro Board Report,[9] where the Metro Board voted to select the LPA, the Hawthorne Option presents several challenges for construction and implementation. It would require encroachment into Caltrans ROW and additional federal environmental clearance under the National Environmental Policy Act (NEPA), which could extend the project schedule by two to four years. Construction along Hawthorne Boulevard, which is a major regional thoroughfare with approximately 70,000 daily trips, would include lane closures and parking loss, which would exacerbate existing traffic congestion locally and across the South Bay during an extended five-to-seven-year construction period.

Approximately 170 commercial properties abut the Hawthorne Option, which serve approximately 350 businesses. The Hawthorne Option would require the greatest number of property acquisitions and result in the highest number of business displacements among the options studied. As identified in the

[9] The relevant Board Report for the May 23, 2024 Metro Board Meeting is available at: https://metro.legistar.com/LegislationDetail.aspx?ID=6699075&GUID=B590F488-8363-4FE1-A9F2-93D0EB80DFEF&Options=&Search= (accessed October 31, 2024).

2023 Real Estate Acquisitions Report, the Hawthorne Option would require permanent full acquisition of seven commercial parcels and permanent partial acquisition of five commercial parcels north of 190th Street. Major utility relocations would also be required, including relocation of a major underground storm drain located beneath Hawthorne Boulevard, which would require lane closures to construct. In addition, the Hawthorne Option would require the potential relocation or elevation of high-voltage overhead transmission lines that traverse the corridor. These factors contribute to the Hawthorne Option's estimated construction cost of $2.96 billion (as estimated in 2022), the highest of the alignment options studied.

Further, the Hawthorne Option would not include enhancements proposed along the existing Metro ROW, such as freight noise, vibration, and safety enhancements or the new neighborhood multi-use paths. It would also not provide a direct connection to the new Redondo Beach Transit Center, located a half-mile away. By contrast, the LPA provides a more balanced and cost-effective solution that still meets the project's objectives, ridership goals and community and environmental priorities.

The LPA is projected to attract about 4,690 new riders and 11,500 total daily project trips a day by 2042 (which also applies to the Elevated/At-Grade Alignment and Trench Option). Because construction would be staged within the existing Metro ROW, the LPA would require minimal property acquisitions in the segment north of 190th Street, with up to four non-residential parcels identified for permanent full acquisitions to locate a TPSS. Like the other alignments studied, the LPA is designed to avoid the displacement of residents. Further, the LPA's projected cost of $2.23 billion, as estimated in 2022, is significantly lower ($730 million less) than that of the Hawthorne Option.

Relative to the Elevated/At-Grade Alignment, the LPA's under-crossings at 170th and 182nd Streets would eliminate long-term operational noise impacts, facilitate uninterrupted emergency response, enhance safety along school routes, and create a fully grade-separated light rail line for improved operational efficiency.

The Metro Board will make a final determination on the project alignment after reviewing the Final EIR and considering all public comments, including those submitted on the Draft EIR and the responses provided in the Final EIR.

7 – **Long-Term Planning.** Metro acknowledges the commenter's concerns and the importance of considering both financial and non-financial costs, such as community and environmental impacts, in selecting the best option for the Metro C Line Extension. In selecting the Hybrid Alternative as the LPA, the Metro Board considered multiple factors, including the environmental impacts presented in the Draft EIR, the extensive community input, the long-term benefits of each option, and the estimated construction costs.

Metro recognizes the permanent nature of this project and its potential to shape the community for generations. The Metro Board will continue to carefully weigh all relevant factors as they review the Final EIR and make a final decision on whether to certify the Final EIR and approve one of the alignment options under consideration.

5.2-17 MR-17: Response to Torrance Community Letter

Some commenters from Torrance submitted the same form letter that expressed a preference for the use of the Metro ROW for the project.

The letter included comments on the following topics, and responses to each are provided below.

1 – Benefits of the ROW Alternative. The commenter notes the benefits of the Elevated/At-Grade Alignment, including lower costs, shorter construction time, reduced traffic impacts to Hawthorne

Boulevard, and the benefit of connecting the transit centers in Redondo Beach and Torrance. Following the close of the public comment period on the Draft EIR, the Metro Board selected the Draft EIR's 170th/182nd Grade-Separated Light Rail Transit Alternative (also referred to as the "Hybrid Alternative") as the LPA. As detailed in this Final EIR, the LPA would have similar benefits and impacts as the Elevated/At-Grade Alignment, including direct connections between the transit centers. The LPA is similar to the Trench Option in that it minimizes potential noise impacts through the elimination of the at-grade light rail crossings at 170th and 182nd Streets with two short trenches. When the Metro Board considers certification of the Final EIR, it will further evaluate the environmental and community impacts of the LPA to make a final determination on project approval. The comments related to economic and cultural benefits do not raise any significant environmental issues requiring a response.

2 – Impacts along Hawthorne Boulevard. The commenter expresses concern regarding potential impacts of the Hawthorne Option, including disturbance to neighborhoods, impacts to businesses, and possible use of eminent domain. The Draft EIR and other analysis performed for the project recognize that the Hawthorne Option would involve construction impacts along a busy commercial corridor and regional throughfare, which has approximately 70,000 daily vehicle trips. Construction of the elevated light rail structure would require lane closures during construction, which would affect traffic flow and result in potential disruptions to businesses. Approximately 170 commercial properties support approximately 350 businesses, which abut the project alignment along Hawthorne Boulevard. The Hawthorne Option would require the permanent acquisition of several commercial properties along Hawthorne Boulevard, including gas stations, auto repair shops, self-storage, furniture store, and auto dealerships, to accommodate the elevated alignment and stage construction. The Hawthorne Option also requires some temporary construction easements that would affect businesses, including an auto dealership, to construct the support structures for the elevated structure. Metro follows and prioritizes negotiations with property owners to reach fair purchase agreements; exercise of eminent domain is only considered as a last resort when an agreement cannot be reached.

Compared to the Hawthorne Option, the alignment options along the Metro ROW, including the LPA, minimize permanent property acquisition needs by utilizing the ROW corridor for construction and operations. The Metro ROW alignments would avoid the potential permanent acquisition of commercial properties along Hawthorne Boulevard.

3 – Ridership Considerations. The commenter emphasizes the importance of ridership from Torrance and suggests that this contribution should weigh in favor of the Metro ROW alignments. The ridership projections set forth in the 2023 Ridership Summary Report estimate average weekday boardings in the year 2042. While the Hawthorne Option showed higher estimated project trips than the ROW alignments, it was found to be less cost-effective when ridership benefits were evaluated in relation to construction costs. Ridership and cost-effectiveness are among the many factors that the Metro Board will consider when making a final decision on project approval.

5.2-18 MR-18: Homelessness

Some commenters expressed concerns about the presence of unhoused individuals on Metro's train system. Social and economic impacts are outside CEQA's purview; this major topic response is provided for informational purposes. Metro is committed to providing a safe, clean, and welcoming transit experience for all riders, and has developed programs to address homelessness on the system. In 2018, Metro's Board of Directors voted to fund Homeless Outreach Teams to engage with unhoused riders and connect them to resources and supportive services. These multidisciplinary teams are part of Metro's broader public safety strategy, which also includes Metro Ambassadors, law enforcement partners, security personnel, and cleaning crews.

Since that time, Metro has tripled the number of homeless outreach staff and expanded service delivery in partnership with the Los Angeles Department of Health Services and key community-based organizations. These Homeless Outreach Teams are diverse and come from the communities Metro serves. They are experienced in engaging people experiencing homelessness, and the essential resources they provide help people find housing and other critical resources.

Importantly, Metro Homeless Outreach Teams are not security officers and do not replace existing security personnel or law enforcement. Rather, they are an added workforce that collaborates with other Metro departments in order to support a care-based safety model, improve customer experience and help make the system feel safer for our riders.

Metro Homeless Outreach Teams:

> Engage unhoused riders through a person-centered approach that builds connections and establishes trust.

> Connect individuals with a variety of services and resources through a multidisciplinary, housing-first approach.

> Place people into housing, ensuring that they no longer seek shelter on Metro's system.

Metro Homeless Outreach Teams are deployed across our bus and rail system and are easily identified in their purple Metro Outreach vests.

More information on Metro's recent response to homelessness can be found here: https://boardagendas.metro.net/board-report/2023-0683/

5.2-19 MR-19: Project Benefits

Some commenters questioned whether the project would provide any benefits to the South Bay or the region as a whole. Although CEQA does not require an EIR to discuss the benefits of a project, the following discussion is provided for informational purposes. The South Bay is a major employment hub in Los Angeles County, facing critical challenges, including congested roadways, limited transit options, and high housing costs. The affordable housing crisis exacerbates regional congestion as workers commute long distances to access jobs. According to the Southern California Association of Governments (SCAG), job growth in the region is expected to outpace population growth, further intensifying the jobs-to-housing imbalance. By 2045, congestion is projected to worsen by 30 percent, negatively impacting air quality, energy consumption, and greenhouse gas (GHG) emissions. The South Bay currently lacks fast, frequent, and reliable transit connections to the rest of Los Angeles County, limiting access to jobs, services, and key destinations. The project addresses these challenges by offering an efficient transit solution that would benefit the South Bay and the entire county through:

> Expanding access to opportunities with ~3.6 million project boardings per year

> Attracting ~1.5 million new riders to the Metro system,

> Generating over 15,000 jobs (8,600 construction and 6,400 non-construction),

> Reducing travel times across the region,

> Connecting two new bus transit centers to the expanding rail network,

> Helping address climate change by shifting drivers to transit and reducing:

- Auto travel/congestion: ~19.5 million vehicle miles traveled per year,
- GHG emissions: ~2,370 metric tons of CO_2 equivalent per year,

- Regional energy use: ~41 million megajoules per year

The project would also expand mobility options in Equity Focus Communities (EFCs), which are areas identified by Metro as having the greatest transportation needs based on three characteristics:

> Low-income households,

> Black, Indigenous, and other People of Color (BIPOC) residents, and

> Households with no access to a car.

Prioritizing transit investments in historically underserved communities is consistent with Metro's Equity Platform, which seeks to expand access to economic opportunities, improve mobility for transit-dependent riders, and reduce transportation barriers for EFCs. The project would provide reliable, high-quality transit connections in many EFCs in the South Bay and beyond, connecting the riders to major employment hubs and services, helping to address economic disparities in access to jobs, education and essential services while supporting equitable economic development and climate goals. Prioritizing jobs in disadvantaged communities strengthens local economic development in many EFCs through the creation of construction, operation, and maintenance jobs. With the recently adopted K Line operating plan, this southern extension would create significant travel time savings and improve transit frequency—benefits that would extend beyond the immediate project area, improving mobility and quality of life across Los Angeles County. Additionally, Metro has engaged in extensive public outreach to ensure that community perspectives are reflected in the project's development.

5.2-20 MR-20: Proximity Impacts of Relocated Freight Tracks

Some commenters expressed concerns regarding potential impacts related to the proximity of the relocated freight tracks to residences. The Draft EIR evaluates these proximity-related impacts, including in Sections 3.2, Aesthetics; 3.3 Air Quality and GHG; 3.4 Noise and Vibration; and 3.8 Hazards and Hazardous Materials. The following discussion summarizes, amplifies, and clarifies the findings of these analyses, and demonstrates that although minor shifts in freight track location would occur, the project would not introduce new or substantially more severe impacts from freight operations compared to existing conditions.

Aesthetics

As discussed in Section 3.3, Aesthetics, of the Draft EIR, the existing Metro ROW is characterized by transportation infrastructure, including freight operations, and at-grade freight crossings. The visual quality along the Metro ROW is low to moderately low, with no designated scenic vistas or sensitive visual resources within the area.

The analysis in Section 3.3-4.2 of the Draft EIR determined that the relocation of freight tracks would not introduce a substantial change in the corridors' visual character. Although the proximity of freight tracks to some residential and retirement communities would increase slightly, the relocated tracks would remain within the existing Metro ROW and at the same grade as the current freight line. The fundamental visual context of the corridor as an active transportation corridor, would remain unchanged. Additionally, the project includes new safety infrastructure at at-grade freight crossings, which would be visually similar to existing infrastructure and designed in accordance with applicable standards. A visual simulation (Figure 3.3-62 of the Draft EIR) provides an example of this modification, illustrating how the freight track would be relocated slightly westward while maintaining a consistent visual profile. The project would also be consistent with local policies regarding visual quality.

Because the freight track relocation would not introduce a new use or significantly change the appearance of the corridor, and because new infrastructure would be consistent with existing conditions

and applicable design policies, aesthetic impacts from the freight track realignment would be less than significant.

Air Quality

Some commenters raised concerns that relocating the freight track within the Metro ROW could increase exposure of nearby residences to air pollutants from freight operations. However, freight activity in this corridor occurs infrequently (typically one to two times a day through the residential sections), and the primary factors influencing freight-related emissions— such as train frequency, train length, and fuel type—would remain unchanged, Because the project would not increase the number or intensity of freight trips, nor alter the type of locomotives used, the associated emissions of criteria pollutants and toxic air contaminants, such as diesel particulate matter (DPM), would remain the same.

Moreover, DPM and other freight emissions disperse rapidly in outdoor environments. The minor change in distance between the freight tracks and adjacent residences is not sufficient to cause a measurable change in localized air pollutant concentrations or to meaningfully increase exposure risk for nearby residents. Soundwalls required for the project would further reduce localized exposure by acting as physical barriers that promote dispersion and reduce the accumulation of particulates near sensitive receptors. Therefore, the project would not result in a significant air quality impact related to freight relocation.

Air quality in the region is also expected to continue improving due to ongoing regulatory efforts and emission controls. The SCAQMD 2024 *South Coast Air Basin Plan for the 2012 Annual PM2.5 Standard* established an attainment target date of 2030, and monitoring data recorded at sites throughout the Los Angeles County portion of the South Coast Air Basin have demonstrated a decreasing trend over the past decade. The 2024 PM2.5 plan accounts for particulate matter emissions from freight train activity at a regional scale. The project would not introduce new freight activity and would not interfere with regional attainment efforts.

Both light rail and freight train operations generate small amounts of dust due to braking friction and resuspended particulates from trains passing over unpaved areas. However, these emissions would be minor and not substantially increase localized particulate matter concentrations along the alignment. As part of the project's mitigation measures, soundwalls would be installed along portions of the corridor where residential developments are closest to the tracks, specifically south of Manhattan Beach Boulevard and north of 190th Street. These soundwalls would act as physical barriers, helping to reduce the dispersion of airborne particulates into surrounding communities. The analysis in Section 3.4-4.3.2 was revised in Section 4.8 of Chapter 4, Corrections and Additions, of the Final EIR, to include expanded descriptions on brake dust.

For these reasons, the relocated freight tracks within the Metro ROW would not expose nearby sensitive receptors to substantial pollutant concentrations. Therefore, operational impacts related to air quality would remain less than significant.

Noise and Vibration

Section 3.6, Noise and Vibration, of the Draft EIR analyzes the noise impacts of the relocated freight track combined with the light rail, in Section 3.6-4.1.2, Operational Impacts. With implementation of Mitigation Measures MM-NOI-2, MM-NOI-3, and MM-NOI-4, all operational impacts would be reduced to less than significant for the Trench Option. For the Elevated/At-Grade Alignment, significant noise impacts would remain at the 170th Street at-grade crossing. However, this remaining significant noise impact for the Elevated/At-Grade Alignment is not attributed to the freight being in closer proximity to residences (note the freight track would only be relocated approximately three feet near the 170th

Street at-grade crossing). Instead, as discussed in Section 3.6-6.1.2 of the Draft EIR, the freight noise impact is attributed to the freight horn blowing at the at-grade crossings, rather than trains passing by. For this same reason, the LPA would not result in significant noise impacts resulting from the proximity of the freight tracks to residences.

Section 3.6, Noise and Vibration, of the Draft EIR also analyzes potential vibration impacts from the relocated freight track in Section 3.6-4.3.2, Operation Vibration Impacts. Table 3.6-24 summarizes these findings, demonstrating that, with implementation of Mitigation Measures MM-VIB-4 (Low Impact Frogs), MM-VIB-5 (Resilient Fasteners), and MM-VIB-6 (Ballast Mats), operational vibration impacts would be reduced to less than significant. It should also be noted that, where freight tracks would be relocated, Metro would install new and upgraded rail infrastructure where feasible, such as continuously welded rail; this type of rail eliminates rail joints by welding sections together, which results in smoother rail surfaces. This technology would likely reduce both noise and vibration compared to existing freight operations.

Hazards

Section 3.9, Hazards and Hazardous Materials, of the Draft EIR analyzes potential impacts related to hazardous materials, including the risk of accidental release of hazardous materials resulting from project operations. Section 3.9-4.2.1 has been revised in Section 4.13 of Chapter 4, Corrections and Additions, of the Final EIR, to further clarify that the project would not introduce any elements that could increase the risk of derailment.

Freight rail already operates safely within the Metro ROW, and the relocation of freight tracks would not alter freight operations, train frequency, or the types of materials transported. In fact, the relocated freight tracks would be rebuilt with new and upgraded track infrastructure, improving safety and reducing potential risks compared to existing conditions.

Although freight tracks would be relocated slightly closer to some residences, proximity alone does not increase the probability of derailment, nor does it necessarily result in greater risks to adjacent communities. As discussed in MR-8: Light Rail and Freight Train Safety, freight safety data indicates that the vast majority of derailments occur in railroad yards or on freight industry tracks, where frequent switching, complex maneuvers, and high train volumes increase the likelihood of incidents. By contrast, derailments along mainline freight corridors, such as the Metro ROW at issue, are rare, and injuries or fatalities are even rarer.

For additional information, see MR-8: Light Rail and Freight Train Safety.

5.2-21 MR-21: Cost Estimates and Schedule

CEQA does not require an EIR to provide cost estimates. However, in 2022 Metro prepared cost estimates and published the C Line (Green) Extension to Torrance Cost Estimates Summary10 concurrent with the Draft EIR in January 2023. As stated, Metro follows the FTA's guidelines for cost estimating, and the estimate underwent peer review prior to publication. The cost estimate is based on the advanced conceptual design available for the Draft EIR, and it includes the construction costs (which were prepared in 2022 dollars), an escalation factor to account for future inflation and market fluctuations, and a contingency to accommodate potential known and unknown risks that could increase costs during construction. In accordance with FTA guidelines, the cost estimates include multiple categories such as track guideway, stations, sitework, utility relocations, potential environmental

[10] The Cost Estimates Summary (2023c) is available in the "Project Filing Cabinet" on Metro's website for the C Line Extension to Torrance: C Line Extension to Torrance - LA Metro

investigations, right-of-way acquisitions, and systems. The contingency is approximately 40% based on the current level of design, in accordance with FTA guidelines. As the project design advances, the contingency would be adjusted.

The 2023 Cost Estimates Summary also provides the preliminary construction schedule for each of the alignment options, with the Elevated/At-Grade Alignment anticipated to be completed in Fall 2033, the Trench Option in early 2035, and the Hawthorne Option in Fall 2035. The construction schedules in the 2023 Cost Estimates Summary include contingency as part of the construction duration per FTA guidelines. In April and May 2024, Metro presented the cost estimates and construction schedule for the LPA (the Hybrid Alternative) to compare with the other alignments. The LPA is estimated to take approximately a year longer than the Elevated/At-Grade Alignment. The construction duration for the LPA reflects these adjustments and is described in Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR.

Metro has refined cost estimates, posted to the project website, to share with the Metro Board as part of the consideration to approve the project and certify the Final EIR.

5.3 RESPONSES TO PUBLIC AGENCIES

Submission 21 Carlos Huizar, City of Torrance

21-1 The north arrow in Figure 2.3-13 has been revised and included in Section 4.3, Corrections and Additions, of the Final EIR. This revision does not change the conclusions of the Draft EIR. Figure 2.3-14 of the Draft EIR is labeled correctly and did not require revisions.

21-2 The City's opposition to a new pedestrian crossing on Hawthorne Boulevard to access the South Bay Galleria Station is noted. All comments have been shared with the Metro Board for their consideration. On May 23, 2024, the Metro Board of Directors selected the Hybrid Alternative, which travels along the Metro ROW for the entire length of the alignment, as the LPA. The LPA does not include a station along Hawthorne Boulevard. The selection of the LPA helps guide the next phase of design and study, but no final decision has been made. All alignment options and alternatives studied in the Draft EIR are still being considered. All comments on the Draft EIR have been provided to the Metro Board for consideration. See MR-1: Selection of Alternatives.

Both the Draft EIR and the 2023 Transportation Detail Report, which evaluates non-CEQA issues and was published concurrently with the Draft EIR, include consideration of the mid-block pedestrian crossing at the south end of the South Bay Galleria Station (Hawthorne Option). The mid-block pedestrian crossing is intended to provide safe, convenient pedestrian access to the station, particularly for residents approaching from the south and the neighborhood east of Hawthorne Boulevard, thereby supporting the project's goal of providing a viable alternative to continual growth in traffic volumes.

The project seeks to reduce the risk of unsafe crossing behavior by providing safe crossing locations as close to the station as possible. The proposed crossing would be signalized and would be located approximately 360 feet south of the existing signal at Hawthorne Boulevard and Artesia Boulevard. Without a signalized crossing at the south end of the station, transit passengers approaching the station from the south (near 177th Street) would be more likely to attempt to unsafely cross Hawthorne Boulevard because of the long distance (over 1,000 feet) between signalized crossings at Artesia Boulevard and 177th Street.

This is also supported by the analysis of vehicle-pedestrian collisions along the corridor, as shown in Figure 3.1-14 of the Draft EIR. For instance, in the segment of Hawthorne Boulevard between approximately 162nd Street and Artesia Boulevard (which has more crossings between 400 to 600 feet apart), there were far fewer collisions total than in a comparable distance from Artesia Boulevard south to 182nd Street (which has fewer crossings).

The mid-block pedestrian crossing was evaluated under the applicable CEQA transportation standards of significance, including consistency with local policies that support improved pedestrian mobility and safety (see Section 3.1-4.1 of the Draft EIR). As described in Section 3.1-1.2 of the Draft EIR and MR-11: Traffic Delay and Level-of-Service, traffic impacts as measured by delay, such as level-of-service (LOS) impacts, are no longer treated as environmental impacts under CEQA. Likewise, CEQA does not require an evaluation of parking capacity and demand. However, potential secondary effects such as parking demand and circulation changes in residential areas are discussed in the 2023 Transportation Detail Report. The mid-block signal would not "introduce new vehicle traffic"

as the signal is a pedestrian safety measure for accessing the station and would be comparable to the several mid-block pedestrian crossings found on Hawthorne Boulevard less than one mile north in the City of Lawndale. The 2023 Transportation Detail Report also found that approximately 20 on-street parking spaces would be lost in the center median of Hawthorne Boulevard between 162nd Street and 171st Street in the City of Lawndale to accommodate columns for the elevated structure.

Metro considered various options to ensure safe pedestrian access to the proposed South Bay Galleria Station in the center of Hawthorne Boulevard, including a pedestrian bridge. A pedestrian bridge was not pursued, however, for several reasons. First, the at-grade crossing with coordinated signals is expected to provide safe and efficient access without the need for elevated infrastructure. Moreover, constructing a pedestrian bridge instead of a signalized crossing could introduce additional challenges, as it would expand the project's footprint due to the support columns required for the bridge. This would likely necessitate acquiring additional private properties along Hawthorne Boulevard to accommodate the bridge structure and a ramp compliant with the Americans with Disabilities Act (ADA) for accessibility.

The comment also suggests that a pedestrian bridge would reduce parking impacts to adjacent residential streets and private parking lots. However, based on Metro's system experience, the majority of rail passengers do not drive to stations. Metro's published data from its annual On-Board Customer Satisfaction Surveys show that at nearly all stations, most riders access the train by walking, bicycling, or transferring from buses. Even at stations where parking is provided, most station parking is not fully utilized under normal circumstances. Thus, the proposed South Bay Galleria Station is expected to have a similar pattern of people accessing the station by foot, bicycle, or bus. Furthermore, owners of private parking facilities have the authority to control who parks in the spaces, determine any associated charges, and can contact enforcement if unauthorized vehicles are parked.

21-3 Regarding 177th Street: the 2023 Transportation Detail Report analyzes all anticipated changes in roadways and traffic patterns, inclusive of traffic rerouting that would result from the proposed mid-block crossing and median access modifications. For the proposed crossing associated with the Hawthorne Option, the northbound left-turn pocket on Hawthorne Boulevard approaching 177th Street would be reduced from two lanes to one. This change would be managed through a combination of increased storage space (lengthening the turn lane) and adjustments to signal timing and phasing to maintain acceptable traffic flow. Signal operations could be further adjusted as needed to respond to evolving traffic patterns and reduce the risk of queues exceeding available storage in between signal cycles.

The Metro ROW alignments, including the LPA, do not include modifications to the 177th Street/Hawthorne Boulevard intersection as the alignments would be located along the Metro ROW.

21-4 Regarding 179th Street: As discussed in Section 3.1-4.3 of the Draft EIR, under the Hawthorne Option, a new traffic signal is proposed at 179th Street to facilitate safe vehicle turns and pedestrian access, as the location is presently unsignalized. This improvement would help accommodate traffic that would otherwise make left turns at the existing unsignalized median opening at 180th Street, which would be closed under the Hawthorne Option. To support this change, the northbound left turn lane on Hawthorne Boulevard approaching 179th Street would be extended up to 230 feet. This added storage would help

prevent left-turning vehicles from spilling into through lanes, maintaining efficient traffic flow. The proposed signal would preserve access for local neighborhoods and businesses affected by the median closure. Signal warrant analysis would be provided for new signals in the next phase of engineering should the Hawthorne Option be approved by the Metro Board following certification of the Final EIR.

The Metro ROW alignments, including the LPA, do not include new signals along Hawthorne Boulevard as the alignments would be located along the Metro ROW.

21-5 Regarding 180th Street: The 2023 Transportation Detail Report, which evaluates non-CEQA issues and was published concurrently with the Draft EIR, analyzes the potential effects of the proposed median gap closure at 180th Street, including the anticipated diversion of northbound left-turn volumes to 179th Street. The Hawthorne Option would permanently close the median at this location and require left turning traffic to either continue north to the newly signalized intersection at 179th Street, or south to the existing signalized intersection at 182nd Street. Both locations permit drivers to make a U-turn to access 180th Street or the shopping plaza. This closure is required because the column placement through this segment would otherwise create visual obstructions that would prevent drivers from seeing oncoming traffic in an unsignalized left turn. According to the report, the 179th Street/Hawthorne Boulevard intersection is expected to handle the diverted traffic effectively, as it would be signalized under the Hawthorne Option, though adjustments to signal timing would be made to optimize flow and further minimize queues. Similarly, southbound drivers who would have previously turned left at 180th Street would be directed to continue to 182nd Street for left turns or U-turns. This change may impact the PM peak LOS at 182nd Street, but additional signal timing adjustments could further manage traffic flow at that location.

The Metro ROW alignments, including the LPA, do not include a median gap closure at the 180th Street/Hawthorne Boulevard intersection as the alignments would be located along the Metro ROW.

21-6 See response to Comment 21-2.

21-7 Figure 2.3-29 has been revised as requested, and is included in Section 4.3, Corrections and Additions, of the Final EIR. This revision does not change the analyses or conclusions of the Draft EIR.

21-8 The durations of some construction activities identified in Tables 2.4-1 through 2.4-3 on pages 2-54 and 2-55 of the Draft EIR would overlap. Accordingly, adding a row to the table summing up these values would not provide an accurate total. Therefore, no changes were made in the Final EIR.

21-9 The construction durations presented in the Draft EIR have not changed. However, the anticipated opening year of the project has shifted based on additional time needed to complete the CEQA process. See MR-21: Cost Estimates and Schedule.

21-10 The comment is noted regarding the anticipated longer permitting process for the Hawthorne Option compared to the other alignment options. Metro would coordinate with local and state agencies during later design phases to address necessary permitting based on the alignment approved for implementation by the Metro Board. Specific details about permitting timelines are not available at this stage.

21-11 The status of the project in Table 3.0-1 is updated to "Construction" in Section 4.4, Corrections and Additions, of the Final EIR. This revision does not alter the analyses or conclusions of the Draft EIR.

21-12 As noted by the comment, the proposed South Bay Galleria Station along Hawthorne Boulevard is approximately a half mile walk from the Redondo Beach Transit Center. However, as shown in Figure 3.1-4 on page 3.1-19 of the Draft EIR, many existing bus transit services travel along Hawthorne Boulevard and pass by the location of the proposed South Bay Galleria Station on their way to the Redondo Beach Transit Center. Metro and other transit operators typically review and adjust their bus routes routinely, e.g., twice a year. The bus routes could be adjusted to provide an additional stop close to the proposed South Bay Galleria Station and connect riders to the Redondo Beach Transit Center. Transit agencies typically assess and adjust their services during the construction of new rail stations to ensure effective connections, considering factors such as rider demand and accessibility needs. By the time of construction of this project, the existing transit network would have the flexibility to adapt based on observed demand and transit operator assumptions. As noted above, the Metro ROW alignments, including the LPA, do not include a station on Hawthorne Boulevard.

21-13 See MR-11: Traffic Delay and Level-of-Service. The 2023 Transportation Detail Report, which evaluates non-CEQA issues and was published concurrently with the Draft EIR, describes the estimated future conditions in 2042 without the project and analyzes the traffic circulation effects on intersection delay and queues for the project, including the Hawthorne Option. Metro, as a regional transit agency, is not subject to local LOS-based requirements.

21-14 See response to Comment 21-12.

21-15 The Construction Traffic Management Plan (CTMP) would be integrated into the permitting schedule for the project to ensure it is developed and approved prior to construction activities. Metro would coordinate closely with local agencies throughout the plan's review and approval process.

21-16 Page 3.1-21 of the Draft EIR consists of Table 3.1-5, which describes baseline conditions, not the Elevated/At-Grade Alignment. The City may be referencing a different page than the one noted in the comment. As defined in Chapter 2, Project Description, of the Draft EIR, the overall project is an extension of the light rail to the Torrance Transit Center, while the Trench and Hawthorne Options represent segments within the overall project that extend only from Redondo Beach (Marine) Station to 190th Street.

21-17 See response to Comment 21-2. The frequency of pedestrian injuries is closely related to the spacing and configuration of safe pedestrian crossings. As described in Section 3.1-3.12 of the Draft EIR, existing at-grade pedestrian crossings are provided at intervals of approximately 400 to 600 feet along Hawthorne Boulevard within the City of Lawndale. However, south of Artesia Boulevard, crossings are more widely spaced (over 1,000 feet), creating longer gaps without safe crossing points. Figure 3.1-14 in the Draft EIR shows that, north of Artesia Boulevard, there were six vehicle-pedestrian collisions over the five-year period of 2014 to 2018 distributed across all pedestrian crossings. In contrast, south of Artesia Boulevard, where crossings are more widely spaced, there were higher incidences of collisions, with two to five collisions occurring at each intersection and at least six collisions at 180th Street, where no signalized crossing is provided.

Additional signalized crossings, as proposed by the Hawthorne Option, would help reduce the distance between safe pedestrian crossings on Hawthorne Boulevard between Artesia Boulevard and 182nd Street, better supporting pedestrian access and redistributing some vehicular traffic. Under existing conditions, there are approximately 1,000 feet between existing signals. To avoid these longer walks, pedestrians might choose to cross at unsignalized locations, which is allowed under California Vehicle Code Section 275, but increases the risk of vehicle-pedestrian collisions. The additional signalized crossings proposed by the Hawthorne Option would improve overall pedestrian safety by enhancing designated crossing facilities and reducing the risk of collisions.

21-18 See responses to Comments 21-2 and 21-17.

21-19 See response to Comment 21-4.

21-20 See response to Comment 21-2.

21-21 See response to Comment 21-3.

21-22 See response to Comment 21-4.

21-23 See response to Comment 21-5.

21-24 The City's request for lane striping is noted. All comments have been shared with the Metro Board for their consideration. Per the California Manual on Uniform Traffic Control Devices, double yellow striping may only be used to separate lanes travelling in opposite directions. For this location, the separation between the northbound left-turn lane and the southbound #1 travel lane would be designed to maximize clearance and ensure safety, while complying with applicable traffic control standards.

21-25 The text is updated as requested in Chapter 4, Corrections and Additions, of the Final EIR to reflect the latest zoning code update as of January 1, 2023. This revision does not alter the conclusions of the Draft EIR.

21-26 Additional information about the business and commercial goals of Hawthorne Boulevard Corridor Specific Plan, including the design vision for the North Torrance District as a gateway and active commercial environment, has been incorporated into Section 3.2-1.3 and Table 3.2-5, as shown in Section 4.6 of Chapter 4, Corrections and Additions, of the Final EIR. These additions do not alter the analyses and conclusions of the Draft EIR. Furthermore, Section 3.2-4.2.2 of the Draft EIR evaluates the Hawthorne Option's potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As detailed therein, light rail service along Hawthorne Boulevard and the addition of the proposed South Bay Galleria Station would support the goals of the Hawthorne Boulevard Corridor Specific Plan by offering an alternative to car travel and ensuring that the proposed improvements would align with future population and employment growth.

21-27 The Torrance Transit Center Station site plan has been updated in Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of the Final EIR, to include a note regarding the city's project.

21-28 Additional details about the land uses along Hawthorne Boulevard have been added to Section 3.2, Land Use and Planning, of the Draft EIR, as shown in Section 4.6, Corrections and Additions, of the Final EIR. These additions do not alter the conclusions of the Draft EIR.

21-29 The analysis in the Draft EIR indicates that construction-related pedestrian access closures for the Hawthorne Option could last for months in some locations, not years. Oversight and review by local agencies regarding the CTMP would occur prior to any closures. No revisions were made in the Final EIR in response to this comment.

21-30 The requested addition of the Hawthorne Boulevard Corridor Specific Plan to Table 3.2-5 has been made, as shown in Section 4.6, Corrections and Additions, of the Final EIR. The addition does not alter the conclusions of the Draft EIR. As described in Section 3.2-4.2 of the Draft EIR, the Hawthorne Option would not result in any significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

21-31 As stated on page 3.3-53 of the Draft EIR, shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; plant nurseries; and existing solar collectors/panels. Shadows tend to be cast in a clockwise direction from west/northwest to east/northeast throughout the day across all seasons.

For the northern portion of the Hawthorne Option, where some residential properties are located to the southwest of the alignment and the I-405 is positioned to the northeast, the elevated rail structure and proposed plexiglass soundwalls would not substantially cast shadows over residential properties due to the standard shadow patterns, as discussed in Section 3.3-4.4.2 of the Draft EIR. Shadows from the elevated guideway, including soundwalls, would instead primarily fall onto the I-405 corridor to the northeast. Additionally, the elevated guideway's location within the median of Hawthorne Boulevard and the width of the roadway would prevent significant shading of residential areas to the east. Overall, the proposed Hawthorne Option would not result in substantial shadow impacts on residential properties.

21-32 It is not clear what the City intends by the phrase "aesthetics of additional infrastructure." Pursuant to CEQA Guidelines Appendix G, Section I, the relevant criterion for projects located in an urbanized area, such as the Hawthorne Option, is if the project would conflict with applicable zoning and other regulations governing scenic quality. Section 3.3-4.3 of the Draft EIR evaluates whether the project would conflict with applicable zoning and other regulations governing scenic quality. Regarding the Hawthorne Option, see the analyses of key observation point (KOP) 13 through KOP 23, starting on page 3.3-90 of the Draft EIR. Cumulative impacts of the Hawthorne Option are addressed in Section 3.3-7.1.

21-33 In Section 3.4, Air Quality, of the Draft EIR, the methodology for the localized air quality impacts analysis utilized the most conservative assumption for proximity of sensitive receptors. The Excelsior Preschool is accounted for in the analysis, even if it wasn't specifically identified on the sensitive receptor map. Furthermore, the Draft EIR includes evaluation of potential air quality impacts on the nearest existing sensitive receptors to the potential areas of disturbance. Such receptors are located closer to the Elevated/At-Grade Alignment and Trench and Hawthorne Options than the school. Thus, the conclusions in Section 3.4-4.3 (less than significant) would similarly apply to the potential for the Elevated/At-Grade Alignment and Trench and Hawthorne Options to expose the Excelsior Preschool to substantial pollutant concentrations.

21-34 The City notes the impact conclusion in Section 3.7, Biological Resources, of the Draft EIR. Section 3.7, Biological Resources has been updated in Chapter 4, Corrections and Additions, of the Final EIR.

21-35 Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR correctly depicted the project's footprint extending into the Southern Tarplant Open Space Preserve adjacent to the Torrance Transit Center. However, this limited encroachment was inadvertently omitted from the impact discussion in Section 3.7-4.1.1 of the Draft EIR. Since publication of the Draft EIR, Metro has confirmed that the project would encroach on approximately 7,471 square feet of the 87,036 square foot preserve due to a necessary maintenance and emergency access easement. The impact analysis and conclusions of Section 3.7-4.1 of the Draft EIR have thus been revised to describe the impact to the preserve during construction and operation of the project, as shown in Section 4.11, Corrections and Additions, of the Final EIR. As described therein, implementation of new mitigation measure MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat would reduce the impact to the preserve to less than significant for all light rail alignment options and alternatives. With implementation of MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat, the project would not affect the preserve's watershed or compromise the viability of the 3:1 replacement ratio established by the City.

21-36 The requested text describing duplication of service and need for transfers has been added to Chapter 4, Corrections and Additions, of the Final EIR. This clarification amplifies the information contained in the Draft EIR and does not alter its conclusions.

21-37 Section 4.10, Corrections and Additions, of the Final EIR, includes a revision to Mitigation Measure MM-VIB-1: Vibration Control Plan to require the contractor to notify nearby receptors, including surrounding businesses near the Del Amo Bridge, of upcoming pile-driving activities at least 72 hours in advance. This revision to the mitigation measure does not alter the conclusions of the Draft EIR.

21-38 Height, length, and soundwall features would be identified during final design to reduce noise to below the FTA moderate noise criteria. Soundwall locations are identified in Figure 3.6-21 through Figure 3.6-24 of the Draft EIR. See Figure 3.6-31 of the Draft EIR for examples of soundwall placement. See response to Comment 21-31 regarding shade.

21-39 As discussed in Section 3.7-5 of the Draft EIR, Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys requires that a pre-construction nesting bird survey be conducted by a qualified biologist within four days (96 hours) prior to the start of construction activities to determine the presence of active nests within or directly adjacent to the construction zone. This would include surveys at El Nido Park, as it is adjacent to the construction zones for the Metro ROW light rail alignment options and alternatives.

21-40 The label identifying Amie Sump in Figure 3.10-2 of the Draft EIR has been corrected to Pioneer Sump, as shown in Section 4.14, Corrections and Additions, of the Final EIR. This revision does not alter the conclusions of the Draft EIR.

21-41 Excelsior Preschool at 19801 Mariner Avenue is located adjacent to, but just outside, the RSA boundary for Public Services shown in Figure 3.15-4 in the Draft EIR. In addition, as discussed on page 3.15-35 of the Draft EIR, the project would not construct any residential units or directly increase the population within the RSA. Therefore, the project is not

expected to lead to unplanned population growth that would increase demand for educational facilities.

21-42 As discussed in Section 3.15-2.3 of the Draft EIR, the project would be subject to Project Feature PF-T-1: Construction Traffic Management Plan. This requires coordination with the city and emergency service providers to ensure emergency access is provided to the alignments and component sites and neighboring land uses.

21-43 The City's support for the Elevated/At-Grade Alignment and opposition to the Trench and Hawthorne Options is noted. All comments have been shared with the Metro Board for their consideration. Contrary to the comment and as shown in Table 4.5-1 of the Draft EIR, the Hawthorne Option would result in fewer significant and unavoidable impacts than the Elevated/At-Grade Alignment, as the Hawthorne Option would result in a less than significant impact related to operational noise-level increases. The LPA, however, would avoid the operational noise impact by grade separating light rail.

21-44 As shown in Drawing RW-763 of Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR, the Hawthorne Option is anticipated to include permanent acquisition of APN 4084-024-086 (Volvo Cars South Bay auto dealership) to allow the light rail structure to turn from Hawthorne Boulevard onto the Metro ROW. The elevated light rail structure would also require a permanent easement on APN 4084-024-026 (Jerome's Furniture, commercial business) to accommodate support structures necessary for the alignment to complete this turn. Additionally, a permanent easement on portions of APN 4084-024-023 (South Bay BMW/Mini auto dealership) would be required to allow for the placement of straddle bents to support the elevated light rail structure while also preserving visibility for motorists traveling along Hawthorne Boulevard. In order to construct the Hawthorne Option, temporary easements would be needed on portions of APNs 4084-024-023 (South Bay BMW) and 4084-024-063 (Penske South Bay Cadillac). A majority of the construction would occur within the street and public right-of-way, which are within Caltrans jurisdiction for this segment of Hawthorne Boulevard. As part of the advanced conceptual engineering process, Metro sought to minimize impacts to properties along the transition from Hawthorne Boulevard to the Metro ROW. However, due to geometric and engineering constraints, it was not feasible to fully avoid private property acquisitions where the alignment turns southeast toward the Metro ROW.

While potential effects on sales, property, and business license tax revenues do not constitute significant environmental impacts under CEQA, Metro is committed to minimizing property acquisitions and supporting the continued success of local businesses throughout construction and post-construction phases. The Metro ROW alignments, including the LPA, avoid affecting the properties noted in the comment as the alignments would travel along the Metro ROW.

21-45 Metro acknowledges the City's support for the Elevated/At-Grade Alignment and opposition to the Trench and Hawthorne Options. The LPA follows the Metro ROW for the entire length of the project. In selecting the LPA, the Metro Board took into account extensive community input, the anticipated environmental impacts identified in the Draft EIR, the long-term benefits of each alignment, and the estimated project schedule and costs. The Metro Board will continue to carefully weigh all relevant factors as part of its final decision on the project alignment following the release of the Final EIR. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

21-46 This submission is a copy of the City of Torrance's September 19, 2018 letter to Metro regarding the Supplemental Alternatives Analysis (SAA) prepared for the project. Comments 21-46 through 21-48 predate the public review period of the Draft EIR (January 26 to March 27, 2023). Based on the SAA and input from stakeholders, including the City, Metro staff recommended two alternatives to be carried forward into the Draft EIR for further analysis: Alternative 1 (Metro ROW and overcrossing, without a station at Manhattan/Inglewood), and Alternative 3 (Hawthorne to 190th Street, without a station at Hawthorne/166th). At its September 19, 2018 meeting, the Metro Planning and Programming Committee approved the SAA and these staff recommendations. For additional details regarding the SAA and alternatives selection process, see Appendix 1-A, Notice of Preparation/Scoping Summary, of the Draft EIR.

21-47 The comment predates the public review period of the Draft EIR. See response to Comment 21-46.

21-48 The comment predates the public review period of the Draft EIR. See response to Comment 21-46.

21-49 This submission is a copy of the City of Torrance's March 3, 2021 letter on the NOP for the Draft EIR. Comments 21-49 through 21-66 predate the public review period of the Draft EIR (January 26 to March 27, 2023). The alignment referred to in the NOP as "Alternative 1" was evaluated as the "Proposed Project" in the Draft EIR and is referred to as the "Elevated/At-Grade Alignment" in the Final EIR. Like the Elevated/At Grade Alignment, the LPA follows the Metro ROW for the entire length of the alignment.

21-50 The comment predates the public review period of the Draft EIR. See response to Comment 21-49. The alignment referred to in the NOP as "Alternative 2" was evaluated as the Hawthorne Option in the Draft EIR.

21-51 The comment predates the public review period of the Draft EIR. See response to Comment 21-49. The Draft EIR thoroughly evaluates the potentially significant impacts of the Elevated/At-Grade Alignment and Trench and Hawthorne Options, with appropriate study areas tailored to applicable environmental topics to ensure relevant resources and receptors are appropriately considered. Where significant impacts are identified, the Draft EIR proposes mitigation measures to eliminate or lessen impact. See the analyses and conclusions in Section 3.4, Air Quality, of the Draft EIR.

21-52 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR.

21-53 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.10, Hydrology and Water Quality, of the Draft EIR.

21-54 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.6, Noise and Vibration, of the Draft EIR.

21-55 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.15, Public Services, of the Draft EIR.

21-56 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.3, Aesthetics, of the Draft EIR.

21-57 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.4, Air Quality, and Section 3.5, Greenhouse Gas Emissions, of the Draft EIR.

21-58 The comment predates the public review period of the Draft EIR. For clarification, the Draft EIR evaluated a fully grade-separated alignment along Hawthorne Boulevard, which would avoid any delays to vehicles on roads. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.9, Hazards and Hazardous Materials, and Section 3.1, Transportation, of the Draft EIR.

21-59 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.10, Hydrology and Water Quality, of the Draft EIR.

21-60 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.6, Noise and Vibration, of the Draft EIR.

21-61 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.2, Land Use and Planning, of the Draft EIR.

21-62 The comment predates the public review period of the Draft EIR. See response to Comment 21-51, as well as the analyses and conclusions in Section 3.1, Transportation, of the Draft EIR. See MR-11: Traffic Delay and Level-of-Service. The 2023 Transportation Detail Report, which evaluates non-CEQA issues and was published concurrently with the Draft EIR, analyzes all changes in roadways, including restriction of turning movements, signalization of intersections, etc. needed to implement the project along Hawthorne Boulevard.

There is no requirement that at-grade rail systems install “traffic signal pre-emption systems.” In California, at-grade rail systems are permitted to be designed for operation in the roadway integrated with the traffic signaling system. As noted on pages 2-14 and 2-15 of the Draft EIR, all grade crossings would be designed to comply with California Public Utilities Commission (CPUC) requirements, and are subject to the CPUC’s approval, which would review all grade crossings for safety regardless of what alignment is ultimately selected. There are many examples of at-grade rail systems already in operation in the Los Angeles region.

21-63 The comment predates the public review period of the Draft EIR. See response to Comment 21-51. Pursuant to CEQA Guidelines Section 15064(e), economic effects are not considered effects on the physical environment. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. Additionally, the Draft EIR evaluates any indirect environmental impacts, such as growth-inducing impacts, which could result from economic and social changes.

21-64 The comment predates the public review period of the Draft. See response to Comment 21-51. Chapter 2, Project Description, of the Draft EIR, describes a proposed surface parking lot to be added at the Torrance Transit Center. Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR, analyzes the impacts of the parking lot on the physical environment. Metro would continue to coordinate with local cities on the 3%

local match requirements, pending certification of the Final EIR and approval of the project by the Metro Board.

21-65 The comment predates the public review period of the Draft EIR. See response to Comment 21-51. Metro coordinated with stakeholders throughout the CEQA process, and provided opportunities for engagement through various means, including community open houses, neighborhood walks, door-to-door business outreach, transit rider intercepts, and briefings with key stakeholders. Metro would continue to actively engage with the community.

21-66 The comment predates the public review period of the Draft EIR See response to Comment 21-51. The comment is noted for the record. All comments have been shared with the Metro Board for their consideration.

21-67 This submission is dated November 1, 2022. Comments 21-67 through 21-74 predate the public review period of the Draft EIR (January 26 to March 27, 2023). The City's support for the Metro ROW alignment as of November 1, 2022, has been noted for the record and shared with the Metro Board for its consideration.

21-68 The comment predates the public review period of the Draft EIR. See response to Comment 21-67.

21-69 The comment predates the public review period of the Draft EIR. See response to Comment 21-67.

21-70 The comment predates the public review period of the Draft EIR. See response to Comment 21-67.

21-71 The comment predates the public review period of the Draft EIR. See response to Comment 21-67.

21-72 The comment predates the public review period of the Draft EIR. See response to Comment 21-67. The entire length of the light rail guideway would be enclosed with fencing, soundwalls, or a combination of both, to prevent unauthorized access. Recreational paths would be located outside of enclosed areas, reducing potential interactions between pedestrians and trains. See MR-8: Light Rail and Freight Train Safety.

21-73 The comment predates the public review period of the Draft EIR. See response to Comment 21-67.

21-74 The comment predates the public review period of the Draft EIR. See response to Comment 21-67, as well as the analyses and conclusions in Section 3.6, Noise and Vibration, Section 3.3, Aesthetics, and Section 3.1, Transportation, of the Draft EIR. See MR-10: Changes to Community Character and MR-11: Traffic Delay and Level-of-Service.

21-75 The City's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. Like the Elevated/At-Grade Alignment, the LPA would be located within the Metro ROW. However, unlike the Elevated/At-Grade Alignment, the LPA light rail guideway (as well as Trench and Hawthorne Options) would be fully grade-separated from all roadways.

21-76 See response to Comment 21-75.

21-77 See response to Comment 21-75.

21-78 See response to Comment 21-75.

21-79 CEQA does not require analysis of economic or social impacts unless they result in or are linked to a significant change in the physical environment. Metro has provided additional information on potential changes to Hawthorne Boulevard in the responses, as well as the 2023 Transportation Detail Report and 2023 Real Estate Acquisitions Report, published concurrently with the Draft EIR. Impacts related to connectivity and accessibility are addressed in Section 3.1, Transportation, of the Draft EIR. See MR-1: Selection of Alternatives for more information regarding constructability challenges for the Hawthorne Option.

21-80 See response to Comment 21-75.

Submission 22 Yvette Hall, City of Lawndale

22-1 The City introduces concerns that are detailed further in Comments 22-2 through 22-3. See responses to Comments 22-2 to 22-153.

22-2 The Draft EIR establishes baseline conditions in accordance with CEQA Guidelines Section 15125(a), using the environmental setting as it existed at the time the Notice of Preparation was published (January 29, 2021), except where noted in individual sections. Each environmental resource topic in Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR, including air quality, greenhouse gas emissions, land use, and transportation, includes a detailed description of baseline conditions. For all environmental topics, the baseline conditions include no light rail transit service, and the Draft EIR analyzes the impacts of introducing new light rail transit service.

22-3 The Draft EIR analyzes the impacts of introducing light rail service within the existing freight rail corridor, comparing these impacts against the baseline conditions of no light rail transit in the area. The increase in rail activity associated with the project, including the frequency of crossing, was evaluated in each relevant section of the Draft EIR, including transportation, noise, and vibration impacts. For example, Section 3.1, Transportation, of the Draft EIR, examines the impacts of increased crossing frequency on bicycle and pedestrian safety and emergency response times within the corridor. The Draft EIR similarly includes analysis in the other technical sections to evaluate and address potential environmental impacts. Section 3.6, Noise and Vibration, of the Draft EIR, analyzes potential effects from increased rail activity compared to current conditions with only occasional freight train operations. Therefore, the Draft EIR provides a comprehensive assessment of the anticipated changes and the impacts related to the addition of frequent light rail service and does not mischaracterize baseline conditions or environmental effects.

22-4 The Draft EIR's analysis of community division considers both the physical layout and access within the community. Although the Elevated/At-Grade Alignment would introduce additional light rail trains within the Metro ROW, this increase in train frequency does not constitute a physical division. All existing designated rail crossings at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets would remain accessible, allowing residents to cross the Metro ROW as they currently do. As reflected in Chapter 2, Project Description, of the Draft EIR, the design takes into account the narrowing of the Metro ROW between 170th Street and Grant Avenue. Even with increased rail service, the Metro ROW configuration would not isolate any one part of the community or restrict connectivity between the areas. See MR-10: Changes to Community Character.

22-5 The light rail guideway of the Hawthorne and Trench Options, as well as the LPA, are fully grade-separated and would have no effect on emergency response times. See MR-1: Selection of Alternatives and MR-12: Emergency Access.

Section 3.1, Transportation, of the Draft EIR thoroughly analyzes the impact of adding gate-controlled, at-grade light rail crossings at 170th Street and 182nd Street for the Elevated/At-Grade Alignment. As discussed in Section 3.1-4.4.2 of the Draft EIR, these crossings would require emergency responders to either wait briefly while gates are down, or re-route to an alternate crossing. The wait-time would typically be less than one minute. Under CEQA, a change in circumstance alone does not constitute a significant impact. The impact threshold is whether the project would result in *inadequate* emergency access. Emergency response needs vary by location and time; not every response would necessitate crossing the tracks at 170th or 182nd Streets, and an approaching train would not always coincide with an emergency vehicle's path.

Although the Elevated/At-Grade Alignment would increase the frequency of blocked crossings relative to existing freight service, this situation is common in Los Angeles County where emergency responders have adapted effectively to the introduction of at-grade light crossings. In the City of Lawndale, seven at-grade freight crossings currently experience longer gate-down times with existing freight operations, suggesting that local emergency responders have developed practices and training for maintaining response times when a crossing is briefly blocked.

22-6 The Draft EIR thoroughly addresses the impacts associated with an increase in rail frequency, accurately characterizing existing conditions and comparing them to anticipated conditions with the project in place. For example, Section 3.2, Land Use and Planning, of the Draft EIR, analyzes the potential changes to land use with implementation of the project. Although additional light rail trains would operate within the corridor, all existing crossings would remain open, and the light rail trains would not physically divide the community. Furthermore, the Trench Option and LPA would fully grade separate the light rail trains from roadways. See MR-10: Changes to Community Character. Section 3.6, Noise and Vibration, of the Draft EIR, analyzes changes in noise using the FTA's 2018 Transit Noise and Vibration Impact Assessment Manual, which specifically directs that the differences between current freight operations and future conditions with both the proposed light rail and ongoing freight operations be evaluated. This method ensures a comprehensive assessment of "before and after" impacts on the community and provides a clear comparison of conditions with and without the project, freight train activity in the Metro ROW, and future conditions with proposed light rail and continued freight train activity in the Metro ROW. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-5: Vibration Impact Types and Impact Thresholds, and MR-11: Traffic Delay and Level-of-Service. Additionally, see Section 3.3, Aesthetics, Section 3.15, Public Services, and Section 3.16, Other CEQA Considerations, of the Draft EIR.

22-7 The project is evaluated as a standalone project under CEQA because it has a logical terminus and independent utility, serving a specific transit need between Redondo Beach and Torrance without requiring additional phases to function effectively (*Del Mar Terrace Conservancy, Inc. v. City Council* (1992) 10 Cal. App. 4th 712). The cumulative impact analysis in the Draft EIR incorporates regional projections from the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which accounts for other Metro rail projects and their combined

regional effects. In doing so, the Draft EIR evaluates the potential growth effects from past, present, and probable future projects. Each Metro project has specific local objectives, routes, and impacts that must be assessed individually to ensure an accurate and meaningful analysis under CEQA. Evaluating each project independently allows for the consideration of project-specific conditions, resources, and community concerns, while cumulative impacts are addressed within the framework of regional planning documents.

22-8 The 2009 Harbor Subdivision Alternatives Analysis received federal funding to complete planning studies, and Metro initially anticipated preparing a joint CEQA and NEPA document due to the potential for federal funding sources at that time. However, the project was put on hold, and upon resuming environmental planning in 2020, Metro no longer assumed federal funding. The project is now proposed to be funded through local and state sources, including Measure R (2008), Measure M (2016), and a state grant (2018). No federal agency currently holds discretionary authority or jurisdiction over the project. Therefore, NEPA does not apply.

The funding tables provided in the letter identify the $231.3M of Transit and Intercity Rail Capital Program (TIRCP) funding, which is a state funding source, not a federal one.

22-9 Other Metro rail projects have completed joint CEQA and NEPA documents because they involved specific federal funding sources or federal agency approvals, which triggered NEPA compliance for those projects. Regardless of funding sources, the project would still be consistent with CEQA's requirements for an independent, standalone project, as it has been developed with logical endpoints and independent utility. See response to Comments 22-7 and 22-8 on piecemealing and funding sources for the project.

22-10 See response to Comment 22-8. The scoping process in 2010 included federal agency involvement, because, at the time, Metro anticipated using federal funding sources. The project is currently proposed to be funded through local and state sources. Metro invited federal agencies to participate in the 2021 scoping process for the Draft EIR, but no federal agency provided any scoping comments. Table 2.6-1 of the Draft EIR does not list any federal agencies as responsible agencies under CEQA, because none have discretionary authority over the project.

22-11 Metro acknowledges that the project's current cost estimate exceeds the amount of funding that has been secured to date. Metro is continuing to explore additional funding sources and strategies to ensure the project could be fully funded and completed as planned.

22-12 Although there is a funding gap for the project, Metro remains committed to delivering a cost-effective project that meets the stated project objectives and balances the need to minimize environmental and community impacts. Federal funding is not proposed. The Draft EIR evaluates the potential environmental impacts based on the project as proposed, independent of funding sources. Should federal funding be needed in the future, the project would undergo NEPA review as required, but this alone would not alter the CEQA analysis or require changes to the Draft EIR.

22-13 The City appears to be referring to information provided in the 2023 Metro Cost Estimates Summary presentation, which states that the funding plan and construction schedule would be prepared after selection of the LPA. CEQA requires that potential environmental impacts are evaluated as early as feasible in the planning process to enable environmental considerations to influence project and design (CEQA Guidelines Section 15004[b]). For

public projects, an EIR should be prepared at the earliest feasible time so that the project sponsors may incorporate environmental considerations into project conceptualization, design and planning. Each rail alignment evaluated in the Draft EIR has unique costs and scheduling considerations. Metro will refine cost estimates and the funding plan specific to the LPA or other alignment ultimately selected by the Metro Board for implementation. Developing a funding plan after selection of the alignment is consistent with industry practice, as it allows for more accurate budget and phasing because it is closer in time to when construction would begin.

22-14 See response to Comments 22-8 through 22-10.

22-15 CEQA does not require that every construction detail be finalized at the time of the EIR. Most projects subject to CEQA rely on future, site-specific construction documents, such as the Construction Traffic Management Plans (CTMP), to manage temporary construction-related traffic impacts. As is standard practice, the CTMP would be prepared in later phases, once details, such as construction methods, phasing, and work-site logistics, are refined. A requirement to prepare a CTMP is a standard precaution "to address the ordinarily anticipated inconvenience and danger that arises when significant construction activity occurs in a congested environment" (*Protect Telegraph Hill v. City and County of San Francisco* (2017) 16 Cal.App.5th 261).

As specified in Project Feature PF-T-1: Construction Traffic Management Plan, the CTMP would follow Metro's Rail Design Criteria and standard Metro practice, to manage temporary effects on local roadways, pedestrian paths, and transit routes. As is typical for large infrastructure projects, the CTMP would be submitted to the local jurisdiction, and for certain areas, to Caltrans, to meet the transportation needs of communities and manage any temporary traffic disruptions. Key measures included in the CTMP would ensure access for vehicles, pedestrians, and cyclists, detour routes during road or lane closures, emergency access protocols, and coordination with affected cities and Caltrans. The CTMP would be updated as the project progresses and new information about construction logistics becomes available.

22-16 The City expresses general concerns about the adequacy of mitigation measures, citing "deferred studies, analyses or policies." However, the City does not specify which mitigation measures they believe to be deferred or inadequately addressed. All mitigation measures proposed in the Draft EIR are grounded in established standards, methods and guidelines, commonly accepted under CEQA for large-scale transportation projects.

The Draft EIR's methodology for evaluating project impacts and determining mitigation is consistent with standard and best practices under CEQA, and the measures proposed are similar to those successfully implemented in other Metro projects. The project features included in the Draft EIR provide specific commitments that are part of the project. In cases where additional studies or policies are referenced, this is done to ensure tailored, site-specific design solutions informed by best available data. Such practice ensures flexibility as design progresses while still adhering to well-established and effective standards.

The comment's footnote purports to provide an example where a land use mitigation measure is included in the Draft EIR, despite impacts being less than significant. This interpretation is incorrect. As described in Section 3.2, Land Use and Planning, of the Draft EIR, page 3.2-22, the Hawthorne Option would have a significant impact related to crossings during construction; therefore, Mitigation Measure MM LU-1: Temporary Crossings is

included to address this impact of the Hawthorne Option. As stated on page 3.2-29 of the Draft EIR, no mitigation measures are required for the Elevated/At-Grade Alignment and Trench Option. Similarly, no mitigation measures are required for the LPA. With implementation of Mitigation Measure MM LU-1: Temporary Crossings, the Hawthorne Option's land use impact would be reduced to less than significant with mitigation. For each significant impact identified in the Draft EIR, feasible mitigation measures are proposed to reduce or eliminate the impact. Although not relevant here, it should be noted CEQA does not prohibit agencies from adopting mitigation measures for impacts that may be less than significant, particularly for public projects in which the lead agency is the project proponent.

22-17 As described in Chapter 1, Introduction, and Chapter 2, Project Description, of the Draft EIR, the project is a proposed extension of light rail from the Redondo Beach (Marine) Station to the Torrance TC. The term "Proposed Project" was assigned to the Elevated/At-Grade Alignment in the Draft EIR, as that was the alignment that has been historically studied. For the segment of the alignment north of 190th Street, the Draft EIR studies two alignment options—the Trench Option and the Hawthorne Option. South of 190th Street, all alignment options converge into a single proposed alignment that terminates at the Torrance TC.

In *Washoe Meadows Community v. Department of Parks and Recreation*, cited in the comment, the EIR did not identify a proposed project but instead described five very different alternative projects. In contrast, the alignment options here are closely related and all serve the same basic objective: extending the light rail to Torrance in a way that is cost-effective and minimizes impacts. The Draft EIR presents a unified project with alignment options that allow the public and decision-makers to consider the impacts of each option while focusing on the central purpose of the project to extend light rail from the Redondo Beach (Marine) Station to the Torrance TC. Additionally, the Draft EIR clearly distinguishes between alignment options in the headings and labeling of figures and tables, making it clear which option is being discussed at each point. This structure provides transparency and allows the reader to follow and evaluate the differences between the options easily, supporting meaningful public and agency review.

22-18 Section 2.1-1 of the Draft EIR describes the high-capacity bus transit centers at the Redondo Beach TC and Torrance TC. These city TCs are referred to as high-capacity because they serve as major transfer hubs for multiple bus providers operating in the South Bay and are capable of accommodating high volumes of passengers and serving transfers from proposed rail stations to bus.

22-19 Figure 2.1-2 shows the project area boundaries, which are further detailed in Section 2.1-1 of the Draft EIR.

22-20 The project objectives serve to define the overarching goals and desired benefits of the project. As required by CEQA, the project objectives guide the selection of a final alignment without being so specific that they preclude the consideration of a reasonable range of alternatives (see CEQA Guidelines Section 15124[b]). By establishing these objectives, Metro is able to evaluate the potential benefits of each option, balancing considerations such as environmental, economic, and community impacts.

The objectives identified, including reducing air pollution and greenhouse gas emissions, minimizing environmental impacts, and providing a cost-effective project, are achievable and quantifiable within the scope of the project's design and construction. They reflect Metro's commitment to sustainable, environmentally responsible, and community-sensitive

transit solutions. Additionally, broad objectives are a standard practice in environmental planning under CEQA, as they allow for meaningful comparisons across alternatives that might achieve the goals in different ways.

22-21 The City asserts that the Draft EIR is not clear on property acquisitions. However, Section 2.4-1 of the Draft EIR describes the property acquisitions that would be required to construct and operate the project, and Appendix 2-A of the Draft EIR and the 2023 Real Estate Acquisitions Report, published concurrently with the Draft EIR, provide detailed information on the proposed property acquisition needs. Metro has designed the project to avoid displacement of residents. North of 190th Street, Metro owns the ROW along the existing corridor, meaning only minimal permanent non-residential property acquisitions are anticipated in this area, primarily for the TPSSs to support operations. See MR-8: Light Rail and Freight Train Safety for more information regarding how the Metro ROW has sufficient width to fit the light rail project within the existing corridor. South of 190th Street, Metro and BNSF share ownership of the rail corridor. Metro is coordinating with BNSF to determine any additional Metro ROW needs within this segment to accommodate the new tracks.

22-22 The width of the Metro ROW varies across the project area. Most segments measure 100 feet, but some are narrower (75 feet) or wider (over 150 feet). Figure 2.3-2 in the Draft EIR illustrates the approximate Metro ROW widths specifically between Inglewood Avenue and Manhattan Beach Boulevard. Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and the 2023 Real Estate Acquisitions Report, published concurrently with the Draft EIR, show detailed Metro acquisition information. Metro has completed a property boundary survey in Spring 2025 to confirm boundary lines, which is reflected in the Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative.

The footnote that the City refers to does not apply to Figure 2.3-2 in the Draft EIR; it refers to Figure 2.3-3 in the Draft EIR, which shows the retained fill cross-section. Retained fill would elevate portions of the alignment to maintain the required clearance over local streets and rail infrastructure. This type of elevation would help enable the project to remain within the existing Metro ROW, where feasible.

22-23 Chapter 2, Project Description, of the Draft EIR provides an overview of the construction types proposed for the elevated structures. The alignment description also provides information on where specific structure types, such as columns or retained fill, would be located. Further details on the specific structural support type (columns or retained fill) would be determined by site conditions, safety requirements, and space constraints.

22-24 The typical cross-sections are intended to provide a general representation of the project's layout throughout the corridor rather than exact measurements, as spacing varies depending on specific site conditions. With regard to separation between light rail and freight tracks, Metro has designed the project to ensure adequate separation based on applicable safety standards and engineering requirements. See MR-8: Light Rail and Freight Train Safety, and Draft EIR Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, for more details on the placement of relocated freight and light rail tracks.

22-25 As stated on page 2-10 of the Draft EIR, the proposed light rail tracks would cross over Artesia Boulevard on a newly constructed bridge, which would be located adjacent to the existing freight bridge. This new bridge structure is shown in Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR (sheet T-108) and its impacts are analyzed across all relevant environmental resource topics as part of the Elevated/At-Grade Alignment and Trench Option. Also see Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative.

22-26 See response to Comment 22-24. Chapter 2, Project Description, of the Draft EIR, provides an overview of freight track relocations, with detailed plans provided in Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR. The multi-use paths would be approximately 20 feet wide between 159th Street to 170th Street and approximately 10 to 20 feet wide from Grant Avenue to 182nd Street. Final dimensions would be refined in the next phase of design, pending the Metro Board's certification of the Final EIR and approval of the project. Figures 2.3-3 and 2.3-4 illustrate a wall separating the multi-use path from the relocated freight line. The level of detail provided in the Draft EIR and underlying ACE drawings, is consistent with CEQA Guidelines Section 15124, which prescribes that an EIR's project description "should not supply extensive detail beyond that needed for evaluation and review of the environmental impact."

22-27 See response to Comments 22-19 to 22-26. The level of detail provided in the Draft EIR is consistent with CEQA Guidelines Section 15124, which provides that an EIR must provide a "general description" of the project's technical characteristics, but "should not supply extensive detail beyond that needed for evaluation and review of the environmental impact."

22-28 It is reasonable to assume that Metro would continue to procure and operate the same type of light rail vehicles currently used across the Metro rail system. The basic dimensions, appearance, and material composition of these vehicles are standardized to ensure system-wide compatibility, operational efficiency, and consistency in rider experience. Should Metro update its light rail vehicle fleet in the future, any new models would still need to comply with these established standards to ensure that the light rail network functions as designed. Consequently, potential changes in vehicle models would not introduce impacts beyond those evaluated in the Draft EIR, which evaluated potential environmental impacts (including those related to aesthetics and air quality) based, in part, on the deployment of light-rail-vehicle types currently used by Metro along the project alignments. Assuming otherwise would be speculative. Additionally, Metro light rail vehicles are electrically powered, meaning that they do not emit exhaust.

22-29 The additional elements refer to the overhead contact system (OCS), traction power substation (TPSS), and communications and signaling buildings. These elements, along with size, location, and numbers, are described in Section 2.3-4-4, pages 2-43 to 2-47, of the Draft EIR. These elements are standard to Metro's light rail network and are described in Chapter 2, Project Description, of the Draft EIR to allow for meaningful public comment on their roles and potential impacts within the project area. Additionally, Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR provides advanced conceptual engineering drawings to clarify placement and configuration. Also See Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative.

22-30 The exact OCS configuration, including the number and location of single versus dual poles, would be refined during the detailed design phase, pending the Metro Board's certification

of the Final EIR and approval of the project. While the Draft EIR describes the typical setup of the OCS—using poles to support overhead wires in certain sections—these details do not substantially alter the environmental impact analysis. The Draft EIR evaluates the OCS as a whole, including its potential visual and construction-related impacts, and this evaluation remains accurate regardless of the specific pole configuration. Additionally, Metro's standard OCS designs are similar across its rail network, ensuring consistency with established design standards.

22-31 Chapter 2, Project Description, of the Draft EIR identifies the preliminary locations of the TPSS sites on page 2-45. While some flexibility is retained to ensure TPSS buildings align with context-sensitive urban design principles, this does not constitute a lack of specificity under CEQA. The phrase "urban design principles" generally refers to context-sensitive design. This means that the TPSS facilities would integrate appropriately with surrounding environments and maintain compatibility with local aesthetics. This flexibility allows Metro to implement specific design choices based on the unique character of each TPSS location and to consider community input, without affecting the overall impact analysis presented in the Draft EIR. The 2023 Urban Design Report, published concurrently with the Draft EIR, provides additional information regarding the project's preliminary design standards.

22-32 The aesthetics analysis was prepared in accordance with the CEQA Guidelines and Metro procedures. Detailed aesthetics impact analyses and explanations of impact determinations are provided on pages 3.3-54 through 3.3-120 of the Draft EIR. For the elements of the aesthetics analysis that did not require mitigation measures, the reasoning was given in the Draft EIR for why the potential impacts did not reach the level of significance. In addition, the Draft EIR includes 23 visual simulations showing "before" and "after" views of the project area, enabling reviewers to understand how the project elements may alter the surrounding landscape.

As part of this aesthetics impact analysis, the City of Lawndale's Open Space Element (City of Lawndale, 1992b) was reviewed in the context of this project, and no goals or policies within that element were found to address visual resources or aesthetic quality/character. However, as stated on page 3.3-59 of the Draft EIR, the Metro ROW alignments would be consistent with Policy 2c of the then-applicable Land Use Element (City of Lawndale, 1992c), which states that the use of land shall include design features that create a positive impact for the surrounding area. After the Draft EIR was issued, the City of Lawndale adopted a General Plan Update (General Plan 2045), which replaces the prior General Plan in place at the time the Draft EIR for this project was issued. The General Plan Update does not include a standalone open space element, although open space is addressed in other elements, including the Resource Management Element and Land Use Element. The project's unified design elements and landscape design would have an overall positive effect along the Metro ROW, as it would contribute positive visual elements, such as uniform landscaping, landscaped public space, and other amenities. The comment does not identify any specific policies in the City's former General Plan or the General Plan Update that the project would be inconsistent with.

The detailed analysis on pages 3.3-55 through 3.3-114 of the Draft EIR concludes that none of the alignment options would conflict with applicable policies or regulations governing scenic quality. Therefore, this impact was determined to be less than significant. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See also MR-10: Changes to Community Character.

22-33 See response to Comment 22-32. For each resource topic addressed, the Draft EIR thoroughly evaluates the project's consistency with the City of Lawndale's policies and regulations. Regarding aesthetics, as explained on page 3.3-12 of the Draft EIR, the visual resources assessment considers unique views, views identified as being important in local plans or codes (e.g., protected views), views from designated scenic highways, or cultural modifications. No such resources were identified within the RSA.

The City asserts that the proposed multi-use path would disrupt existing recreational features used by Lawndale residents but does not specify which features would be affected, limiting the ability to provide a detailed response. The proposed multi-use path is designed to enhance recreational opportunities for Lawndale residents by providing safe, accessible pathway along the Metro ROW that are designed to avoid interference with existing open space and recreational areas. Additionally, Metro's Tree Policy requires a minimum tree replacement ratio of 2:1 (or 4:1 if the tree is considered a heritage tree) with California-native or other drought-tolerant trees, as described on page 3.3-69 of the Draft EIR. This policy ensures that any trees removed would be replanted in a visually appealing manner, preserving and enhancing the aesthetic character of the area. For further information, see MR-10: Changes to Community Character.

22-34 See response to Comment 22-32. At the time Metro published the Draft EIR, the City of Lawndale's General Plan designated the Metro ROW "Public Facilities/Schools," not open space (City of Lawndale, 2023). Although the City's General Plan Update, which the City approved in December of 2023, identifies this area as open space, CEQA did not require the Draft EIR to evaluate consistency with that plan, as it had not yet been approved when Metro prepared the Draft EIR (*Chaparral Greens v. City of Chula Vista* (1996) 50 Cal.App.4th 1134, 1145, fn. 7). The City's adoption of the General Plan Update does not constitute significant new information requiring recirculation of the Draft EIR under Public Resources Code Section 21166 and CEQA Guidelines Section 15088.5, because the change in land-use designation does not change the actual physical environmental conditions along the Metro ROW. The project's design includes enhancements, such as tree planting and landscaping along the multi-use path that would complement the existing character in the area. For additional information, see MR-10: Changes to Community Character.

22-35 See response to Comment 22-32. Under CEQA, the presence of a new element, structure, or other above ground elements does not automatically imply there would be a significant impact. The City's Land Use Element of the General Plan incorrectly identifies the Metro ROW as open space rather than its current use as an active rail corridor. Metro acknowledges that residents currently use the Metro ROW as recreational space, although it is not a designated park or walkway, and its purpose is rail transportation. See MR-10: Changes to Community Character for more information.

22-36 See response to Comments 22-33 through 22-35 and MR-10: Changes to Community Character.

22-37 Under CEQA, the introduction of a new element, structure, or other above ground structures or wires does not automatically constitute a significant aesthetic impact. Figure 3.3-17, View 12, in the Draft EIR depicts the Metro ROW, which includes a greenway with mature trees, and View 48 depicts a residential area south of the Metro ROW. These locations are considered urbanized, as they are either within or surrounded by highly developed areas. In the context of the entire project area, they are not visually unique.

22-38 The City does not specify the other fundamental aesthetic elements that they believe are missing and does not provide specifics for inadequate methodologies. Baseline descriptions and figures of the existing and proposed aesthetic conditions are provided on pages 3.3-11 through 3.3-54 of the Draft EIR.

22-39 See response to Comment 22-37. The photographs provided by the City illustrate existing conditions and light rail infrastructure, consistent with the visual simulations provided in the Draft EIR. The existing Metro ROW runs through urbanized areas with diverse land uses where transportation infrastructure and built-up surroundings are already prominent. While the project would introduce new elements, the overall visual impacts would be less than significant.

22-40 See response to Comments 22-37 and 22-39. The photographs provided by the City illustrate existing conditions and light rail infrastructure, consistent with the visual simulations provided in the Draft EIR. The existing Metro ROW runs through urbanized areas with diverse land uses, where transportation infrastructure and built-up surroundings are already prominent. While the project would introduce new elements, the overall visual impacts would be less than significant.

22-41 The Draft EIR addresses potential impacts on aesthetics and visual resources, including effects from the presence of new structures, such as poles, wires, and soundwalls. Maintenance of these features falls under Metro's standard procedures, which have been developed and refined over years of operating similar transit lines. The proposed light rail guideway would operate in a sealed corridor, meaning that transit riders would not have direct access to the surrounding rail corridor or to deposit litter or graffiti, and security fencing would prevent access to non-station areas.

Metro has established procedures to maintain the cleanliness and appearance of its transit corridors. This includes a graffiti program that requires the removal of graffiti within 24 hours of when it is reported and the use of anti-graffiti coating, where possible. All surfaces within the project's station public areas (within the touch zone) would have anti-graffiti coatings. Additionally, Metro's standard operations and maintenance plans address routine landscaping, vegetation management, and litter removal activities. Maintenance agreements with local jurisdictions would also be established as project design progresses.

Additionally, Metro has prepared a Homeless Outreach Plan to address the presence of unhoused individuals along its corridors. The program involves partnerships with local law enforcement and social services to connect individuals and families to resources and services. See MR-9: Light Rail Security and MR-18: Homelessness.

22-42 See response to Comment 22-41. While design plans for art, wayfinding, and branding would be refined in future phases, Metro is committed to ensuring that public art enhances, rather than detracts from, the aesthetic quality of the surrounding area. Metro's Art Program Policy, described on page 3.3-1 of the Draft EIR, emphasizes community involvement and artist collaboration to ensure the artwork contributes positively to the environment.

22-43 See response to Comment 22-41.

22-44 Apart from construction nighttime lighting impacts, the Draft EIR concluded that the impacts of the Metro ROW alignments and Hawthorne Option on aesthetic and visual resources would be less than significant. Mitigation Measure MM-AES-1: Construction

Lighting, is provided for all options, including the LPA. The Draft EIR provides a sufficient level of project design to evaluate potential aesthetic impacts under CEQA and describes all of the major project components, including structures, landscaping, and visual elements.

22-45 Soundwalls are included as noise mitigation measures under Mitigation Measure MM-NOI-2: Soundwalls and are not intended to mitigate aesthetic impacts directly. The locations of the proposed soundwalls are provided in Figures 3.6-21 through 3.6-24 and Tables 3.6-26, 3.6-31, and 3.6-33 of the Draft EIR, for the Metro ROW alignments and Hawthorne Option, respectively. No soundwalls in addition to what is described in the Draft EIR for the Metro ROW alignments would be required for the LPA. Section 3.3, Aesthetics, of the Draft EIR evaluates the visual effects of the soundwalls at each potentially affected key observation points (KOP), including the effects of the soundwalls when combined with the elevated light rail tracks and other vertical elements. As shown in Figure 3.3-59, the soundwalls would be designed with consideration of the surrounding context, and with materials, colors, and landscaping treatments to minimize their visual impacts and ensure they blend with adjacent development. Pursuant to Mitigation Measure MM-NOI-2: Soundwalls, materials, colors, landscaping, and/or other aesthetic treatments would be integrated into the design of the soundwalls to minimize dominance and scale. As concluded in Section 3.3-4 of the Draft EIR, the changes in visual quality due to the project, including soundwalls, would be neutral, as the new components would be consistent with the existing urbanized visual character of the corridor.

22-46 Compliance with Metro Design Standards is included as a project feature on page 3.3-10 of the Draft EIR. The Metro Design Standards refer to Metro's Rail Design Criteria (MRDC), Metro's Art Program Policy, Metro's Transit Service Policies & Standards, Systemwide Station Design Standards Policy, and Standard/Directive Drawings, or equivalent.

22-47 Details of the Metro's Tree Policy are provided on page 3.3-2 of the Draft EIR. Per CEQA Guidelines Section 15148, "[p]reparation of EIRs is dependent upon information from many sources. These documents should be cited but not included in the EIR." Thus, while the Draft EIR references Metro's Tree Policy, it was not required to include a full copy. The focus of CEQA is to identify and analyze potentially significant environmental impacts, not necessarily to provide a fully detailed design plan for every aspect of a project, including landscaping.

The Draft EIR provides sufficient information to assess potential impacts related to landscaping. Project Feature PF-AES-2: Metro Design Standards further commits the project to implementing Metro's design policies, which ensure high-quality landscaping and visual appeal. Section 3.3-4.3.2 of the Draft EIR provides details concerning landscaping, as relevant, in the text and corresponding visual simulations. The project's unified design elements and landscaping would contribute positive visual enhancements, such as unform landscaped public spaces. In addition, as relevant to the City of Lawndale, the 2023 Urban Design Report, published concurrently with the Draft EIR, provides that the project design would focus on preserving the open space character along Condon Avenue by retaining mature trees, where feasible, and introducing additional shade trees to enhance the corridor's visual character. CEQA does not mandate a detailed landscape and maintenance plan at the EIR stage. Such details would be determined during final design.

22-48 The photos of Compton provided by the City show that specific area's visual conditions, where hardscape predominates. This does not represent the Metro Design Standards or intended landscaping approach for the project. As stated in the Draft EIR and 2023 Urban

Design Report, published concurrently with the Draft EIR, Metro is committed to integrating the project into the surrounding environment to the extent feasible, with landscaping and tree replacement planned within the Metro ROW to preserve the corridor's general character. Potential impacts related to light and glare are analyzed in Section 3.3-4.4 in Section 3.3, Aesthetics, of the Draft EIR. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

22-49 The aesthetics impact methodology, including descriptions of representative views and viewers, is discussed on pages 3.3-12 and 3.3-13 of the Draft EIR. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The KOPS were selected to capture a range of typical views from various vantage points along the project corridor, with the goal of illustrating the potential visual changes from various perspectives, including the views by pedestrians, motorists, transit riders/commuters, employees and patrons and nearby residents. The KOP simulations provide a conceptual illustration of the visual changes associated with the above-ground elements, presenting a cross-section of locations where changes could be more noticeable to a larger number of viewers, as well as where changes would appear minimal. By including both substantial and minimal impact perspectives, the simulations provide a balanced and representative view of potential visual effects from different viewer types and exposure levels.

It should also be noted that CEQA does not require KOP simulations, or visual simulations generally. The KOP simulations are provided in the Draft EIR to give the public a conceptual understanding of potential visual changes resulting from the project. The purpose of these simulations is to aid in understanding, rather than to exhaustively illustrate every possible viewpoint.

22-50 See response to Comment 22-49. The Draft EIR includes several KOP figures that represent residential areas in Lawndale and nearby open spaces, including Figures 3.3-61, 3.3-62, and 3.3-63 in Section 3.3, Aesthetics, of the Draft EIR. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. This range of KOPs provides a balanced perspective on how different areas may experience visual changes due to the project.

22-51 The Draft EIR defined the RSAs for aesthetics as extending a quarter mile from the alignment, a standard distance in visual impact assessments that allows for focused analysis of areas most likely to experience significant visual change. As described on pages 3.3-7 to 3.3-8 in Section 3.3, Aesthetics, of the Draft EIR, the quarter-mile RSA accounted for several factors, including landform, vegetation, and atmospheric conditions, that objectively impact visibility and limit human sight. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In urban areas like the project corridor, views of the alignment would often be naturally obstructed by the intervening elements, which would prevent the project from being visually prominent beyond the RSA. Additionally, to ensure that areas outside of this primary zone are also considered, the Draft EIR analyzed visual impacts from major arterials, freeways, and railways, as those areas provide relevant sightlines to the alignment.

22-52 The comment is referring to the general definition of "visual quality" provided in the Draft EIR to help readers understand how aesthetic impacts are typically evaluated under CEQA. As explained in the Draft EIR, visual quality refers to the perceived aesthetics of a landscape, which indeed could vary based on viewers' values and perceptions; however, this definition

serves as a foundation for analyzing visual impacts systematically and is not an assertion about a specific community, including Lawndale.

The visual impact analysis was conducted following Federal Highway Administration (FHWA) criteria that assess how changes in the landscape, such as new structures, soundwalls, and lighting, might alter the visual character of a location based on objective factors like scale, contrast, and consistency with the existing environment. This approach ensures that all affected areas are evaluated with the same criteria, providing a fair, balanced assessment of potential visual impacts for communities along the project corridor.

22-53 The existing visual character of residential areas adjacent to the project is documented and shown in a range of representative views throughout Section 3.3, Aesthetics, of the Draft EIR, specifically in Figures 3.3-5, 3.3-15, 3.3-16, 3.3-17, 3.3-18, 3.3-21, 3.3-22, 3.3-24, 3.3-25, 3.3-27, 3.3-28, 3.3-38, 3.3-43, and 3.3-50. Each of these figures is discussed in the corresponding text, detailing how the project may alter these residential areas' views and visual character. CEQA does not require an EIR to describe every individual street within the project vicinity, and the Draft EIR appropriately provides an assessment of visual character representative of the corridor's neighborhoods.

While the Draft EIR notes that many residences were developed between the 1930s and 1970s, this timeframe reflects the general historical development of the area. The visual analysis does not understate the character or significance of these suburban neighborhoods. Instead, it provides a representative baseline for assessing the project's visual impacts.

As the project is located in an urbanized area, the applicable threshold is the potential for the project to conflict with applicable zoning and other regulations governing scenic quality. The analysis in Section 3.3-4.3 of the Draft EIR considers visual character and scenic quality impacts from public vantage points. The detailed analysis on pages 3.3-55 through 3.3-114 of the Draft EIR includes "before" and "after" visual simulations and concludes that none of the alignment options would conflict with applicable policies or regulations governing scenic quality. Therefore, this impact was determined to be less than significant. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

22-54 Figure 3.3-3 serves as a reference point within the existing conditions section of the Draft EIR and, accordingly, does not indicate future project impacts, which are discussed separately in the impact analysis. Section 3.3, Aesthetics, of the Draft EIR, includes KOPs representative of each type of proposed railroad crossing: light rail on an elevated structure, light rail at-grade, and light rail within a trench. This selection of KOPs provides a conceptual overview of anticipated visual changes and is designed to capture typical impacts without requiring exhaustive simulations for every potential viewpoint. This approach complies with CEQA by effectively disclosing a range of representative impacts on visual character and facilitating meaningful public review of anticipated changes. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

22-55 Page 3.3-22 of the Draft EIR identifies the primary uses south of Manhattan Beach Boulevard as including small-scale single- and multi-family residential buildings within the City of Lawndale, capturing the general residential character of this segment.

22-56 The Draft EIR provides distinct discussions for El Nido Park and the Metro ROW because they differ in purpose, ownership, and use. Page 3.3-31 of the Draft EIR addresses El Nido Park specifically, as it is an official recreational park owned by the City of Torrance and

designated for public recreational use. In contrast, the Metro ROW is an active railroad corridor owned by Metro and is designated as a railroad corridor. While members of the community may use portions of the Metro ROW for recreational purposes, this is not an authorized use of the property.

22-57 The Draft EIR provides an analysis of potential light and glare impacts informed by the Metro Design Standards, as stated on page 3.3-11. These standards ensure that project lighting and materials would be consistent with other Metro light rail projects currently in operation, which prevent significant light and glare impacts. Best practices, such as using non-reflective surfaces where feasible, would be incorporated to minimize glare. Additionally, the project would comply with applicable lighting regulations, which would be verified during the permitting process and would include industry standards and/or technical lighting specification standards that are determined during the final design process.

22-58 See response to Comment 22-48 and response to Comment 22-57. Unlike fixed sources, train lighting is in motion, creating only brief, intermittent reflections as the train passes through, thereby minimizing sustained glare. Thus, the train lighting would not be considered a substantial source of light or glare, which could adversely affect views in the area. Furthermore, the lighting design for the light rail train and guideway would be focused on the rail corridor to ensure safety, with shielded and downward-directed lights that avoid casting light or spillover onto surrounding areas. Additionally, the urbanized project area already includes ambient lighting from streetlights, commercial sites, and traffic, meaning that train lighting would minimally impact overall light levels. Metro also incorporates non-reflective materials on train cars and associated infrastructure to further reduce glare from sunlight or artificial lighting. Further, the trains would not use flashing or rotating lights, which are more disruptive; rather, the trains would maintain consistent, non-pulsing lights for track visibility. Collectively, these design considerations would ensure light and glare impacts on daytime and nighttime views would not be substantially different than existing conditions and no significant impact would result.

22-59 See response to Comments 22-57 and 22-58. As stated in Section 3.3-2.4 of the Draft EIR, as part of the project, Project Feature PF-AES-2: Metro Design Standards would be used, which would require all lighting be compliant with Metro Design Standards. The lighting would be hooded, and angled away from adjacent land uses. Lighting industry standards and best practices for transit project lighting in light-sensitive or residential areas would be followed, in compliance with Metro Design Standards. These are aspects that the project must comply with and the construction contractor would also be required to implement.

22-60 Although the CEQA Guidelines do not establish criteria for evaluating shade and shadow impacts, the Draft EIR assesses shadow impacts on shadow-sensitive uses, such as outdoor recreational areas and public spaces where prolonged outdoor activities occur. Sidewalks, streets, and “buildings,” including residential buildings, are not considered shadow-sensitive uses, because temporary shadowing over these areas does not interfere with their basic purpose. Additionally, the shade and shadow pattern created by the elevated structures would be intermittent and would shift throughout the day, thus, not creating sustained shadow impacts. Due to the relatively dense arrangement of existing buildings, structures, and, in some cases, mature trees and vegetation in a large portion of the project area, a considerable amount of existing shadow coverage currently exists, including in residential areas near the alignment. The addition of the project in these areas would not result in a

substantial amount of new shadow coverage, and as previously stated, the casting of shadows would shift throughout each day, as well as change depending on the season of the year.

22-61 See response to Comments 22-32 to 22-60.

22-62 See MR-2: Operational Noise Analysis Methodology and Impact Thresholds. Sensitive uses were identified per the FTA's Transit Noise and Vibration Impact Assessment Manual (2018), which includes Category 1 high-sensitivity uses where quiet is an essential element (e.g., Zen garden, outdoor amphitheaters), Category 2 residential uses where people normally sleep, and Category 3 institutional uses with primarily daytime and evening use (e.g., schools, churches). It appears that the comment was intended to cite Section 21001 (not 21002) of the Public Resources Code. Metro's consideration of the project is consistent with the Legislative intent declared in Public Resources Code Section 21001(b), because the Draft EIR applied strict and well-established noise impact criteria and includes robust noise mitigation measures to reduce noise impacts to the maximum extent feasible. The California Legislature has also declared that there is "an imperative need for a comprehensive mass transit system in the southern California area, and particularly in Los Angeles County" and that it is the "policy of the state to foster the development of trade and the movement of people in and around the Los Angeles area for the benefit of the entire state" (Pub. Util. Code Section 30001[a]).

22-63 The air quality analysis in the Draft EIR thoroughly accounts for emissions from all vehicle trips associated with the project, including vehicle use by light rail patrons traveling to and from stations. The net regional effect of project operations would be a substantial reduction in vehicle trips and on-road vehicle miles traveled (VMT). Specifically, as detailed in Section 3.4-4.1.2 of the Draft EIR, the Elevated/At-Grade Alignment and Trench Option would reduce daily VMT by approximately 34,500 vehicle miles and the Hawthorne Option would reduce daily VMT by approximately 34,900 vehicle miles in the operational year of 2042. The LPA would follow the Metro ROW for the entire length of the project, and the light rail would be entirely grade-separated. Thus, the LPA would result in similar VMT benefits as the Elevated/At-Grade Alignment and Trench Option.

Further, Table 3.4-18 on page 3.4-44 of the Draft EIR presents a summary of the anticipated change in daily air pollutant emissions from project operations in the 2042 operational scenario year, which demonstrates a net decrease in emissions due to reduced VMT. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Regional transit projects, like this one, are generally acknowledged to result in reductions in vehicle trips and corresponding air pollutant emissions due to fewer individual car trips and reduced cold starts.[1] The air quality analysis presented in the Draft EIR was prepared in accordance with the South Coast Air Quality Management District (SCAQMD) guidance and satisfies the requirements of CEQA for operational impact analysis. No further analysis is warranted.

22-64 Site-specific soil contamination assessments are not specifically addressed in Section 3.4, Air Quality, of the Draft EIR. However, Section 3.9, Hazards and Hazardous Materials, of the

[1] See FTA's *Public Transportation's Role in Responding to Climate Change* (January 2010) at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf.

Draft EIR, explicitly discusses Metro's commitment to regulatory compliance for safe handling of potentially contaminated soils (see page 3.9-6). Specifically, as required by SCAQMD Rule 1166, which governs emissions of volatile organic compounds (VOC) during soil decontamination, all construction contractors would employ best practices for controlling VOC emissions during excavation, grading, soil handling, and treatment. Compliance with Rule 1166 involves detailed protocols, including advance soil sampling, ongoing monitoring, and use of containment measures, where needed, which are designed to reduce potential emissions of toxic air contaminants, such as VOCs, into the surrounding environment. In compliance with Rule 1166, soil sampling would be conducted prior to and throughout construction to detect any VOC-contaminated soil and appropriate containment, handling, and disposal measures would be followed. These measures help prevent the spread of contaminants beyond the work area, effectively minimizing the potential exposure for sensitive receptors near the project alignment.

Metro completed a Phase I Environmental Site Assessment (ESA) for the Metro ROW and Hawthorne Option as part of the Draft EIR, see Appendices 3.09A and 3.09B. As described in Chapter 2, Project Description, of the Draft EIR and further detailed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, Metro would conduct a Phase II site investigation for any properties with known or suspected contamination, and would carry out remediation measures as necessary to ensure compliance with applicable health and safety standards. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

22-65 Tables 2.4-1, 2.4-2, and 2.4-3 in Chapter 2, Project Description, of the Draft EIR, detail the import and export volumes anticipated during each phase of construction for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option, respectively. The tables also specify the projected maximum daily truck trips required for each construction phase, providing a clear breakdown of anticipated materials movement. Construction assumptions for the LPA are included in Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, along with updates to analysis related to import and export.

Dust control measures are also thoroughly addressed in the Draft EIR. As noted in Section 3.4, Air Quality, of the Draft EIR, all contractors for the project must comply with the Metro Green Construction Policy and SCAQMD Rule 403 (Dust Control), both of which mandate effective best management practices and best available control measures to reduce dust and particulate matter emissions, as outlined in Project Feature PF-AQ-1: Metro Green Construction Policy Compliance and PF-AQ-2: SCAQMD Rule 403 Compliance on pages 3.4-24 and 3.4-25 of the Draft EIR. These practices include dust suppression strategies such as water application, use of covers on material piles, and limiting construction traffic on exposed soils. These measures ensure dust generation is minimized during the handling, import, and export of soils and materials.

22-66 See response to Comment 22-65.

22-67 See response to Comment 22-65.

22-68 The comment inaccurately suggests that the Draft EIR does not disclose the reductions in regional on-road VMT that would result from implementation of the project. The analysis provided on pages 3.4-38 and 3.4-39 of Section 3.4, Air Quality, of the Draft EIR, clearly presents these reductions in VMT for each of the three rail alignments. In the operational

year of 2042, the Elevated/At-Grade Alignment and Trench Option would each reduce daily regional VMT by 34,500 vehicle miles per day. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The LPA would result in the same VMT reduction as the Metro ROW alignments, and this information has been added in Section 4.9, Corrections and Additions, of the Final EIR to clarify the LPA's VMT analysis. The Hawthorne Option would reduce daily regional VMT by 34,900 vehicle miles per day.

To arrive at these reductions, the project's traffic engineers used the regional transportation model to estimate VMT reductions by calculating the difference in VMT between the Metro ROW alignments and the No Project scenario. The operational emissions analysis in Tables 3.4-18, 3.4-19, and 3.4-20 of the Draft EIR are based on these VMT reduction values, with corresponding pollutant emissions calculated by applying each pollutant's emission factor to the respective VMT reductions. This approach provides a transparent and reliable method to estimate VMT-related emissions reductions. Thus, the analysis presented in the Draft EIR is sufficient and based on the best available information available, and no further analysis is warranted.

22-69 The comment suggests that the discussion of the appropriate air quality significance thresholds provides false information, without specifying what information was inaccurate. The significance criteria outlined in Section 3.4-2.4.1 of the Draft EIR are drawn from the Appendix G of the State CEQA Guidelines. These are the same significance criteria as used by the City of Lawndale in its Draft EIR for the Lawndale General Plan Update (SCH No. 2022120088).

In terms of consistency with air quality plans, the Draft EIR evaluates the project's consistency with the SCAQMD Air Quality Management Plan (AQMP), the SCAG RTP/SCS, and the local General Plans. The SCAQMD AQMP relies on growth projections outlined in the SCAG RTP/SCS, which reflect municipal-level forecasts for population, housing, and employment in the region. This ensures that any potential increase in emissions was analyzed within the broader context of the region's air quality goals.

AB 2097 eliminates minimum parking requirements for certain development near public transit to promote housing density and reduce dependence on car travel. Its purpose is to support increased transit use and reduce VMT, thereby contributing to lower greenhouse gas (GHG) emissions. However, AB 2097 does not set or affect air quality thresholds under CEQA, nor does it govern the analysis of pollutant levels, toxic air contaminants, or emissions from the construction and operation of a transit project like this one. See response to Comment 22-73, below.

See response to Comment 22-64 regarding contaminated soils.

22-70 To clarify, the statement the City references on page 3.4-23 of the Draft EIR does not indicate that Metro is deferring mitigation. Rather, that page describes the SCAQMD's recommended approach in its CEQA Air Quality Handbook for assessing potentially significant air quality impacts, specifically cumulative air quality impacts. SCAQMD recommends that agencies consider feasible opportunities to mitigate cumulative impacts if emissions exceed regional thresholds. The cited text is part of the Draft EIR's general explanation of how air quality impacts are assessed, not a statement describing the impact determinations or mitigation measures for this project.

Of the three alignment options evaluated in the Draft EIR, only the Trench Option was determined to potentially exceed SCAQMD's mass daily threshold for nitrogen oxide (NOx) emissions during peak construction activities. This impact was addressed through Mitigation Measure MM-AQ-1: Zero or Near Zero Emissions Haul Trucks, which requires the use of low-emission trucks to minimize temporary NOx emissions during peak hauling activities. This mitigation measure would be enforced to the greatest extent feasible, factoring in the commercial availability of trucks meeting zero- and low-NOx heavy-duty-truck requirements at the time of construction. It reflects evolving market conditions and regulatory standards that continue to promote the availability of low-emission trucks. As time goes on, these heavy-duty zero- and low-NOx trucks would continue to penetrate the market to a greater and greater degree. As low-NOx heavy-duty trucks become more available, the implementation of Mitigation Measure MM-AQ-1: Zero or Near Zero Emissions Haul Trucks would remain effective at reducing NOx emissions to the extent feasible during construction, satisfying CEQA's requirements for feasible mitigation. Nonetheless, without being able to confirm that sufficient zero- and low-emission trucks would be available for use during construction of the Trench Option, the Draft EIR conservatively concludes that the Trench Option's construction air quality impact would be significant and unavoidable. If the Metro Board were to approve the Trench Option, it would be required to adopt a Statement of Overriding Considerations finding that the benefits of the Trench Option outweigh its unavoidable significant impacts.

The LPA requires far less trenching than the Trench Option. Like the Elevated/At-Grade Alignment, the LPA Alternative would not have potentially significant construction air quality impacts that would require mitigation measures. See Section 4.20 of the Final EIR, which provides clarifications to the analysis in Section 4.5-3.4.1 of the Draft EIR. As detailed in Section 4.20 of the Final EIR, the maximum daily emissions associated with construction of the LPA would be below the SCAQMD regional mass daily threshold screening levels, and construction air quality impacts of the LPA would be less than significant.

22-71 It is unclear whether the comment refers to generators that may be used during construction activities or during future operation of the project. In either case, the Draft EIR addresses potential air quality impacts from generator use both during construction and operations. Under CEQA, compliance with applicable regulatory standards could constitute substantial evidence that a project's impacts would be less than significant where compliance is reasonably expected; reliance on such regulatory schemes does not constitute improper deferral of mitigation (see e.g., *Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal.App.4th 884).

Regarding construction-phase generators, the Draft EIR explicitly describes that Metro would prioritize using grid-based electric power at any construction sites, minimizing the need for on-site generators. Should a generator be necessary, Project Feature PF-AQ-1: Metro's Green Construction Policy Compliance, described on page 3.4-24 of the Draft EIR, requires compliance with stringent emissions standards specifically designed to minimize particulate matter and pollutant emissions. This policy ensures that any potential emissions from construction-phase generators would be minimized and controlled.

As for long-term operations, generators would be located at TPSSs and would be used exclusively as emergency back-up power, operating only in the event of an electrical outage. These generators would run under infrequent testing conditions, limited to 20 to 50 hours

per year, as required under SCAQMD Rule 1470. Such testing would produce a negligible level of emissions of air pollutants.

CEQA allows for reasonable reliance on compliance with well-established regulations and permits; agencies like Metro operate under the expectation that they will follow the law (see Evid. Code Section 664).

22-72 The Draft EIR's use of 2020 air quality data is consistent with SCAQMD guidance, which recommends that the air quality setting be based on the most recent three to five years of available data. While regional emissions of pollutants may have been lower during the COVID pandemic, this period does not invalidate the ambient air quality data recorded at regional monitoring stations. Ambient air quality data, such as those recorded at the LAX Hastings monitoring station, reflect a broader trend influenced by multiple factors and are not solely determined based on short-term fluctuations in traffic volumes. As shown in Table 3.4-13 of the Draft EIR, concentrations of pollutants measured during 2020 were not substantially different from concentrations in 2018 or 2019, indicating that the data still represents typical air quality conditions. Therefore, the Draft EIR provides the best available and most representative information at the time of its preparation.

22-73 CEQA requires an analysis of growth-inducing impacts, which is provided in Section 3.16, Other CEQA Considerations, of the Draft EIR. The project is designed to serve the current and planned growth in population, housing, and employment along the corridor, rather than to induce new development. The growth-inducing analysis relies on the demographic forecasts and growth projections set forth in SCAG's 2020-2045 RTP/SCS, which includes this project in its list of planned infrastructure projects and assumes that growth would be directed toward transit stations. Therefore, the project's potential for inducing population, housing, and employment growth has been previously anticipated and is accounted for in that document.

AB 2097's elimination of parking requirements near transit, as well as other state housing incentives, aim to streamline housing development but do not require or directly create new housing or population growth. Instead, they provide flexibility for future development, which local governments must still approve based on local zoning, land use, and planning priorities. The project itself is not anticipated to exceed or drive growth beyond SCAG's projections because the South Bay area is already densely developed and planned for managed growth. Thus, the project is responsive to, but not directly responsible for, housing growth along the transit corridor.

22-74 The construction durations of the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option as described in Chapter 2, Project Description, of the Draft EIR have not changed. Construction of the LPA is expected to last for approximately six years, and is described in Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR. While the overall construction duration accounts for the entire 4.5-mile corridor, work at any one location would typically last several months to a year, with crews moving progressively along the alignment. Therefore, construction activities impacting any single location would be limited in duration rather than continuous over the entire timeline. Additionally, the constraints within the Metro ROW would limit the amount of heavy-duty equipment that could operate simultaneously, which inherently reduces emissions intensity at any one location.

To address air quality impacts during construction, the Draft EIR thoroughly assessed potential impacts on sensitive receptors using conservative modeling and SCAQMD's mass daily regional thresholds and localized significance thresholds. Tables 3.4-15 and 3.4-18 of the Draft EIR summarize the regional and localized air quality impacts, demonstrating that emissions would remain below SCAQMD thresholds. The analysis used the most conservative localized significance threshold screening values due to the proximity of sensitive receptors at the edge of the Metro ROW. No potentially significant impacts to sensitive receptors were identified at either the regional or localized scale. Therefore, mitigation is not required under CEQA. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

22-75 The comment incorrectly suggests that details regarding fugitive dust control measures are missing from the Draft EIR. Page 3.4-25 of the Draft EIR provides a comprehensive list of best available control measures that would be implemented in accordance with SCAQMD Rule 403 to reduce fugitive dust emissions during construction.

22-76 The comment inaccurately suggests that all three alignments would require mitigation for air quality impacts. Only the Trench Option was determined to have a potentially significant air quality impact during construction, which would require mitigation. All construction activities were appropriately included in the air quality analysis for each alignment, including relocation of existing tracks, excavation, and utility relocations.

22-77 As indicated in Table 3.7-4 of the Draft EIR, all special-status species with potential to occur within the RSA are categorized by their likelihood of presence: high, moderate, or low. Species with low potential to occur lack suitable habitat within the RSA and are, therefore, not expected to be present. The trees within the RSA do not provide suitable habitat for any special-status species, aside from birds and raptors protected by the MBTA. Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys on pages 3.7-34 and 3.7-35 of the Draft EIR requires preconstruction surveys to prevent impacts to nesting birds and raptors. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Regarding monarch butterflies, their preferred overwintering sites and roosting trees, such as the nonnative blue gum eucalyptus (*Eucalyptus globulus*), native Monterey pine (*Pinus radiata*), and Monterey cypress (*Cupressus macrocarpa*), among other native tree species, are not known to occur in proximity to the RSA, and no known overwintering sites are located nearby. Consequently, impacts to Monarch butterfly habitat are not anticipated. See Table 3.7-3 of the Draft EIR for a comprehensive inventory of trees and shrubs located in the Metro ROW with potential for trimming or removal. Additionally, Section 3.7-5 outlines mitigation measures to avoid and minimize impacts on sensitive biological resources.

22-78 Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys, which requires nesting bird season restrictions and pre-construction surveys, complies with CEQA and is not improperly deferred. According to CEQA Guidelines Section 15126.4(a)(1)(B), specific details of mitigation measures may be developed after project approval when it is impractical to provide those details during environmental review, as long as the agency (1) commits to implementing the mitigation, (2) adopts specific performance standards, and (3) identifies feasible actions to meet those standards. Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys meets these requirements by committing to protective actions for nesting birds and

raptors, setting clear performance standards, and identifying types of actions to achieve the protection goals for nesting birds and raptors protected under the MBTA and the CFGC.

Under Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys, vegetation clearance or demolition of potential nesting sites would be restricted outside of the nesting season, when feasible, or require pre-construction nesting bird surveys by qualified biologists within four days prior to construction start during the nesting season. The mitigation measure establishes performance standards for buffer zones around active nests (150 feet for passerine birds and 300 feet for raptors) and identifies specific actions to avoid or minimize impacts, such as monitoring nests, establishing no-disturbance buffers, and using shielding or directed lighting to prevent light encroachment into nesting habitats. Additionally, Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys mandates real-time monitoring by qualified biologists who could modify construction activities to avoid or reduce potential impacts to nesting birds, thereby ensuring adaptive protection measures are in place to meet the established performance standards. This approach complies with CEQA by providing feasible, performance-based mitigation that is appropriate for addressing biological impacts during the construction period when active nesting may occur. Thus, the mitigation measure is not improperly deferred as it provides a comprehensive and enforceable plan to protect nesting birds, employing measures that are effective, feasible, and sensitive to the changing conditions of bird nesting activity.

22-79 The assessment of potential impacts to special-status species in the Draft EIR is based on a combination of established habitat evaluation methodologies, including visual field surveys and habitat assessments conducted in November 2020, as discussed in Section 3.7, Biological Resources, of the Draft EIR. These surveys involved both a windshield survey (from a vehicle) and a pedestrian survey (surveying on foot) throughout the RSA and included photographic documentation of all parks and open spaces, which are provided in Figure 3.7-2 through Figure 3.7-13 of the Draft EIR. Section 3.7-2 of the Draft EIR includes further information regarding the survey activities conducted that inform the Draft EIR.

This methodology is consistent with standard CEQA practices, which allow an initial evaluation of potential species presence based on habitat suitability rather than requiring protocol-level surveys for every individual species during the EIR phase. The habitat evaluation and literature review conducted for the Draft EIR identified species with a low, moderate, or high potential to occur within the RSA, based on existing conditions, documented occurrences, and regional habitat characteristics. For the plant species identified with a high potential to occur (Southern Tarplant), feasible mitigation measures are proposed to reduce or eliminate the impact, Mitigation Measures MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources, MM-BIO-4: Pre-construction Rare Plant Survey that require conducting pre-construction surveys to verify presence and avoid or minimize impacts, if necessary, and MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat to identify appropriate sites for and to replant any Southern Tarplant impacted by the project.

22-80 The Draft EIR's conclusion that biological impacts would be less than significant with mitigation is based on a thorough evaluation of potential impacts and the implementation of specific mitigation measures to avoid harm to sensitive species. The Draft EIR appropriately distinguishes between potential impacts during construction and those during routine operational maintenance along the Metro ROW. Section 3.7-4.1.2 of the Draft EIR

explains that maintenance activities are not expected to result in significant impacts to biological resources, given the nature of these activities, the absence of routine disturbance to vegetation or trees that could support nesting birds, and the existing anthropogenic disturbance (e.g., vehicular traffic, train traffic, human presence) throughout the Metro ROW.

The referenced language regarding nest abandonment, failure, or mortality describes potential outcomes in the unlikely event that sensitive species were disturbed during the breeding season, but such an outcome is unlikely given the scope and character of Metro's light rail operations and associated maintenance. Routine maintenance activities conducted during project operation are limited in nature and do not typically involve vegetation removal or tree trimming that would affect nesting habitat. In the rare event that such work is required during the nesting season, maintenance activities would be performed in compliance with applicable rules and regulations of the California Department of Fish and Wildlife (CDFW), including those protecting nesting birds under the California Fish and Game Code. Routine maintenance work would be scheduled and carried out in a manner that avoids disruption to active nests, consistent with CDFW guidance. Given the limited potential for disturbance, existing anthropogenic disturbances, and the routine application of established biological avoidance protocols, the project would not result in significant impacts to nesting birds or other special-status species during operation.

22-81 See response to Comment 22-79 regarding the biological surveys conducted to inform Draft EIR. Other than the artificial sumps discussed in Section 3.7-3.3 of the Draft EIR, no other naturally occurring or created riparian or sensitive natural communities exist within the RSA. Only one sump (the Pioneer Basin in Torrance) is located adjacent to the Metro ROW, and it was constructed for flood control rather than as a natural ecosystem. As explained in Section 3.7-4.3.1 of the Draft EIR, the Pioneer Basins sump would not be impacted by project construction activities because it is situated on a bluff well above (in elevation) the Metro ROW. No impacts are anticipated to riparian fish or wildlife species due to the absence of suitable habitat within the RSA, and further detailed surveys for these species were not deemed necessary given the nature of existing conditions in the RSA.

22-82 See response to Comment 22-79 regarding the biological surveys conducted to inform the Draft EIR. As discussed in Section 3.7-3.4 of the Draft EIR, due to its urbanized nature and fragmentation of any remaining open space, no wildlife movement corridors are present within the RSA. Table 3.7-4 of the Draft EIR describes the potential for special-status species to occur, categorized as having high, moderate, or low potential. For species listed with a "low" potential to occur, there is insufficient suitable habitat to support their presence, leading to the conclusion that these species are "not expected" to occur within or near the RSA. Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys addresses the need for pre-construction nesting bird surveys for the MBTA covered species. For additional clarity, Table 3.7-4 of the Draft EIR was revised in Section 4.11, Corrections and Additions, of the Final EIR to describe that because of the lack of suitable habitat available, the species were categorized as "not expected." This revision reinforces the conclusions of the Draft EIR.

22-83 The purpose of environmental review under CEQA is to identify a project's potential impacts on the environment. Details on a project proponent's securing of a power purchase agreement does not constitute an impact on the environment. The Draft EIR addresses the project's anticipated electricity needs and the role of Southern California Edison (SCE) as the

energy provider in several sections. Section 3.12-4 of the Draft EIR evaluates the potential for the project to result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction and operation (see page 3.12-22 of the Draft EIR) and to conflict with or obstruct a state or local plan for renewable energy or energy efficiency (see page 3.12-27 of the Draft EIR). Additionally, page 3.4-37 of the Draft EIR discusses SCE's supply of electricity to the project, and page 3.5-19 of the Draft EIR discusses SCE's ongoing trajectory toward reducing reliance on non-renewable resources, consistent with California's renewable energy goals. Pages 3.11-9, 3.11-17, and 3.11-26 of the Draft EIR describe SCE's role as the project's electrical provider and the general methods by which electricity would be delivered to project components, including the traction power substation units and traditional distribution connection facilities (e.g., power poles, underground wires, transmission lines, and distribution lines).

Power purchasing agreements are typically arranged pursuant to established regional power grids and utilities. However, CEQA does not require that specific power purchasing agreements be in place prior to environmental review or project approval. Indeed, such an agreement might violate CEQA as CEQA requires environmental review to be completed prior to an agency's approval of a project. Should a power purchasing agreement with SCE be necessary, it would proceed through the California Public Utilities Commission (CPUC) as a separate, standard regulatory process. As described above, this CEQA analysis appropriately addresses energy impacts by assessing the project's energy needs and impacts and confirming SCE's supply capacity and California's commitment to renewable energy sources.

22-84 The language referenced on page 3.12-11 of the Draft EIR pertains to Metro's general energy conservation and management plans, policies, and initiatives which include plans for solar installations at various Metro facilities. This paragraph does not discuss project specifics, and the solar panels mentioned are not components of the project but are related to a different Metro project. The project does not include solar panels at this stage of the preliminary design.

22-85 The City states that mitigation measures would be needed in the event of an earthquake. Under CEQA, however, an EIR must analyze the project's impacts to the environment, rather than the environment's potential impacts on the project, unless the project would exacerbate existing hazards to create new risks. As described in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR, construction and operation of the project would result in no impact for increased risk of loss, injury, or death due to fault rupture, because the project doesn't traverse any fault zones. Additionally, there would be a less than significant impact for risk of loss, injury, or death involving strong seismic ground shaking during both construction and operation, due to the project's adherence to applicable seismic design standards. Modern engineering and construction practices would ensure that the project complies with seismic safety codes, which are designed to protect structures and users against seismic risks. The design and construction methods would also provide a safe working environment for workers. As a result, additional mitigation measures are not necessary under CEQA, as no substantial seismic risk impact to the environment has been identified.

22-86 As stated in Section 3.8, Geology and Soils, of the Draft EIR, the Elevated/At-Grade Alignment and Trench and Hawthorne Options are not located in earthquake-induced landslide zones. As shown in Figure 3.8-4, the nearest CGS mapped landslide zone is over

1.5 miles away. Therefore, the impact is less than significant. The same analysis also applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

22-87 Section 3.5, Greenhouse Gas Emissions, of the Draft EIR includes a comprehensive GHG emissions impact analysis, including short-term construction impacts and long-term operational impacts. This analysis includes baseline data, regulatory standards, and quantified emissions calculations, which demonstrate that the project would not generate significant GHG emissions. Therefore, there is no requirement to mitigate emissions. The project would reduce regional GHG emissions when considering the reduction of passenger vehicle trips associated with increased transit ridership. The LPA would follow the Metro ROW for the entire length of the project and would be entirely grade-separated. Thus, the LPA would result in similar VMT- and GHG-reduction benefits as the Elevated/At-Grade Alignment and Trench Option. The statement that building public transportation would reduce VMT is supported by the traffic and air quality models used, which are based on regional travel behavior patterns and supported by SCAG's RTP/SCS. Therefore, the project would result in a beneficial effect with regard to GHG emissions. For additional information regarding the Draft EIR's quantified VMT and emissions analysis, refer to response to Comment 22-68.

22-88 Metro acknowledges that the Lawndale Air Quality Management Plan and Climate Action Plan do not specifically reference a light rail system. However, both plans contain goals and policies that generally support enhanced public transit systems aimed at reducing emissions and dependence on single-occupant vehicles, as shown in Table 3.5-3 on page 3.5-10 of the Draft EIR. For example, Goal 2 of the City's Air Quality Management Plan states, "Reduce reliance on single-occupant vehicles and reduce the number of non-work and commuting trips." As discussed in response to Comment 22-87, the project would have a net positive effect on reducing GHG emissions by shifting trips from passenger vehicles to public transit. This beneficial GHG emissions effect is broadly consistent with GHG reduction plans.

22-89 See response to Comment 22-88.

22-90 See Section 3.5, Greenhouse Gas Emissions, of the Draft EIR. The methods to calculate emissions are described in detail in Sections 3.5-2.2 and 3.5-2.3 of the Draft EIR for both construction and operation, including the data used as well as the calculations performed.

22-91 Section 3.5-2.1 of the Draft EIR states the analysis of potential environmental impacts related to GHG emissions is the six-county geographic region under the jurisdiction of SCAG, which includes Los Angeles, Imperial, Orange, Riverside, San Bernardino, and Ventura Counties.

22-92 The greenhouse effect is a concept in atmospheric science that describes the process by which certain atmospheric gases, referred to as Greenhouse Gas Emissions (GHGs), absorb energy from sunlight within the Earth's atmosphere and prevent it from being released back into space. This mechanism is responsible for maintaining a warm, habitable environment on the planet's surface based on the equilibrium concentrations of the gases. As discussed on page 3.5-13 of the Draft EIR, GHGs, unlike localized air pollutants, contribute to climate change by affecting global atmospheric conditions (rather than directly impacting air quality at specific localized points). This is because GHGs have long atmospheric lifespans, and their emissions distribute and mix across large regions, even globally, rather than accumulating in concentrated areas. Consequently, evaluating GHG emissions at a regional level provides a more accurate and effective approach for assessing the potential climate-related impacts of

the project. A localized analysis would not yield meaningful distinctions in the context of the effects of GHG emissions.

22-93 The City appears to misunderstand the approach for analyzing GHG emissions. For construction-related GHG emissions, which are temporary by nature, the Draft EIR follows the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (2008), which states that for CEQA assessments, construction-related GHG emissions that occur over a relatively short-term period should be amortized over a 30-year operational project lifetime. This approach reflects the fact that GHGs persist in the atmosphere long after they are emitted and contribute cumulatively to climate change over time, rather than having isolated, short-term effects like many other pollutants. Spreading out the temporary GHG emissions from construction over the project's lifespan allows for a fair comparison with the long-term GHG reductions achieved through increased transit ridership, which lowers regional vehicle emissions overall. The GHG emissions impact analysis beginning on page 3.5-25 of the Draft EIR demonstrates that there would be a net decrease in GHG emissions due to the project. Therefore, there is no requirement to mitigate emissions, although compliance with Metro's Green Construction Policy would further minimize emissions through the use of best management practices and low-emission equipment.

22-94 The comment correctly notes that clarification was needed regarding the construction timeline. Section 4.9, Corrections and Additions, of the Final EIR has been updated and correctly states the construction time period. As with any large-scale project, minor scheduling adjustments may occur. This update does not alter the conclusions of the Draft EIR regarding construction-related impacts.

22-95 The City questions the well-established link between expanded public transit options and regional GHG-emission reductions, as well as the expectation that this project would reduce VMT through increased transit ridership. This relationship is substantiated by the California Air Resources Board (CARB) and the California Office of Planning and Research (OPR), both of which affirm that expanding and improving transit options directly support climate change adaptation strategies by reducing dependence on single occupancy vehicles. CARB's 2017 Climate Change Scoping Plan (2017) and the 2022 Scoping Plan for Achieving Carbon Neutrality (2022) describe this interconnected approach to transit and climate action. As discussed on page 3.5-20 of the Draft EIR, OPR's Technical Advisory – CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review (2008) and the Discussion Draft CEQA and Climate Change Advisory (2018) provides similar guidance.

Further, as noted in Section 3.1, Transportation, of the Draft EIR, under CEQA Guidelines Section 15064.3(b)(2), transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact and do not require VMT analysis. OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA explains that transit and active transportation projects generally reduce VMT and, therefore, are presumed to cause a less than significant impact on transportation. This presumption extends to passenger rail projects, like this one, expected to reduce VMT.

Regarding vehicle trips to the stations, those trips would be outweighed by the net regional VMT and GHG reductions achieved by taking those vehicles off the road for the majority of each trip. This approach is widely supported, as illustrated by California SB 375, which links transportation and land use policy to climate goals by prioritizing VMT reductions through

increased transit use. By enabling efficient public transit access, the project supports California's climate adaptation goals and would have a beneficial impact on regional air quality and GHG emissions. See also response to Comments 22-63 and 22-68.

22-96 The operational parameters in the Draft EIR are based on the travel demand modeling performed for the project. This modeling is included in the 2023 Ridership Report, published concurrently with the Draft EIR. The report includes a description of the methodology to calculate VMT.

22-97 The City incorrectly asserts that the Draft EIR includes deferred mitigation measures to reduce GHG emissions. The GHG emissions impact analysis beginning on page 3.5-25 of the Draft EIR demonstrates that impacts would not be significant, and therefore, mitigation would not be required.

Furthermore, as discussed on page 3.5-19 of the Draft EIR, annual GHG emissions associated with electricity consumption for the project were estimated by multiplying the total annual electricity demand in megawatt-hours by the forecasted 2042 SCE delivered power mix carbon intensity factor. According to SCE's prepared forecasts of the projected carbon intensity of their future delivered power to customers, the GHG intensity factor in 2042 would be approximately 263 pounds of carbon dioxide equivalent per mega-watt hour. Thus, the Draft EIR's analysis of GHG emissions associated with the project does not rely on assumptions of 100% renewable energy.

22-98 Page 3.5-20 of Section 3.5-2.4 of the Draft EIR accurately states that the SCAQMD has not adopted a CEQA significance threshold associated with GHG emissions from transit projects. The project would not affect the frequency of freight rail activity in the corridor or alter associated GHG emissions. Freight rail emissions would be identical under the existing and future conditions regardless of the project, as the project does not propose any changes to existing freight operations.

Section 3.5-2.5 of the Draft EIR discusses the parallels of benefits associated with expanding transit infrastructure and reducing VMT and GHG emissions, based on the two OPR guidance documents described in the chapter.

22-99 It is unclear what wall the City is referring to. The analysis of construction-related GHG emissions considered all construction activities that would occur for the project.

22-100 Sections 3.5-3.1 and 3.5-3.2 of the Draft EIR discuss existing conditions associated with California GHG emissions and GHG emissions from the Metro transit system. This appropriately characterizes the existing condition given the statewide and regional nature of GHG emission effects and climate change.

22-101 The analysis is based on reliable data that captures realistic long-term ridership trends. Section 3.5-3.3 of the Draft EIR provides context on the COVID-19 pandemic's effects on commuting and transit use patterns, acknowledging that transit ridership temporarily declined in 2020 and 2021 due to increased remote work and altered travel habits. The discussion notes a recovery in commute frequency and transit ridership, suggesting a gradual return to pre-pandemic patterns. The analysis relies on the best available transportation data to date, including projections from the University of California, Davis (2022). While the City suggests that long-term post-pandemic transit trends should be fully analyzed now, it is premature to reach definitive conclusions. The existing data offers a

strong foundation, and as the Draft EIR explains, current studies anticipate a continued return toward pre-pandemic levels. See MR-15: Metro Ridership Forecasting Methodology.

Given the unique and temporary nature of the COVID-19 pandemic, the analysis relied on pre-pandemic (2019) data to forecast emissions and ridership. As discussed on page 3.5-19 of Section 3.5, Greenhouse Gas Emissions, of the Draft EIR, implementation of the project would indirectly affect regional GHG emissions through the displacement of on-road vehicle trips and VMT, which is key and one of the primary tenets of GHG-emission-reduction strategies for the SCAG region. Regional transportation modeling was performed to estimate daily VMT on the roadway network under existing conditions (2019) and in 2042 with and without the project.

22-102 The City cites a table number that does not exist in the Draft EIR. For the purposes of this response, Metro assumes the intended reference is to Table 3.5-13, on page 3.5-26 of the Draft EIR, which presents the estimated GHG emissions associated with construction. This table intentionally does not include baseline GHG emissions for comparison to construction-related GHG emissions because, per SCAQMD staff guidance (discussed on page 3.5-26 of the Draft EIR), GHG impacts from construction should be amortized over a 30-year operational project lifetime, rather than directly compared to baseline emissions. This approach accounts for the inherently cumulative nature and long-term atmospheric persistence of GHGs. See response to Comment 22-93 for additional information regarding the construction-related GHG emissions analysis and SCAQMD guidance.

22-103 See response to Comment 22-103. The same methodology for construction-related GHG emissions impacts was applied for the Trench Option.

22-104 As discussed on page 3.5-19 of the Draft EIR, implementation of the project would reduce regional GHG emissions through a shift from passenger vehicles to public transit, thereby reducing VMT. This displacement of on-road vehicle trips is one of the primary tenets of GHG emissions reduction strategies for the SCAG region, as outlined in SCAG's 2020-2045 RTP/SCS. See response to Comment 22-95 regarding the well-established link between reduced VMT and GHG emissions reductions.

Table 3.5-16 of the Draft EIR summarizes annual average GHG emissions and shows the project would reduce GHG emissions compared to the baseline conditions. Therefore, no mitigation measures are needed. See response to Comments 22-63 and 22-68 regarding the Draft EIR's analysis of VMT reductions, as well as response to Comment 22-102 and MR-15: Metro Ridership Forecasting Methodology.

22-105 The comment misinterprets the scope and conclusions of the GHG emissions analysis in the Draft EIR, incorrectly asserting that no studies were conducted for the analysis. Section 3.5, Greenhouse Gas Emissions, of the Draft EIR, provides a thorough, quantitative analysis of GHG emissions that would be generated during both construction and operation of the project, which is summarized in Tables 3.5-13 and 3.5-16, respectively. This analysis includes projections based on established methodologies for construction emissions and considers the project's long-term role in reducing VMT by providing a high-quality transit alternative. The project's compliance with plans, policies, and regulations adopted to reduce GHG emission, such as Metro's Green Construction Policy, the 2019 Climate Action and Adaptation Plan, and the Moving Beyond Sustainability Strategic Plan, is fully documented and contributes to ensuring the project's consistency with these initiatives.

The comment also inaccurately suggests that idling at rail crossings would lead to significant unmitigated GHG impacts. Any minor GHG emissions from vehicles idling at rail crossings would be negligible when compared to the significant reduction in GHG emissions from displaced vehicle trips regionwide. It should also be noted that the LPA (as well as the Trench and Hawthorne Options) would entirely eliminate this concern, as the light rail would be fully grade-separated, meaning that light rail operations would not interrupt vehicle traffic at crossings, avoiding any potential idling emissions at intersections.

22-106 The comment incorrectly asserts that the cumulative impact discussion in the Draft EIR lacks information on certain project elements, such as soundwalls and bridge widening. Section 3.5, Greenhouse Gas Emissions, of the Draft EIR assesses GHG emissions for the entire project, and all project components, including soundwalls, bridges, and other structures, were fully accounted for in the construction vehicle and equipment assumptions underlying the emissions calculations. GHG emissions are inherently cumulative, as they contribute to global climate change regardless of individual project elements. The Draft EIR explains this cumulative nature of GHG impacts on page 3.5-13. Therefore, the analysis appropriately addresses cumulative GHG emissions by evaluating all anticipated emissions associated with construction and operations of the project, consistent with CEQA.

22-107 The comment quotes SB 743. No response is required.

22-108 The environmental studies prepared during the Draft EIR phase meet CEQA's requirements for evaluating potential impacts from hazardous materials. A Phase I Environmental Site Assessment (ESA) was conducted to identify recognized environmental conditions (RECs), including the Allied Petroleum corporate well, which is documented in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR. This well is noted as a plugged and abandoned dry hole per California Energy Management Division (CalGEM) records, indicating it no longer poses significant environmental risks.

The Phase I ESA performed for the Draft EIR provides sufficient information to assess the project's potentially significant impacts related to hazards and hazardous materials. Conducting a Phase II investigation, which includes soil and groundwater sampling to confirm the presence or absence of contamination identified in the Phase I ESA, is standard practice for the preliminary design phase of development projects and would be required per Metro's standard property acquisition requirements.

22-109 See MR-8: Light Rail and Freight Train Safety.

22-110 This comment reflects a policy-level disagreement regarding the interpretation of the land use goal cited by the comment. Additionally, the City is speculating, as no evidence is provided to support the claim that the project would diminish the area's aesthetic character and attractiveness; CEQA does not require an analysis of speculation. Metro's assessment indicates that the project would support local and regional objectives by enhancing public transit, reducing VMT, and improving air quality, thereby contributing positively to environmental quality, mobility, and public health. The project would also incorporate design elements to preserve and enhance visual character, as well as safety features to promote a safe urban community. The City's policy disagreement with the Draft EIR conclusions is noted and would be considered by the Metro Board during its deliberations on whether to approve the project. See MR-10: Changes to Community Character.

22-111 As a light rail extension, the project is consistent with the current transportation function of the Metro ROW and would not change the development patterns adjacent to it. The project is consistent with Policy 1a of the City's 1991 General Plan Land Use Element in that the project would maintain the existing Metro ROW for transportation use, which is distinct from introducing new development. Notably, at the request of the City of Lawndale provided during the 2018 Supplemental Alternatives Analysis outreach process, Metro removed a station within the City of Lawndale from further consideration, a decision which respects the City's land use goals and is consistent with Policy 1a by maintaining the transportation function of the Metro ROW without introducing new development density or high-traffic stations within Lawndale's residential areas. Stations are instead planned at the South Bay Galleria and Torrance TC. This approach supports both the City of Lawndale's land use goals and regional mobility objectives while preserving the residential character of the Metro ROW area within the city. For additional information, see MR-10: Changes to Community Character.

22-112 The City does not specify what is found to be false in the table.

22-113 As shown in Section 4.6, Corrections and Additions, of the Final EIR, the text of Table 3.2-2, of the Draft EIR, has been revised to state "City of Lawndale Zoning Regulations," the intended meaning. The revision does not change the analysis or conclusions of the Draft EIR.

22-114 See response to Comment 22-111.

22-115 While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, and Section 3.3, Aesthetics, of the Draft EIR, analyze the project's potential to physically divide communities and to affect visual resources within existing communities. As discussed in these sections of the Draft EIR, the project would result in less than significant land use and aesthetic impacts. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-10: Changes to Community Character. In addition, the LPA light rail guideway (as well as the Trench and Hawthorne Options) would be fully grade-separated from all roadways, further reducing the potential for physical division.

22-116 The comment appears to misunderstand the scope and nature of the project, as it does not include commercial or residential components. The project would extend the Metro C (Green) Line from the Redondo Beach (Marine) Station to the Torrance TC. Sensitive receptors, including residential areas within 350 feet of the alignment, have been carefully assessed for potential noise and vibration impacts in the Draft EIR. Where impacts were identified, appropriate mitigation measures have been proposed to reduce significant impacts to the maximum extent feasible. The LPA would result in less than significant operational noise and vibration impacts with mitigation. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

22-117 See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-5: Vibration Impact Types and Impact Thresholds for more information.

The comment references the National Geographic Encyclopedia's statement on sound levels and hearing damage; however, this general information on noise levels and health impacts does not directly apply to the project's specific noise environment as analyzed in the Draft

EIR. The project noise levels from intermittent train pass-bys are significantly lower than continuous noise sources commonly associated with health impacts like hearing damage, such as prolonged exposure to industrial equipment or continuous loud music. The Draft EIR addresses relevant noise levels in Section 3.6, Noise and Vibration, noting that train noise would reach approximately 78 dBA at a speed of 50 mph, decreasing significantly when indoors. This level is below the Occupational Safety and Health Administration (OSHA) continuous exposure threshold of 85 dBA, which is based on protecting against hearing loss from prolonged, uninterrupted noise.

Furthermore, unlike persistent or continuous loud noises, which National Geographic highlights as problematic, transit-related noise is brief and intermittent. Even during peak service times, when trains pass every five minutes, the equivalent hourly noise level (63.7 dBA) remains substantially below the OSHA threshold, indicating no risk of hearing damage. The project also includes mitigation measures to reduce noise impacts to sensitive receptors, including soundwalls and quiet zones, further addressing potential disturbances.

22-118 The comment mischaracterizes the Draft EIR analysis. The FTA Noise and Vibration Impact Assessment Manual identifies the potential for "wheel squeal" on curves with a radius of less than 1,000 feet. Noise associated with the steel wheels rolling on steel rails is included in the operational noise calculations, as discussed on page 3.6-46 of the Draft EIR. The Draft EIR utilizes the FTA Noise and Vibration Impact Assessment Manual's standards, which account for all noise sources associated with train movement, including steel wheel noise. Maintenance of vehicle wheels and tracks would be part of Metro's standard operation and maintenance protocols to ensure proper functioning of the transit line. The Metro ROW alignments, including the LPA, through the City of Lawndale do not include any small-radius curves with a radius of less than 1,000 feet, and therefore, wheel squeal is not expected in this area. However, Metro remains committed to minimizing potential noise impacts. As final engineering progresses, Metro would continue to evaluate track conditions and noise mitigation needs, consistent with Section 4.2.12.3 of the Metro Rail Design Criteria, which requires lubricators in locations where wheel squeal or excessive wheel wear is anticipated. Should it be determined that rail lubricators are warranted, they would be incorporated into the project accordingly. For the Hawthorne Option, as discussed on page 3.6-76 of the Draft EIR, Mitigation Measure MM-NOI-5: Wheel Squeal Monitoring would be implemented to reduce the potential impact of wheel squeal for that option to a less than significant level.

22-119 Soundwalls were thoroughly considered in the Draft EIR under Mitigation Measure MM-NOI-2: Soundwalls, and in the analysis set forth in Section 3.6-6, Project Impacts Remaining After Mitigation. The locations of the proposed soundwalls are shown in Figures 3.6-21 through 3.6-24 of the Draft EIR, and described in Tables 3.6-26, 3.6-31, and 3.6-33, for the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option, respectively. The effectiveness of these soundwalls is discussed in detail on pages 3.6-100 (Elevated/At-Grade Alignment), 3.6-103 (Trench Alignment), and 3.6-104 (Hawthorne Option). The locations and effectiveness of the proposed soundwalls for the LPA are described in Section 4.21, Corrections and Additions, of the Final EIR. No new soundwalls beyond those already described in the Draft EIR as part of the Elevated/At-Grade Alignment or Trench Option are required for the LPA. See also response to Comment 22-45, regarding the analysis of aesthetic impacts of the proposed soundwalls.

22-120 See MR-5: Vibration Impact Types and Impact Thresholds.

22-121 See MR-5: Vibration Impact Types and Impact Thresholds.

22-122 As described in Mitigation Measure MM-NOI-4: Quiet Zone Establishment on page 3.6-97 of the Draft EIR, the Quiet Zone implementation would eliminate freight horn sounding at freight crossings from north of Inglewood Avenue to south of 182nd Street, including 159th Street, 160th Street, 161st Street, 162nd Street, and 170th Street, within the City of Lawndale. This mitigation measure was analyzed for its noise-reducing effects at these crossings, as described on page 3.6-50 of the Draft EIR. Chapter 2, Project Description, of the Draft EIR describes the types of "quiet zone ready" equipment proposed, consistent with the Federal Railroad Administration (FRA) criteria for quiet zones. This would include the use of "supplemental safety measures" (SMMs) established by FRA to ensure that safety at crossings is maintained without the need for horn sounding. Figures 3.6-21 and 3.6-22 of the Draft EIR show the crossings where fright horn noise was excluded from the noise impact calculations, reflecting the impact of the Quiet Zone implementation on noise reduction. Therefore, the implementation of a Quiet Zone and the associated noise impact reductions have been thoroughly evaluated, and no further analysis is required to determine the efficacy of a Quiet Zone as a noise mitigation measure.

22-123 The Noise Control Plan in Mitigation Measure MM-NOI-1: Noise Control Plan is not deferred mitigation, as it sets clear, enforceable requirements that the contractor must follow to ensure compliance with the specific performance standards (i.e., FTA criteria) set forth in the measure. Per Mitigation Measure MM-NOI-1: Noise Control Plan, prior to starting localized construction, Metro's contractor must prepare the Noise Control Plan, which a board-certified engineer must design to meet the FTA 1-hour L_{eq} noise standards for different land uses. These standards include limits of 90 dBA L_{eq} for residential areas during the day and 80 dBA L_{eq} at night, and 100 dBA L_{eq} for commercial and industrial areas both day and night. The Noise Control Plan must provide specific noise-reducing actions, such as utilizing noise-reducing equipment, temporary noise barriers, and routing construction traffic away from sensitive residential streets. The plan must require pre-construction noise assessments and continuous noise monitoring to ensure compliance with FTA standards. Additionally, the contractor must establish a public complaint system to address any concerns within 24 hours, thus providing an additional layer of accountability. These requirements ensure construction noise impacts are managed in a highly controlled and systematic way to meet the quantified FTA noise criteria. Accordingly, Mitigation Measure MM-NOI-1: Noise Control Plan is not deferred mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures.

22-124 The City appears to confuse vibration-related mitigation with construction noise impacts. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys specifically addresses potential vibration impacts, not noise, and is intended for the protection of nearby structures. As noted in Section 3.6, Noise and Vibration, of the Draft EIR, this measure applies to construction activities for the Elevated/At-Grade Alignment along the Metro ROW near Grant Avenue, where there is one structure with potential for vibration-related structural impacts during construction of a new freight bridge. In addition, it should be noted that the LPA would not shift freight tracks in this area and would not require a new freight bridge to be constructed. Thus, the LPA would not result in construction vibration impacts with the potential for structural damage.

22-125 The Draft EIR analyzes the combined noise impacts from the light rail and freight operations. Mitigation measures are included in Section 3.6-5 of the Draft EIR that would address noise from the combined freight and light rail operations. Page 3.6-50 of the Draft EIR evaluates

the effectiveness of the mitigation at reducing the combined impacts of freight and light rail operations. See MR-3: Operational Noise Project Features and Mitigation Measures for additional detail on the proposed noise mitigation measures.

22-126 The City states that the Draft EIR does not follow CEQA requirements for analyzing population and housing impacts generated by the project. CEQA requires analysis of population and housing impacts primarily in the context of growth-inducing impacts, which are addressed in Section 3.16-1 of the Draft EIR. The project is consistent with regional plans and is not expected to induce unplanned growth that would exceed SCAG's previously anticipated demographic forecasts. See response to Comment 22-73 for additional information regarding growth-inducing impacts.

22-127 See MR-14: Property Values and Impacts to Businesses. The comment states that studies show that property values show that property values near rail lines are negatively impacted but does not cite any specific study supporting this conclusion.

22-128 See MR-18: Homelessness, which includes information regarding Metro's "Response to Homelessness Motion." CEQA requires analysis of potential physical changes to the environment directly or indirectly resulting from a project, but it does not require a speculative assessment of potential social impacts. While the City associates light rail transit with attracting individuals experiencing homelessness, this is not a direct environmental impact of the project itself, nor does it require the construction of new homeless shelters. The presence or movement of individuals near transit facilities is influenced by broader social and economic factors beyond the scope of this project. Moreover, light rail projects, such as this one, typically include security measures, as noted in MR-9: Light Rail Security, designed to maintain the safety and accessibility of transit facilities. Ultimately, no substantial evidence suggests that the project would increase unhoused populations in a way that would cause significant physical environmental changes under CEQA.

22-129 The City references 49 Code of Federal Regulations (C.F.R.) Section 38.85, which is a federal regulation adopted pursuant to the Americans with Disabilities Act (ADA). While the Draft EIR does not include an exhaustive list of all design criteria, the project would be required to comply with all applicable federal, state, and local regulations, including federal regulations related to ADA-compliant design features for light rail transit systems. Specific design measures to prevent inadvertent entry between cars, such as barriers, warning devices, or other ADA-compliant features, would be incorporated as part of the project's final design phase, follow the relevant regulatory standards to ensure safety and accessibility for all passengers, and verified as part of the planning process.

22-130 Although the Draft EIR does not include an exhaustive list of all design criteria, the project would be required to be designed in accordance with all applicable regulations and design criteria, including those related to fire protection. It should also be noted that the project is not an underground light rail system. Compliance with applicable fire protection standards, which would be verified during the planning process, would ensure that all necessary fire protection systems and procedures are implemented.

22-131 See MR-12: Emergency Access and response to Comment 22-5. As described on page 3.15-32 of the Draft EIR, Metro recognizes that temporary roadway closures may be required during construction activities, which could impede the vehicle circulation network, including emergency access. However, as noted on page 3.1-15, Project Feature PF-T-1: Construction Traffic Management Plan requires Metro to coordinate with local agencies, including

emergency service providers, to maintain emergency access to nearby land uses. Therefore, the project would not significantly impact emergency services during construction.

Both the Trench Option and the LPA would fully grade separate the light rail within the Metro ROW, meaning that the light rail would operate independently from the roadway network. This separation would avoid potential congestion at arterial crossings, such as Inglewood Avenue and Manhattan Beach Boulevard, ensuring that operational wait times for emergency vehicles are unaffected by the LPA.

22-132 See MR-12: Emergency Access and response to Comments 22-5 and 22-131.

22-133 The City cites findings from a Blue Zones study that are not directly related to the project, the Draft EIR, or the CEQA analysis. The project does not include widening roads to increase vehicle capacity or raising speed limits. Any roadway modifications would be limited to those necessary to implement the light rail transit system. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

22-134 Chapter 2, Project Description, of the Draft EIR, describes various enhancements that Metro has committed to incorporating as part of the project, including the addition of multi-use recreational paths and the installation of quiet zone equipment at existing freight crossings along the Metro ROW. These enhancements go beyond the basic operational requirements of the project and would provide added value to the communities the project would serve. While CEQA primarily focuses on identifying and mitigating potential environmental impacts rather than cataloging public benefits, these community-focused improvements reflect Metro's ongoing efforts to deliver positive outcomes to affected communities whenever possible as a part of its projects.

22-135 The Draft EIR thoroughly evaluates potential transportation impacts, including impacts to pedestrian and bicycle facilities and safety hazards, with particular consideration for nearby schools. Section 3.1, Transportation, of the Draft EIR, evaluates these impacts and describes infrastructure enhancements that would improve safety at railroad crossings along the Metro ROW, going above and beyond the existing warning devices for the freight rail line. See MR-8: Light Rail and Freight Train Safety for more information regarding safety infrastructure improvements that would be implemented as part of this project. With respect to the City's concerns about the effect of light rail operations on children's health, learning environments, and daily routines, the Draft EIR addresses these topics across several environmental issue areas. For example, potential health impacts from air quality, noise, and hazardous materials are addressed in Section 3.4, Air Quality, and Section 3.9, Hazards and Hazardous Materials; potential impacts related to noise are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The analyses in these sections reflect applicable regulatory requirements and include mitigation measures, where necessary, to reduce impacts. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

The LPA—similar to the Trench Option and Hawthorne Option—would fully grade separate the light rail from all roadway crossings, ensuring that light rail operations do not interact with road traffic, pedestrians, or cyclists at grade level.

22-136 The City raises concerns regarding the analysis of traffic impacts on local roadways and Caltrans freeways. However, as noted in MR-11: Traffic Delay and Level-of-Service and response to comment 21-2, "traffic impacts," as measured by intersection delay and level of service (LOS), are no longer considered an environmental impact criterion. Nonetheless,

these issues were evaluated in Metro's separate 2023 Transportation Detail Report, published online concurrently with the Draft EIR. That report addresses roadway and intersection conditions along and intersecting with the Proposed Project and its Options. The commentor also references Interstate 405 (I-405), although the project does not intersect with or restrict access to or from this freeway. The project would provide a high-capacity and fast transit option that would attract riders to the Metro rail network and reduce driving on local and regional roadways. The Draft EIR adheres to the CEQA Guidelines' updated transportation impact criteria, including vehicle miles traveled (VMT).

22-137 See MR-1: Selection of Alternatives.

Figure ES-15 of the Draft EIR shows an at-grade light rail segment within Lawndale, but this segment does not have any at-grade light rail crossings. Therefore, the Draft EIR accurately describes grade separations. No changes were made in the Final EIR in response to this comment. Regarding effects on intersections, see MR-11: Traffic Delay and Level-of-Service.

22-138 See MR-11: Traffic Delay and Level-of-Service.

22-139 The City is mistaken in stating that the Draft EIR identifies traffic impacts as significant and unavoidable. As shown in Table ES-2 of the Draft EIR, no significant and unavoidable transportation impacts were identified. The Draft EIR follows CEQA's required transportation impact methodologies, focusing on VMT rather than traditional intersection delay metrics, consistent with CEQA and the CEQA Guidelines. Using these methodologies, the analysis concludes that the Elevated/At-Grade Alignment and Options would have less-than-significant transportation impacts. Under CEQA, the lead agency evaluates alternatives and mitigation where impacts are deemed significant. However, because transportation impacts were determined to be less than significant, feasible mitigation measures or alternatives are not necessary to reduce traffic-related impacts. Similar to the Elevated/At-Grade Alignment, the transportation impacts of the LPA would be less than significant. See MR-11: Traffic Delay and Level-of-Service.

22-140 The City quotes *Sierra Club v. Gilroy City Council (6th Dist. 1990) 222 Cal.App.3d 30, 41,* which, in turn, quotes Section 21002 of the Public Resources Code. As noted in response to Comment 22-139, CEQA does not require lead agencies to adopt mitigation measures or alternatives for impacts that are determined to be less than significant. Where the Draft EIR identifies potentially significant impacts, it also identifies mitigation measures and/or alternatives to reduce or avoid those impacts.

22-141 See response to Comment 22-139. Although none of the potentially significant impacts identified in the Draft EIR relate to transportation, the Draft EIR does identify other significant and unavoidable impacts. These are summarized in Section 3.16-3. Should the Metro Board determine to approve the project, the Board would be required to adopt CEQA Findings of Fact and a Statement of Overriding Considerations, as required by Public Resources Code Section 21081.

22-142 The project objectives outlined in Chapter 2, Project Description, of the Draft EIR, are centered on providing high-capacity, sustainable transit solutions in the South Bay to improve mobility, reduce congestion and air pollution, and enhance regional connectivity. These objectives emphasize improved transit access, reduced VMT, and increased connectivity within the South Bay, specifically along the corridor between the current terminus at the Redondo Beach (Marine) Station and Torrance. Meeting these objectives necessitates a project scale that could effectively serve the high demand for transit in this

dense urban area and support meaningful mode shifts from single-occupant vehicles to transit options.

Chapter 4, Evaluation of Alternatives, of the Draft EIR, evaluates a reasonable range of potentially feasible alternatives that were specifically chosen to meet most of the basic project objectives while also substantially reducing or avoiding one or more significant impacts. This range includes the No Project Alternative (required pursuant to CEQA Guidelines Section 15126.6(e)), the High-Frequency Bus Alternative, and the LPA.

The comment suggests that a "smaller scale" alternative should be evaluated. However, the High-Frequency Bus Alternative does reflect a scaled-down approach to the project that still meets many of the project objectives. This alternative would utilize high-frequency bus service rather than light rail, helping to achieve the project's core objectives, such as improving mobility within the South Bay and transit accessibility and providing an alternative mode of transportation for commuters by providing a transit option, with reduced potential for environmental impacts. As described in Section 4.5-2 of the Draft EIR, the High-Frequency Bus Alternative would result in a less-than-significant impact for all assessed topics.

Although not necessarily a "smaller scale" alternative, the LPA was identified as particularly effective in reducing certain impacts associated with the Elevated/At-Grade Alignment, specifically operational noise and construction vibration impacts. The LPA incorporates a trench design between 170th and 182nd Streets, which significantly reduces operational noise impacts to nearby sensitive receptors, resulting in a less-than-significant impact with mitigation. This alternative also eliminates the need to relocate the freight bridge at Grant Avenue, reducing the potential construction-related vibration impacts to nearby structures. Although the Elevated/At-Grade Alignment would have a less-than-significant impact regarding emergency access, the LPA eliminates this concern entirely, because it would not have any at-grade intersection crossings.

By evaluating these alternatives, the Draft EIR provides decision-makers and the public with a reasonable range of potentially feasible project alternatives that would avoid or substantially reduce one or more of the project's significant impacts while achieving most of the basic project objectives. Thus, the Draft EIR is consistent with CEQA, including CEQA Guidelines Section 15126.6.

22-143 See response to Comment 22-142.

22-144 The project objectives, as presented in Chapter 2, Project Description, of the Draft EIR, were crafted to allow a reasonable range of alternatives to be evaluated, consistent with CEQA Guidelines Section 15126.6. The objectives are intentionally framed without overly narrow parameters, for example, they do not specify a required project size or footprint, so that alternatives with different characteristics could still be evaluated for their potential to meet most of the project's basic objectives.

The Draft EIR does consider off-site locations. The High-Frequency Bus Alternative would operate within existing roadways and would not utilize the Metro ROW (see Draft EIR Section 4.4-2; Figure 4.4-1). The Hawthorne Option, evaluated throughout the Draft EIR, would leave the Metro ROW to run along Interstate 405 (I-405) between Inglewood Avenue and Hawthorne Boulevard, and follow Hawthorne Boulevard south between 162nd and

190th Street (see Draft EIR, Figure 2.3-24). However, off-site locations outside this corridor would not fulfill the primary project objective of providing high-capacity transit service in the South Bay. For information regarding alternatives that were considered but eliminated from further evaluation in the Draft EIR, see Chapter 4, Evaluation of Alternatives, of the Draft EIR, as well as the 2023 Alternatives Considered and Eliminated Report, which was published concurrently with the Draft EIR and made available on the project website.

22-145 The Draft EIR provides a detailed review of the relevant policies in the City of Lawndale's General Plan Circulation and Safety Elements that were in place at the time of the Draft EIR and comment letter's issuance. This analysis, which begins on page 3.1-9 of the Draft EIR, explains how the project is consistent with the approach to each community's adopted plans and summarizes the relevant transportation policies that the project may affect. For example, the Circulation Element Policy 4A is to "Reduce daily and peak hour vehicle trips," and Policy 5D is to "Work with regional transportation agencies to plan and implement a commuter rail system …" Given the Circulation Element was written in 1991, the precise language of "commuter rail system" is somewhat more specific than what has evolved since that time to become a regional rail network. However, the policies are clearly intended to facilitate greater use of public transportation. The project would also enhance transportation safety by including infrastructure improvements, including new pedestrian crossings with enhanced safety features, along the Metro ROW.

Although not directly relevant to the comment, it should be noted that in December 2023, after the close of the public comment period on the Draft EIR, the City of Lawndale adopted a General Plan Update, which replaces the General Plan that was in place when the comment was written. Metro has reviewed the General Plan Update and identified no inconsistencies. The updated Mobility Element includes policies to support the reduction of VMT and the provision of public transit, including Policy M-3.2, which directs the City to link activity centers, public facilities, and schools to transit and active transportation facilities; Policy M-5.3, which requires new developments to construct, when appropriate, transit facilities; and Policy M-5.4, which requires the City to work with Metro to ensure C (Green) Line service (including headways and service hours) are sufficient to meet the needs of transit commuters to and from Lawndale. Additionally, "Action Item" M-5b of the General Plan Update requires the City to work with Metro to increase transit service frequency, speed, and reliability and increase ridership to strengthen linkages and access to the C line rail stations. For additional information regarding the project's consistency with the Lawndale General Plan, see MR-10: Changes to Community Character.

22-146 The comment states that the Draft EIR should include a Traffic Operations Study. Traffic operations and associated metrics such as traffic delay and LOS are no longer allowable CEQA transportation impact criteria under State of California requirements. However, a separate 2023 Transportation Detail Report, published concurrently with the Draft EIR, and is available in the "Project Filing Cabinet" on Metro's website for the C Line Extension to Torrance. That report details the traffic operations effects of the alternatives and options. See MR-11: Traffic Delay and Level-of-Service.

22-147 While the City's 1991 General Plan Circulation Element and 2015 General Plan Safety Element include policies that refer to LOS, as of 2020, intersection LOS is no longer a considerable criterion under CEQA for the determination of environmental impacts. However, these conditions were evaluated in a separate report. The City of Lawndale's General Plan Update (adopted in December 2023) reflects these changes in state law

focusing on transportation planning and reducing VMT. For instance, Policy M-9.1 requires the City to use a VMT analysis for the purposes of environmental review under CEQA, though, for the purposes of planning and designing street improvements, the City shall continue to maintain LOS standards. See response to Comment 22-146 and MR-11: Traffic Delay and Level-of-Service.

22-148 See response to Comment 22-147.

22-149 The Draft EIR provides detailed information and analysis on the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option, including the traffic and transportation impacts associated with each option. The comment does not detail what information the City considers incomplete or missing. The Draft EIR was prepared in accordance with CEQA requirements for a thorough environmental impact analysis and includes sufficient information to facilitate meaningful public review and comment.

22-150 In accordance with CEQA, including AB 52, Metro proactively initiated consultation with tribal representatives identified by the Native American Heritage Commission (NAHC) to seek input on potential tribal cultural resources within the project area. On February 2, 2021, initiation letters were sent via both mail and email to the seven individuals identified by the NAHC. In order to ensure effective communication, Metro sent follow up emails on February 12, 2021, to confirm working email addresses, requesting written consultation responses. One response was received. Specifically, on March 5, 2021, Adrian Morales responded, via email, that the Gabrielino Tongva San Gabriel Band of Mission Indians would like to participate in the consultation process and stated that the tribe would contact Metro with formal recommendations. Following this, Metro engaged in ongoing efforts to maintain communication and request formal recommendations, with follow up emails sent on May 10, 2021, May 25, 2021, July 12, 2021, July 29, 2021, and October 27, 2021. These multiple contacts were made to ensure that the tribe had ample opportunity to participate in the consultation. A virtual consultation meeting took place on July 27, 2023, in which Adrian Morales and the Metro Team discussed concerns related to natural and cultural resources in/near the project area and provided feedback on project mitigation measures.

22-151 As discussed throughout the Draft EIR, the project would be designed in accordance with all applicable regulations and design criteria, including those of the CPUC (e.g., see pages 2-27, 3-6.10 to 3.6-11, 3.6-21 to 3.6-22, 3.6-47, 3.11-2 to 3.11-3, 3.15-2 to 3.15-3, 3.15-31 to 3.15-33, and 3.16-9 of the Draft EIR).

22-152 Section 3.11, Utilities and Service Systems, of the Draft EIR, includes details on utility relocations, including those required for the Hawthorne Option. Project Feature PF-US-1: Utility Identification and Coordination on page 3.11-10 of the Draft EIR ensures proper utility identification and coordination prior to construction activities. As per Metro standard practice, prior to the start of any demolition or construction activities, the construction contractor would verify the locations of existing utilities potentially affected by construction activities through thorough coordination with utility providers for all wet and dry utilities (e.g., water, sewer, gas, electric, and telecommunications). This coordination would include obtaining documentation of existing utility locations and conducting field verification methods, such as potholing and geotechnical investigations. Based on these investigations, the contractor would coordinate with the respective utility providers to determine the necessary setbacks, protections, or relocations for each utility line, including stabilization measures for high-voltage power lines near the freeway in the Hawthorne Option. This process would ensure that all utility relocations or protections are fully assessed and

implemented, preventing impacts on essential services and infrastructure. See also MR-7: Utility Relocation and Hazardous Materials Safety.

22-153 The City of Lawndale's feedback and concerns are noted and would be considered by the Metro Board prior to it taking action on the Final EIR and the project. The Draft and Final EIR have been prepared in compliance with CEQA. The Final EIR addresses all comments submitted during the Draft EIR comment period and includes revisions and corrections, where appropriate, to amplify or clarify the information presented in the Draft EIR. Metro would continue coordination with the City of Lawndale and all other local jurisdictions.

Submission 60 Immanuel Chiang, Los Angeles County Sheriff's Department

60-1 As described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1: Construction Traffic Management Plan requires contractors to develop a Construction Traffic Management Plan (CTMP) with Metro, which would be submitted to all jurisdictions for review, including the Sheriff's department and other first responder agencies.

Submission 82 Elaine Lee, Caltrans District 7 Division of Environmental Planning

82-1 Metro acknowledges Caltrans' authority and jurisdiction over the listed facilities and would complete encroachment permits as required. The Hybrid Alternative was selected as the LPA; see MR-1: Selection of Alternatives.

82-2 As shown in Section 4.3, Corrections and Additions, of the Final EIR, Table 2.6-1 of the Draft EIR was revised to include discretionary actions for local jurisdictions.

82-3 The use of the term "Bicycle Facilities" is intended to be consistent with the use of "Pedestrian Facilities" within Section 3.1, Transportation, of the Draft EIR. On page 3.2-32 of the Draft EIR, the first sentence explains what is intended to be included in the discussion of "bicycle facilities" and does not denote racks, storage, showers, etc. No revisions were made in the Final EIR in response to this comment.

82-4 According to the California Vehicle Code (CVC) Div 11 Article 4, people riding bicycles have, "all the rights and [are] subject to all the provisions applicable to the driver of a vehicle by this division." Therefore, unless otherwise expressly prohibited by posted signage, bicyclists are permitted to operate on major roadways including Hawthorne Boulevard. Riding bicycles on sidewalks is addressed in the CVC Part 21206: "This chapter does not prevent local authorities, by ordinance, from regulating the… operation of bicycles on pedestrian or bicycle facilities," meaning local jurisdictions have the authority to permit or deny bicyclists from riding on sidewalks. The City of Lawndale prohibits sidewalk riding. The City of Redondo Beach prohibits sidewalk riding where signs are posted. The City of Torrance prohibits sidewalk riding within business districts or adjacent to destinations such as churches and schools.

82-5 Page 3.2-32 of the Draft EIR already defines "bike lane" as Class II and "bike route" as Class III. No revisions were made in the Final EIR in response to this comment.

82-6 It is presumed the commentor refers to the California Department of Transportation Director's Policy DP-37 dated December 7, 2021 regarding Complete Streets, which states, "all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved." The directive is

intended for projects "funded or overseen by Caltrans," which this project is not. However, the project would not preclude Caltrans from carrying out the Complete Streets Directive for projects it funds or oversees, including those on Hawthorne Boulevard. The project includes Complete Streets-supportive elements, such as the implementation of new signalized pedestrian crossings that reduce the interval between safe crossings on Hawthorne Boulevard between residential and retail land uses. No revisions were made in the Final EIR in response to this comment.

82-7 Section 3.1-4.1 of the Draft EIR has been revised as requested in Section 4.5, Corrections and Additions, of the Final EIR. The rephrasing does not change the meaning or conclusions of the Draft EIR.

82-8 See response to Comment 82-6.

82-9 Section 3.1-4.1 of the Draft EIR has been revised as requested in Section 4.5, Corrections and Additions of the Final EIR. The rephrasing does not change the meaning or conclusions of the Draft EIR.

82-10 Section 3.1-4.1 of the Draft EIR has been revised as requested in Section 4.5, Corrections and Additions, of the Final EIR. The rephrasing does not change the meaning or conclusions of the Draft EIR.

82-11 The reference has been revised in Section 4.5, Corrections and Additions, of the Final EIR, to read "discussed in Appendix 3.2-A, Transportation Policy Analysis." The revision does not change the meaning or conclusions of the Draft EIR.

82-12 There are approximately eight pairs of bus stops located along Hawthorne Boulevard within the area to be directly affected by construction. Because construction would be phased to minimize disruption to Hawthorne Boulevard, not all bus stops would be temporarily closed or relocated simultaneously, but there is the possibility that more than one bus stop on the same side of the road, or on opposite sides in the same segment, could be closed or relocated during the same period. It is probable that each of these bus stops would need at least some period of closure or relocation during construction.

82-13 The first sentence of Section 3.2-4.3.2 of the Draft EIR states, "Proposed Project construction would introduce partial and full street closures." Appendix 2-A, Select Advanced Conceptual Engineering Drawings of the Draft EIR, pages 180 to 211, show the Hawthorne Option traffic handling and staging plans. As described in Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR construction is anticipated to be staged in three phases to first modify Hawthorne Boulevard lanes, construct the light rail guideway, and then complete median work. Construction would be phased to minimize full closures and maintain access to all driveways during business hours. However, these staging plans were developed to support a conceptual level of design, and the precise nature and phasing of construction is not known or required to be determined during preparation of the EIR.

Preceding the initiation of localized construction activities for the project, Metro and its contractors would coordinate with relevant authorities, including Caltrans, following standard practices and procedures, to secure permits for construction and coordinate plans for when and how many lanes would be closed.

82-14 All proposed alignments would require some non-residential permanent parcel acquisitions. Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR includes

ROW sheets that depict the parcels that would be permanently or temporarily acquired. Section 3.2-4.1.1 of the Draft EIR states that the parcel acquisitions are additional compared to the Elevated/At-Grade Alignment and Trench Option. Additional text has been added in Section 4.6, Corrections and Additions, of the Final EIR to clarify that these acquisitions would not result in land use impacts.

82-15 See response to comment 82-14. Metro published several non-CEQA reports alongside the Draft EIR. These reports present information that is not required under CEQA, but supports the project's decision-making process. Therefore, the Draft EIR does not mention the non-CEQA reports.

82-16 See response to Comment 82-13.

82-17 See response to comment 82-13. Temporary closures for construction would not fully preclude access to adjacent land use, although the exact nature of the disruption and temporary accommodations to maintain access cannot be known during the EIR phase. In similar past projects, Metro and its contractors have coordinated with local businesses and residents as well as relevant jurisdictions to manage access and the effects of temporary closures and identify reasonable accommodations or alternatives, which could include limiting construction hours, providing alternate routes or temporary easements, or other strategies. These are identified as part of the preliminary engineering work, and updated as necessary prior to the initiation of localized construction activities, in the development and implementation of the CTMP, which is described as Project Feature PF-T-1: Construction Traffic Management Plan in the Draft EIR.

82-18 As discussed in Section 3.2, Land Use and Planning, of the Draft EIR, the Hawthorne Option would not physically divide the community as the light rail is grade-separated from the street allowing for vehicles, pedestrians, and cyclists to access the surrounding neighborhood; it would not eliminate access or alter the street grid. In terms of visual impacts, as discussed in Section 3.3, Aesthetics, the elevated guideway would run parallel to the Interstate-405 Freeway, and it would generally have a similar scale and massing to surrounding structures. In addition, the components of the Hawthorne Option would be designed to comply with applicable design standards and would incorporate architectural treatments and landscaping to provide a unified design. Furthermore, it would not block long range views of any prominent visual features.

82-19 The analysis on Page 3.2-25 of the Draft EIR states that the project would "comply with all applicable regulations and local ordinances governing construction activities." No revisions were made in the Final EIR in response to this comment.

82-20 The table heading in Table 3.2-5 of the Draft EIR has been revised as suggested in Section 4.6, Corrections and Additions, of the Final EIR. The revision is editorial in nature and does not change the meaning or conclusions of the Draft EIR. A separate appendix was not created, as Table 3.2-5 summarizes the land use plan/policy consistency analysis, appropriately supporting the impact analysis contained in Section 3.2, Land Use and Planning, of the Draft EIR.

82-21 Table 3.2-5 of the Draft EIR has been revised to state that there would not be conflicts with land use patterns, within Section 4.6, Corrections and Additions, of the Final EIR. The project would require limited permanent property acquisitions, but they would not conflict with other uses in the surrounding area or create land use incompatibilities.

82-22 Project Feature PF-AES-2: Metro Design Standards specifically describes Metro design standards and therefore was not revised. If implementation of any project element involves the removal of trees within Caltrans' jurisdiction, such as the removal of trees along Hawthorne Boulevard under the Hawthorne Option, Metro would coordinate with Caltrans' Office of Stormwater and Landscape Architecture, as appropriate, to ensure compliance with applicable requirements.

82-23 Metro acknowledges that the median within Hawthorne Option also serves as a pedestrian refuge. No revisions were made in the Final EIR in response to this comment.

82-24 The exact time frames for the types of construction that have the potential to affect visual character are not precise enough to compare. However, the Draft EIR does acknowledge the differences in impact as it relates to construction duration and phase where measurable.

82-25 During construction, all alignment options would involve similar types of construction equipment, vehicles, signs, staging, and personnel presence. However, as noted in the Draft EIR (e.g., page 3.3-90), the Hawthorne Option would introduce a larger permanent visual change due to the elevated guideway in a highly visible corridor, and would therefore result in a higher degree of visual change.

82-26 As discussed in Section 3.3-4.3 of the Draft EIR, because the project is in an urbanized area, the visual impact analysis considers whether the project would conflict with applicable zoning and other regulations governing scenic quality. To ensure a full assessment of this threshold, the Draft EIR follows the Federal Highway Administration (FHWA) methodology for visual impacts assessments, which evaluates changes in visual character and quality, including effects on viewers such as motorists. As part of this analysis, the Draft EIR considers changes associated with the elevated structure, including its scale, form, and relationship to adjacent land uses. The Hawthorne Option would not create a "tunnel-like" feeling for motorists, as the elevated structure would be located within the median, and motorists would primarily be driving parallel to the guideway, rather than underneath it, except when making a left turn or crossing through an intersection. The structure would span intersections and would not fully enclose the roadway. As a result, the Hawthorne Option would not create the physical characteristics of a tunnel, or result in a substantial depredation of existing visual quality.

82-27 As requested, text referencing Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR where the plans, profiles, and cross-sections for the alignments are included, has been added to Section 3.3-4.3.2 in Section 4.7, Corrections and Additions, of the Final EIR. The height and width of the elevated structure would vary along the alignment, but the elevated guideway would generally be about 30 feet high, and the OCS on top would be about 15 feet tall.

Metro would follow all applicable safety laws, and structures would not block roadway signage or safety-related signage. The KOP simulations illustrate the general visual changes that would be expected to occur, and the exact location of columns and any required relocated signage would be refined during final design, with coordination with all applicable jurisdictional agencies to ensure that street signs, safety signage, and plaza signage remain visible and compliant with applicable standards.

Metro would coordinate with Caltrans as needed for the removal and replacement of any trees on Caltrans facilities required by the project in accordance with applicable requirements from the Office of Stormwater and Landscape Architecture.

Section 3.3-4.4 of the Draft EIR addresses the potential for the project to create new shade or shadows that would substantially affect outdoor recreation facilities or other public areas. Although the CEQA Guidelines do not establish criteria for evaluating shade and shadow impacts, the Draft EIR assesses shadow impacts on shadow-sensitive uses, such as outdoor recreational areas and public spaces where prolonged outdoor activities occur. These are areas where shade could diminish the usability or function of the public space in a way that rises to the level of a physical environmental effect under CEQA. In contrast, sidewalks, streets, and building facades, including those on commercial corridors such as Hawthorne Boulevard, are not considered shadow-sensitive uses. This approach reflects the reality that such areas are already subject to intermittent shading from trees, awnings, buildings, and other urban structures, and their basic public purposes (circulation, access, commercial activity) are not meaningfully altered by transient or partial shading. Indeed, in many instances, temporary shade and shadowing in these areas is a welcome temporary reprieve. Additionally, the shade and shadow pattern created by the elevated structures would be intermittent, diffuse, and would shift throughout the day, and not likely interfere with the intended use of the space in a manner that would constitute a significant environmental impact. Accordingly, the Draft EIR did not identify shadow impacts along Hawthorne Boulevard as significant under CEQA, and no additional mitigation or detailed shadow modeling is warranted.

82-28 The Los Angeles County portion of the South Coast Air Basin has been designated as attainment/maintenance for the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) since 2007. No CO air quality violations have been recorded in this area for over 15 years. Furthermore, Metro acknowledges that the California Department of Transportation often requires CO hot-spot intersection or parking lot analyses for projects seeking funding from the Federal Highway Administration. These analyses are prepared following the Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) (Caltrans, 2010). Sections 3 and 4 of the CO Protocol describe the methodology for determining whether a detailed CO hot-spot analysis is needed for a project if the project is suspected of resulting in higher CO concentrations than those existing within the region at the time of attainment demonstration. Using this methodology, a detailed CO hot-spot analysis is not needed for the project's Torrance TC because:

- The background concentrations of CO in the project area are considerably lower than the CO concentrations used in the attainment demonstration for the intersection of Wilshire Boulevard and Veteran Avenue. As shown in Table 3.4-13 on Page 3.4-27 of the Draft EIR, the maximum background 1- and 8-hour CO concentrations in the project area were 1.8 and 1.5 ppm between 2018 and 2020. These concentrations are lower than the background concentrations used for the attainment demonstration which were predicted to be 10.8 ppm for the 1-hour measurements and 9.9 ppm for the 8-hour measurements for the year 2002, as shown in Table 4-4 from the 2003 Air Quality Management Plan (AQMP) Attainment Demonstration.
- The Torrance Transit Center parking lot would have much lower traffic volumes when compared to the intersection of Wilshire Boulevard and Veteran Avenue. In the modeling and attainment demonstration, the peak hour traffic volume at Wilshire Boulevard and Veteran Avenue was 10,601 vehicles. The Torrance TC parking lot volumes would not exceed 10,000 vehicles per hour.

- The attainment demonstration evaluated the CO concentrations at a distance of 3 meters (10 feet) from the edge of the roadways. Since the CO Protocol does not permit the modeling of receptor locations closer than 3 meters (10 feet), receptor locations modeled for the project would be the same or farther than the receptors evaluated for the attainment demonstration.
- The worst-case meteorology used to assess the project would be identical to the meteorology used for the Wilshire Boulevard and Veteran Avenue intersection in the attainment demonstration. The CAL3QHC model was used for the attainment demonstration. If the project were modeled, both intersections would be evaluated using the same meteorology settings in CAL3QHC, as the model only has one meteorological data set.
- The number of vehicles operating in cold start mode was not available in the attainment demonstration. However, the percentage of vehicles operating during the peak hour in cold start mode for the project would be expected to be the same or lower than the Wilshire Boulevard and Veteran Avenue intersection.

Localized operational air quality impacts at parking lots are not typically evaluated in contemporary CEQA analyses because the aggregate average CO and PM mobile source emission rates have decreased so substantially since the original guidance was published that there is essentially no possibility of significant adverse concentrations resulting from a single project's effects on vehicle queuing. As described above, there is no potential for the project to result in a mobile source hot-spot at the Torrance Transit Center parking lot. Therefore, no further analysis is required.

82-29 See response to 82-28.

82-30 As requested, Section 2.5, Project Description, Appendix 2-C, Project Features, and Section 3.7-2.3 of the Draft EIR have been revised in Section 4.11 and Section 4.24, Corrections and Additions, of the Final EIR to include the Metro Tree Policy as a project feature for the protection of biological resources.

82-31 Metro would coordinate with Caltrans as needed on the removal and replacement of any trees on Caltrans facilities required by the project.

82-32 In response to this comment, Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys has been revised as requested in Chapter 4, Corrections and Additions, of the Final EIR, from 95 hours (4 days) to 72 hours (3 days).

82-33 The term "utilize" in Project Feature PF-HMM-3: Property Acquisition Phase II Site Investigation in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR encompasses areas where the project would disturb soil. Phase II Site Investigations would not be required in the resource study area (RSA) if the site would not be disturbed by the project. No revision is required. Metro would complete the required Phase II site investigations as part of the next phase of design.

82-34 As requested, in Chapter 4, Corrections and Additions, of the Final EIR, Project Feature PF-HHM-2 has been revised to include demolition of roadways. In addition, Section 3.9-4.1.1 of the Draft EIR has been revised to include an analysis of construction impacts related to hazardous wastes that may be encountered during roadway demolition, including lead based paint (LBP) and other heavy metals. These revisions do not change the conclusions of the Draft EIR, as hazardous wastes encountered during roadway demolition would be

handled in the same manner as for the rest of the project. Project Feature PF-HHM-2 would be part of the project, which requires demolition plans that detail the procedures for the handling and disposal of hazardous wastes in accordance with federal and state regulations. Therefore, the impact would remain less than significant.

82-35 The depth of elevated structure piles could range between 90 to 150 feet, depending on existing geotechnical and groundwater conditions. The exact depths of any structural piles required for the project would be determined during preliminary design, when geotechnical investigations would be completed.

82-36 See response to comment 82-13.

82-37 The I-405 ramp interchanges at Inglewood Boulevard and Hawthorne Boulevard are beyond the footprint of the Hawthorne Option. However, Metro notes this comment as an opportunity to coordinate future first/last mile planning with Caltrans priorities for active transportation.

Submissions 84 Sean Moore, City of Lawndale

84-1 Submission 84 includes the same comments from the City of Lawndale as Submission 22. See the responses to comments to Submission 22.

Submission 94 Rochelle Campomanes, Los Angeles County Sheriff's Department

94-1 Section 4.19, Corrections and Additions, of the Final EIR, includes corrections to state that the Redondo Beach Transit Center was completed without a dedicated police substation but rather an office space to be used by the Redondo Beach Police Department on an as-needed basis. Metro is aware that, since the Draft EIR's publication, the City of Torrance has proposed plans to construct a new parking structure adjacent to the Torrance TC with dedicated space for a Torrance Police Department substation. This project has been added to the cumulative projects list in Section 3.0, Introduction, included within Section 4.4, Corrections and Additions, of the Final EIR. These changes do not result in changes in the cumulative analysis presented in the Draft EIR, as construction of the Torrance project is anticipated to be completed prior to this project.

94-2 As described in Section 3.15, Public Services, and Section 3.16, Other CEQA Considerations, of the Draft EIR, the project would not result in unplanned population growth beyond any regional growth projections. Because the project would not introduce new residential development or significant unplanned growth, it is not anticipated to generate a substantial increase in demand for permanent public services, such as law enforcement, that would necessitate construction of new or expanded governmental facilities.

Metro works closely with local law enforcement, including the Los Angeles County Sheriff's Department (LASD), to ensure that safety and security resources are appropriately allocated.

See MR-9: Light Rail Security and MR-15: Metro Ridership Forecasting Methodology.

94-3 The analysis in Section 3.15, Public Services, of the Draft EIR has been revised within Section 4.19, Corrections and Additions, of the Final EIR, to state that LASD does not provide public safety services to the City of Inglewood.

94-4 The analysis in Section 3.15, Public Services, of the Draft EIR has been revised within Section 4.19, Corrections and Additions, of the Final EIR, to include the LASD response times provided in the comment. This information does not change the conclusion provided on pages 3.15-31 of Chapter 3.15, Public Services, of the Draft EIR, of less than significant for police services.

94-5 As described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1: Construction Traffic Management Plan (CTMP) requires contractors to develop a CTMP with Metro, which would be submitted to all jurisdictions for review, including LASD.

Submission 121 Mandy Huffman, Los Angeles County Sanitation Districts

121-1 The Los Angeles County Sanitation Districts' (Districts) statement regarding the Districts' policy on groundwater discharges into its sewerage system is noted. The statement on page 3.9-12 of the Draft EIR that "The County of Los Angeles Department of Public Works would be contacted prior to discharging groundwater into their sewer or stormwater systems" reflects a general description of one procedural element in Project Feature PF-HHM-5: Disposal of Groundwater regarding discharge activities. Metro recognizes that stormwater is generally directed to storm drains, not the sewerage system. As set forth by Project Feature PF-HHM-5, Metro would consult with applicable agencies, including the Districts, regarding groundwater discharge and disposal, as requirements for such activities vary by agency, location, concentration, and contaminants.

121-2 The Districts' statement regarding its policy restricting stormwater discharge into the sewerage system is acknowledged. The statement on page 3.11-13 of the Draft EIR that "both stormwater runoff and sewage are collected and transported through underground municipal sewage systems" reflects a general description of wastewater and stormwater systems. However, Metro recognizes that stormwater is generally directed to storm drains, not the sewerage system. Clarifying language has been added to Section 4.11-3.2 of the Final EIR, stating that stormwater discharge is not typically received in the Districts' sewage system. As discussed on page 3.11-21 of the Draft EIR, the project may require the relocation of existing stormwater drainage infrastructure. As described in Section 3.10, Hydrology and Water Quality, of the Draft EIR, the project includes several project features to ensure effects on the stormwater system remain insignificant. These include Project Feature PF-HWQ-1: SWPPP Implementation per Construction General Permit and MS4 Permit, which would help reduce stormwater runoff velocity, and Project Feature PF-HWQ-4: Trench Construction Runoff Collection and Treatment, and Project Feature PF-HWQ-5: Temporary Storm Drain Inflow Rerouting, which would prevent exceedances of existing storm drain capacity in connection with trench construction. Further, Metro would comply with all permit requirements, including obtaining an Industrial Wastewater Discharge Permit. For more information regarding project features and stormwater management, see Section 3.10, Hydrology and Water Quality, and Section 3.11, Utilities and Service Systems, of the Draft EIR.

121-3 Metro has coordinated with the Districts' during the environmental review process and would continue to do so throughout future phases of design and prior to construction. As project plans advance and incorporate more detailed information regarding the Districts' facilities, Metro would submit plans and specifications to the Districts for review and comment. See MR-7: Utility Relocation and Hazardous Materials Safety.

121-4 The sewer line and other utilities that are longitudinally along the alignments are shown in the cross-sections in Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR, along with the dimensions of the utilities and owner. The 8-inch sewer line under the Districts' jurisdiction that is identified for relocation as part of the Hawthorne Option is located near the intersection of 160th Street and Grevillea Avenue. Metro has coordinated with all utility owners in preparation of the EIR, and would continue to do so throughout future phases of design and prior to construction.

121-5 The Draft EIR correctly states that the RSA, which encompasses the cities of Lawndale, Redondo Beach, and Torrance, is serviced in some capacity by the Joint Water Pollution Control Plant (JWPCP). The Draft EIR uses the same provided link as the source for the JWPCP service area, which is listed in Chapter 5, References, on page 5-21 of the Draft EIR. However, the reference title is incorrect and listed as "Los Angeles County Sewer Districts (LACSD)", which has been corrected in Section 4.15, Corrections and Additions, of the Final EIR. This correction does not change the meaning or conclusions of the Draft EIR.

121-6 See response to Comment 121-5. The reference to "Los Angeles County Sewer Districts" has been corrected to "Los Angeles County Sanitation Districts" in Chapter 4, Corrections and Additions, of the Final EIR.

121-7 See response to Comment 121-3.

Submission 123 Ruby Kwan-Davis, California Department of Fish and Wildlife

123-1 Metro acknowledges the California Department of Fish and Wildlife's (CDFW) authority and jurisdiction over the items listed in this comment. As explained in Section 3.7, Biological Resources, of the Draft EIR, the project is not anticipated to impact CDFW jurisdictional areas related to rivers, streams, or lakes because the project footprint does not cross or otherwise encroach on any sensitive habitat types. Moreover, there are no state or federally endangered or threatened species identified with potential to occur that could be impacted by construction or operation activities.

123-2 The agency accurately summarizes the project described in the Draft EIR.

123-3 Coordination between CDFW and the City of Torrance is noted. In August 2025, Metro staff and consultants met with CDFW and City of Torrance staff to discuss the project's proposed mitigation for southern tarplant (*Centromadia parryi ssp. australis*) set forth in Section 4.11, Corrections and Additions, of this Final EIR, and discussed in response to Comment 123-4 below.

123-4 Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR correctly depicts the project's footprint extending into the City of Torrance's approximately two-acre Southern Tarplant Open Space Preserve adjacent to the Torrance Transit Center. However, the Draft EIR inadvertently omitted this encroachment, which is approximately 7,471 square feet, from the impact discussion in Section 3.7-4 of the Draft EIR. Since the publication of the Draft EIR, Metro has confirmed that maintenance and emergency access would require both temporary and permanent disturbance within the Preserve. During project design development, Metro evaluated options to avoid the Preserve entirely, including whether maintenance could be done from on top of the tracks, but full avoidance was determined to be infeasible because the Preserve occupies the only practicable location for the required maintenance and emergency access path serving the Torrance Transit Center Station.

Section 3.7-4 of the Draft EIR has been revised in Section 4.11, Corrections and Additions, of this Final EIR to address potential impacts related to this encroachment during both construction and operation. The revised analysis concludes that the project would directly and indirectly affect southern tarplant within the Preserve by potentially reducing the number of individual plants and decreasing contributions to the seed bank, thereby weakening the long-term resilience of the on-site population. Although the regional viability of southern tarplant is not expected to be affected—because the Preserve's population is ecologically and geographically isolated from other known occurrences—the analysis acknowledges that the project would diminish the on-site viability of the species and affect an area originally established as mitigation for the 2014 Torrance Transit Center Project.

To avoid and minimize effects during construction and operation, the project would implement Mitigation Measures MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources and MM-BIO-4: Pre-Construction Rare Plant Survey. These measures require delineation of work limits and buffers, preconstruction rare plant surveys to document then-existing conditions, and on-site monitoring by a qualified biologist. Mitigation Measure MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources would also apply to ongoing operational maintenance.

In addition, new Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat, has been added in Section 4.11, Corrections and Additions, of this Final EIR, to address the project's direct and permanent loss of habitat within the Preserve. MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat requires Metro to offset impacts at a 3:1 ratio through establishment, preservation, and perpetual management of suitable habitat. The measure establishes a mitigation hierarchy. Metro understands that the City of Torrance is currently evaluating relocation and re-establishment of the entire Southern Tarplant Open Space Preserve at the Elm Water Yard within the City. If the City elects to proceed with that relocation, Metro may satisfy its mitigation obligation by entering into an agreement with the City to fund and implement a proportional share of the new preserve. Such an agreement must include provisions for long-term management funding and performance standards at least equivalent to those described in MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat. If the City does not proceed with relocation, Metro would be required to implement a stand-alone off-site mitigation project that secures appropriate land rights, provides habitat enhancement, establishes monitoring, and funds perpetual management.

If no suitable site can be identified within the City of Torrance, Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat requires Metro to evaluate off-site locations outside the City where southern tarplant is known to occur or where appropriate habitat exists. For example, southern tarplant has been documented within the Ramona Grasslands Open Space Preserve in San Deigo County (CBI, 2004) and on nearby privately held parcels, and the species is also present in other coastal counties from Santa Barbara to San Diego that provide similar soils and hydrological conditions. These examples demonstrate that feasible off-site mitigation opportunities exist should relocation within Torrance prove infeasible. Finally, if no appropriate site can be identified after a reasonable and documented effort, Metro must consult with CDFW to identify an alternative mitigation strategy that achieves equivalent biological value and long-term viability, which may include payment of an in-lieu fee to a CDFW-approved land management entity.

Pursuant to Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat, Metro would also prepare a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW. The plan would include methods for seed collection over a minimum of two years, best management practices for planting and invasive species control, monitoring protocols, and an implementation schedule.

As described in Section 4.11, Corrections and Additions, of this Final EIR, with implementation of these mitigation measures, construction and operational impacts to southern tarplant and the Southern Tarplant Open Space Preserve would be less than significant.

123-5 See response to Comment 123-4

123-6 See response to Comment 123-4.

123-7 See response to Comment 123-4.

123-8 See response to Comments 123-4.

123-9 See response to Comments 123-4. As noted in the comment, southern tarplant is a CRPR 1B.1 species. It therefore qualifies as a rare plant under CEQA Guidelines Section 15380. Metro recognizes this status and has applied the appropriate CEQA standard in identifying and mitigating impacts.

123-10 See response to Comment 123-4.

123-11 See response to Comment 123-4. CDFW recommends a series of mitigation measures to address the Project's impacts on southern tarplant within the Southern Tarplant Open Space Preserve. Metro agrees with the intent of these recommendations, and the Final EIR includes mitigation measures that collectively meet or exceed them. As discussed in Response to Comment 123-4, Mitigation Measures MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources, MM-BIO-4: Pre-construction Rare Plant Survey, and MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat require delineation of work areas, pre-construction surveys, on-site monitoring, compensatory mitigation at a minimum 3:1 ratio, preservation and management of habitat in perpetuity, preparation of a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW, and establishment of an endowment or equivalent funding mechanism for long-term management. These requirements are consistent with CDFW's recommendations for compensatory mitigation, CDFW review of mitigation sites, perpetual habitat protection, long-term management funding, and detailed protocols for seed collection, translocation, and monitoring. The individual responses below explain more specifically how CDFW's recommendations have been addressed.

123-12 See response to Comment 123-4.

New Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat requires Metro to offset permanent impacts to southern tarplant at a minimum ratio of 3:1, or a higher ratio if required by CDFW. Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat specifies that mitigation must be achieved through establishment, preservation, and perpetual management of suitable habitat, supported by a site-specific biological assessment to confirm that soil, hydrology, and ecological conditions are capable of supporting a self-sustaining population. Consistent with CDFW's recommendation, MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat also requires

Metro to identify and evaluate potential mitigation sites within the City of Torrance and recognizes that the City is evaluating relocation of the Preserve to the Elm Water Yard as a primary mitigation option. If relocation within Torrance is not feasible, Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat requires Metro to identify other suitable sites, including existing preserves known to support southern tarplant populations, or to consult with CDFW to establish an alternative strategy that achieves equivalent biological value and long-term viability.

Accordingly, Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat requires compensatory mitigation in perpetuity at or above the level CDFW recommends and provides for preservation or establishment of suitable habitat in Torrance where feasible, or at another location capable of supporting a viable population.

123-13 See response to Comment 123-4. New Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat requires Metro to coordinate with CDFW in identifying and evaluating potential mitigation sites. Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat further requires that a site-specific biological assessment confirm the suitability of any proposed mitigation land for long-term southern tarplant populations before acquisition.

123-14 See response to Comment 123-4. New Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat requires that off-site mitigation lands be permanently protected and managed in perpetuity through mechanisms such as conservation easements or other legally enforceable land protection instruments, together with an endowment or equivalent funding for long-term management. Consistent with CDFW's recommendation, these protections must be secured prior to any ground-disturbing activities that would affect the Southern Tarplant Open Space Preserve.

123-15 See response to Comment 123-4. New Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat requires Metro to provide an endowment or other long-term funding mechanism to ensure perpetual management of replacement habitat. The measure also requires preparation of a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW that will include monitoring and management protocols. Together, these provisions address CDFW's recommendations for ongoing botanical surveys, non-native species control, reporting, and protections against future land use changes and other indirect impacts.

123-16 See response to Comment 123-4. New Mitigation Measure MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat requires Metro to retain a qualified biologist to prepare a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW. MM-BIO-5 specifies that the plan must include seed collection for a minimum of two years, planting and invasive species control methods, monitoring protocols, and an implementation schedule. The measure must be complied with prior to ground-disturbance activities that could affect the Preserve.

123-17 On a yearly basis (once a year) during project construction, Metro would submit to the California Natural Diversity Database (CNDDB) information on special status species from its surveys for the project and submit information on special status native plant populations and sensitive natural communities to CDFW's Vegetation Classification and Mapping Program as required by the California Public Resources Code.

123-18 See responses to Comments 123-4 and 123-12 through 123-16. Mitigation Measures MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources through MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat are specific, detailed, and enforceable, consistent with CEQA Guidelines sections 15126.4(a)(2) and 15097 and Public Resources Code section 21081.6. As explained in responses to Comments 123-4 and 123-12 through 123-16, the Final EIR includes Mitigation Measures MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources, MM-BIO-4: Pre-construction Rare Plant Survey, and MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat, which collectively meet or exceed the recommendations set forth in CDFW's letter, including Exhibit A of the letter. These measures identify responsible parties, timing, performance standards, and, where appropriate, long-term funding mechanisms, and they will be incorporated into the Mitigation Monitoring and Reporting Program prepared for the Project pursuant to Public Resources Code section 21081.6.

123-19 As required by Public Resources Code section 21089, Fish and Game Code section 711.4, and California Code of Regulations, title 14, section 753.5, payment of the applicable CDFW filing fee would be made upon filing of the Notice of Determination.

123-20 See responses to Comments 123-4 and 123-11 through 123-16.

Submission 126 David Leger, South Bay Cities Council of Governments

126-1 In January 2023, Metro published several reports alongside the Draft EIR, which provided information on ridership, cost, real estate, urban design, transportation, and alternatives considered and eliminated. These reports were made available on the project's website via the link to "Project Filing Cabinet." These were all considered alongside the Draft EIR when the Metro Board made an LPA selection and, along with the Final EIR and all public comments, will inform the Metro Board's final decision-making process for the project. See MR-1: Selection of Alternatives.

126-2 Section ES-3, Executive Summary, of the Draft EIR summarizes the environmental topics that were determined to have no impact, a less-than-significant impact, or a less-than-significant impact with mitigation.

126-3 Project objectives can be found in Chapter 2, Project Description, of the Draft EIR. Metro published several non-CEQA reports alongside the Draft EIR in January 2023, including information on cost and ridership. Additional information can be found on the project website at metro.net/clineext. The Metro Board selected the LPA in May 2024. The Metro Board is expected to consider certification of the Final EIR and potential project approval in 2025, taking into consideration all public comments and feedback received throughout the environmental review process.

126-4 The Redondo Beach and Torrance TCs both provide existing parking spaces that could be used for transit customers. Page 2-20 of Chapter 2, Project Description, of the Draft EIR, states that the project includes a parking lot with an additional 180 spaces at the Torrance Transit Center, which would serve as the terminus station for the light rail line. However, Metro is not proposing to construct or own this parking directly. Instead, parking would likely be provided through a lease agreement with the City of Torrance, which plans to build

a parking structure at this site. This has been updated in Chapter 4, Corrections and Additions, of the Final EIR.

The project alignments along the Metro ROW would not eliminate any on-street parking. Based on conceptual designs, the Hawthorne Option would eliminate approximately 20 on-street parking spaces in the median of the street to allow for columns to support the elevated light rail guideway; these spaces would not be replaced.

126-5 Under CEQA, the reduction or elimination of parking in an urban setting is generally not considered a significant environmental impact in and of itself, particularly for a project designed to reduce vehicle miles traveled. Although secondary environmental effects associated with loss of parking could be considered environmental effects, no such impacts are anticipated here. However, to provide information to the public, Metro shared potential loss of parking as part of the 2023 Transportation Detail Report, published concurrently with the Draft EIR.

126-6 The High-Frequency Bus Alternative is considered an express service because it would feature some BRT characteristics, such as transit signal priority systems. As stated in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the High-Frequency Bus Alternative could eliminate some on-street parking. As described in response to Comment 126-5, the Draft EIR appropriately does not consider a loss of parking, standing alone, to constitute a significant environmental impact. Furthermore, the removal of parking is not anticipated to result in secondary impacts, as it is unlikely to lead to a substantial increase in VMT, including idling cars, which could affect air quality. Additionally, sufficient street parking would remain available in the area, and since this is not a high-density corridor, overall parking demand is expected to be met without significant disruption.

126-7 The sentence cited the comment from Section ES.5-1 of the Draft EIR is not contradictory. The Draft EIR evaluates vibration impacts separately for potential damage and human annoyance. The 170th/182nd Grade-Separated Light Rail Transit Alternative (i.e., the LPA) would have a less than significant construction vibration impact with respect to *structural damage* after mitigation, but would still result in a significant and unavoidable impact related to *annoyance* during construction.

126-8 As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, while the High-Frequency Bus Alternative is the environmentally superior alternative, it would not achieve the same level of benefits with respect to VMT reduction, air quality improvements, GHG emission reduction, and energy savings compared to the Elevated/At-Grade Alignment and Options.

See response to Comment 126-1. Note that although the LPA has been selected, the Metro Board has not yet made a final decision on the project. The Metro Board will review the Final EIR, as well as factors such as costs, ridership, implementation timeframes, funding sources, and ability to achieve the project objectives, before making its final determination on the project.

126-9 As described in Chapter 2, Project Description, of the Draft EIR, existing at-grade crossings for freight would be upgraded and designed to be “quiet zone ready.” Existing at-grade

freight crossings to be upgraded would include Inglewood Avenue, Manhattan Beach Boulevard, 159th Street, 160th Street, 161st Street, 162nd Street, 170th Street, and 182nd Street. The "quiet zone ready" design includes site-specific safety infrastructure such as vehicle gates, pedestrian gates, signals such as lights and bells, and sidewalks and ramps that are all Americans with Disabilities Act (ADA) compliant and meet Federal Railroad Administration (FRA) standards. These improvements would enable local jurisdictions to apply for quiet zone designations, which would eliminate the routine sounding of train horns at these crossings.

Quiet zones are specific to freight horn noise and would not be applicable to the light rail bells. However, the LPA fully grade separates the light rail from vehicular and pedestrian crossings. As such, there would be no light rail transit bell noise at street crossings for the LPA.

126-10 This has been noted in Section 4.2, Corrections and Additions, of the Final EIR, with the Executive Summary revised to state the multiple overhead high tension transmission lines would need to be raised or relocated for the Hawthorne Option to ensure a safe clearance between the elevated light rail structure and utility lines. This change would not result in new or more severe visual impacts than already evaluated in the Draft EIR. The analysis considered the visual impacts of elevated light rail structures within an urbanized commercial corridor that already contains large-scale infrastructure, including overhead utilities. The incremental increase in height required to maintain safe clearances between the elevated guideway and utility lines would not introduce a new visual element or substantially increase the visibility, contrast, or dominance of the project. Therefore, the Draft EIR's conclusions regarding visual impacts of the Hawthorne Option remain valid.

126-11 The Executive Summary is intended to provide a high-level summary of the CEQA impact determinations and does not include detailed information about specific design elements. Noise and vibration impacts associated with the freight track relocation are evaluated in Section 3.6, Noise and Vibration, of the Draft EIR. See Chapter 2, Project Description, of the Draft EIR, Appendix 2-A Select Advanced Conceptual Engineering Drawings, of the Draft EIR, Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, for detailed information on freight track relocation.

126-12 This comment duplicates Comment 126-11. See the response to that comment.

126-13 The Executive Summary is intended to provide a high-level summary of the CEQA impact determinations and does not include detailed construction scheduling information. See Chapter 2, Project Description, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, which include information on the total construction duration and key tasks for the alignments. The purpose of an EIR is to assess potential environmental impacts of a project, rather than to provide detailed project management or scheduling information. While construction timelines are summarized in the EIR to aid in the evaluation of potential environmental impacts, detailed project schedules, such as those presented in Gantt Charts, are more relevant to project management and implementation and are not necessary for CEQA's environmental analysis requirements. Metro released a

summary of cost and schedule information in 2023, published concurrently with the Draft EIR, which was also included in the Board Report for the LPA selection in May 2024.

126-14 The cost estimates for the alignments include the cost of required property acquisitions, including south of 190th Street. Metro has been coordinating and would continue to coordinate closely with BNSF on the track design in this area to ensure that the designs meet their operational requirements and are feasible to construct. The project is designed as a 4.5-mile light rail extension between the Redondo Beach (Marine) Station and the Torrance TC. Sequencing future construction of the project to initially only extend to Redondo Beach would require direction from the Metro Board.

126-15 The proposed multi-use recreational path depicted in Figure 2.3-4 of the Draft EIR would be located between 159th and 170th Street within the City of Lawndale. As indicated in Section 2.3-1.1 of the Draft EIR, there is not sufficient room within the Metro ROW to extend the path south of 170th Street.

An additional multi-use path is planned between Grant Avenue and 182nd Street to connect neighborhoods to the north and south to the station at the Redondo Beach TC. While these paths would not be continuous throughout the entire corridor, they would provide key recreational and access points. Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Appendix B, Select Advanced Conceptual Engineering Drawings – Locally Preferred Alternative, of the Final EIR include additional details on the paths.

126-16 Quad gates and/or median barriers would be designed and constructed as part of the project. Metro would install all necessary quiet zone equipment, including quad gates, pedestrian gates, and signals, to enable the at-grade crossings to qualify for an Automatic FRA Approval for a quiet zone. However, the designation of a quiet zone requires the cities to apply to the FRA, as Metro does not have authority to establish quiet zones. Mitigation Measure MM-NOI-4: Quiet Zone Establishment commits Metro to working with the cities on the FRA application process. The term “quiet zone ready” in the text reflects this process and the project’s compliance with FRA requirements. The figure accurately represents the quad gate configuration that would be installed. As a result, revisions to the drawings are not necessary.

126-17 The term “Metro Leased to 3rd Party” refers to an area within the Metro ROW, that Metro has leased to a private property owner or entity for use of Metro property. Metro retains ownership of the property, but under the lease agreement, a third party is permitted to use the space.

126-18 The project would not add new parking at the Redondo Beach TC. Existing parking at this facility would continue to be available for transit users. At the Torrance TC, the Draft EIR identifies approximately 180 spaces for transit use, but Metro is not proposing to construct or own this parking directly. Instead, parking would likely be provided through a lease agreement with the City of Torrance, which plans to build a parking structure at this site. These parking spaces would support ridership at the terminus station but are not intended to replace existing parking on a one-to-one basis.

All stations would include the necessary vertical circulation elements, such as elevators, ramps, and stairs, to ensure accessibility for all users. The South Bay Galleria Station (Hawthorne Option) is an elevated station and would include escalators. At the Redondo Beach TC Station, the vertical circulation design depends on the alignment. Under the Elevated/At-Grade Alignment, the station would be elevated and include escalators and elevators. Under the Trench Option and the LPA, the station would be approximately 10 feet below grade and accessed via ramps to the platform, consistent with ADA requirements. These features are shown in the design drawings and would be included in the final station design.

The apostrophe in the sentence in Section 2.3-1.4 of the Draft EIR has been corrected in Section 4.3, Corrections and Additions, of this Final EIR.

126-19 In Fall 2024, Metro implemented a new operating pattern for the C and K Lines, which both serve LAX. Based on this operational change, the project would operate as an extension of the Metro K Line traveling north/south between the Metro E Line and Torrance. Based on the preliminary operations plan for the project, five additional vehicles would be required to operate this light rail extension.

126-20 The Executive Summary is focused on summarizing the CEQA impact determinations, so this additional detail was not added. Property acquisitions are not considered a CEQA impact. See the 2023 Real Estate Acquisition Report, published concurrently with the Draft EIR, which summarizes properties affected. See also the 2025 Real Estate Acquisition Report, published concurrently with this Final EIR, which summarizes affected properties for the LPA.

126-21 The Executive Summary is intended to provide a high-level summary of the CEQA impact determinations and does not include detailed information, such as construction staging areas. See the 2025 Real Estate Acquisition Report, published concurrently with the Final EIR, for a summary of potential construction staging areas for the LPA. These staging areas have been revised following the publication of the Draft EIR, and would also apply to the other Metro ROW alignments.

126-22 The construction tables and associated text in Section 2.4-3 of the Draft EIR reflect the total duration of each major task–overlapping has been accounted for in the overall schedule. Therefore, the tables already present an accurate representation of the construction timeline for the project and options. Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes the construction duration for the LPA. Concurrent with the Draft EIR, Metro published the 2023 Cost Estimate Summary, which includes a graphic comparing the preliminary construction schedules for the alignments and options studied in the Draft EIR.

126-23 Consistent with FTA and Metro requirements, the use of a future “Horizon Year” is standard practice when assessing the long-term effects of a proposed project. The Horizon Year (2042) allows for consideration of the project’s impacts in concert with other regional transportation projects and anticipated growth in population, employment, and land use over time.

The year 2021 represents the baseline for evaluating the project's potential effects on the existing environment, as it corresponds to the issuance of the Notice of Preparation and reflects conditions at the time the environmental review commenced. Using this year ensures an accurate environmental baseline for assessing impacts and is consistent with Section 15125(a) of the CEQA Guidelines. Additionally, the Metro Transportation Analysis Model is a tool that is updated periodically to assess future ridership of potential projects. The base year for ridership forecasts, 2017, is used to calibrate the model to existing (pre-pandemic) conditions.

126-24 Metro's BRT Vision and Principles Study identifies Hawthorne Boulevard between the cities of Inglewood and Torrance as one of the 30 corridors in the Strategic BRT Network, though it is not one of the top five priority BRT corridors. However, the C Line Extension to Torrance Project is a separate project, as it is specifically a study to extend the light rail line from the existing terminus in Redondo Beach to Torrance. A potential Hawthorne Boulevard BRT corridor is not analyzed in this study as it would be a separate project with a distinct scope and objectives.

126-25 No revisions are made in the Final EIR in response to this comment. The Executive Summary is focused on summarizing the CEQA impact determinations, so this additional detail was not added.

126-26 See Section 4.6, Corrections and Additions, of the Final EIR, for the requested revision. The revision addresses a minor style inconsistency present on page 3.2-31 of the Draft EIR and does not change the analyses or conclusions of the Draft EIR.

126-27 The first instance of KOP is spelled out in Section 3.2, Land Use and Planning, of the Draft EIR prior to Section 3-4.3.2 of the Draft EIR.

126-28 The requested revision is not necessary, as the SBCCOG's recommendation is indicated in Table ES-2 and Table ES-3 of the Draft EIR. No revisions are made in the Final EIR in response to this comment.

126-29 The requested revision is not necessary, as the SBCCOG's recommendation is indicated in Table ES-2 and Table ES-3 of the Draft EIR. No revisions are made in the Final EIR in response to this comment.

126-30 The requested revision is not necessary, as the SBCCOG's recommendation is generally summarized in Table ES-2 of the Draft EIR. Furthermore, as stated on page ES-17 of the Draft EIR, Table ES-2 shows a summary of the identified environmental impacts, mitigation measures, and level of significance after mitigation is applied, but detailed analyses of the topics in the table are provided in Chapter 3 of the Draft EIR. No revisions are made in the Final EIR in response to this comment.

126-31 See response to Comment 126-30. This same reasoning applies with respect to construction vibration impacts.

126-32 The Metro Board has considered and would continue to consider issues such as cost, ridership, implementation timeframes, and funding sources and availability, as part of their decision-making on the project.

126-33 In Section 4.21, Corrections and Additions, of the Final EIR, Table 4.5-1: Comparison of Alternatives' Environmental Impacts to the Proposed Project has been updated in the Final EIR to include a note defining the acronyms used in the table. The revision does not change the analyses or conclusions of the Draft EIR.

126-34 The SBCCOG's recommended text is already indicated on page ES-43 of the Draft EIR, which includes that the "No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable." No revisions are made in the Final EIR in response to this comment.

126-35 The requested revision does not change the meaning or conclusions of the Draft EIR. No revisions were made in the Final EIR in response to this comment.

Submission 127 Anthony Higgins, California Department of Transportation – District 7

127-1 In addition to the three options listed here, the Draft EIR also evaluates a No Build, High-Frequency Bus Alternative, and the 170th/182nd Grade-Separated Light Rail Transit Alternative (now the LPA) in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives.

127-2 Metro recognizes Interstate 405 (I-405), the San Diego Freeway, and State Route 107 (SR 107), a segment of Hawthorne Boulevard as Caltrans' facilities. In 2003, the segment of SR 107 within the City of Lawndale was relinquished to the city.

127-3 Caltrans's support for the project is acknowledged. The project's consistency with Caltrans's plans, statewide legislation, regional transportation planning efforts, and role in supporting policy goals to reduce VMT, improve air quality and promote alternative modes of transportation is also noted.

127-4 Metro would continue to coordinate with Caltrans for all necessary permits for design and construction of facilities that directly affect Caltrans facilities. The Hybrid Alternative selected as the LPA by the Metro Board would cross SR 107, and not affect I-405.

126-5 The SBCCOG's statement that no transportation safety impacts to state facilities are anticipated from the Elevated/At-Grade Alignment, provided all necessary permits and approvals are obtained through the Office of Permits, is noted. The LPA follows the Metro ROW and therefore remains consistent with the commentor's statement regarding transportation safety. The LPA meets the project's objectives and avoids transportation safety impacts, while avoiding or minimizing noise, vibration, and construction impacts compared to the project and Trench Option analyzed in the Draft EIR.

Submission 130 Brandy Forbes, City of Redondo Beach

130-1 The City's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

130-2 The comment is noted. All comments have been shared with the Metro Board for their consideration. Both Redondo Beach station locations studied in the Draft EIR would serve the South Bay Galleria and planned redevelopment area, which extends from Hawthorne Boulevard to Kingsdale Avenue and includes the existing Redondo Transit Center. The

proposed Hawthorne Station would be located closer to the northeastern corner of the redevelopment site, while the southwestern corner is closer to the Redondo Beach TC. The LPA would have a station along the Metro ROW, immediately adjacent to the Redondo Beach TC and within walking distance of the South Bay Galleria redevelopment area.

130-3 The City's interest in maximizing connectivity between the C Line extension and the Crenshaw/LAX Transit Corridor Project is noted. All comments have been shared with the Metro Board for their consideration. In Fall 2024, Metro implemented a new operating pattern for the Metro C and K Lines. Under this revised service plan, the project would operate as part of the K Line. All alignments studied in the Draft EIR would connect to LAX via the K Line. Metro modeled the estimated travel times between the Torrance TC and the LAX/Metro Transit Center Station for both the Metro ROW alignments and Hawthorne Option. The analysis found that both routes would have the same travel times, with an estimated 19-minute trip from Torrance to LAX/Metro Transit Center.

The 2023 Ridership Report, published concurrently with the Draft EIR, found that the Hawthorne Option would generate higher project trips and new riders than the alignments along the Metro ROW, but lower VMT reduction and travel time savings. Metro analyzed travel benefits in relation to construction cost estimates (see May 2024 Metro Board Report)[2] and found that the Hawthorne Option was less cost effective than the LPA. See MR-15: Metro Ridership Forecasting Methodology.

Additionally, the LPA would include a station along the Metro ROW, immediately adjacent to the Redondo Beach TC. Although the South Bay Galleria would be within walking distance of both the Redondo Beach TC (along the Metro ROW) and South Bay Galleria Station (included only as part of the Hawthorne Option), the LPA station would be better suited to directly serve rail to bus transfers at the Redondo Beach TC, as well as provide a more convenient drop-off and pickup location than the South Bay Galleria Station. Thus, the regional connectivity benefits that would be provided as part of the Hawthorne Option are similarly anticipated to be realized as part of the LPA, if not exceeded.

130-4 See MR-13: Soil Stability and Sinkholes. As set forth in Section 3.8-4.6 of the Draft EIR, existing geotechnical data indicates that the project would be feasible within the Metro ROW and would not result in significant impacts during construction or operation related to subsidence, collapse, or similar conditions. The Metro ROW is an established transportation corridor with existing infrastructure, and the area has not exhibited systemic geological instability in the form of recurrent sinkholes or similar concerns. The successful use of the Metro ROW over decades suggests it is geotechnically suitable for expanded transit use. The Metro ROW soil types are generally well-documented and do not present unusual risk factors for sinkhole formation under typical construction conditions. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical explorations would be conducted in the next design phase to guide engineering and construction practices. Metro has extensive experience conducting similar transit projects with comparable soil conditions, and proven techniques, such as controlled grading, compaction, and soil

[2] See the May 2024 Metro Board Report at https://boardagendas.metro.net/board-report/2024-0272/.

stabilization, would be employed based on the site-specific geotechnical analyses. Also see MR-13: Soil Stability and Sinkholes for additional information.

As described in MR-13: Soil Stability and Sinkholes, the sinkhole mentioned in the comment was reportedly caused by a broken irrigation line in the homeowner's yard. It is unclear whether the line break was the result of Shell's drilling activities, which differ significantly from the construction methods planned for the project, or due to unrelated factors. Drilling operations, especially those involving extraction, could alter subsurface pressure and create voids, increasing the risk of subsidence and sinkholes. In contrast, Metro's construction, including the planned trenching, would involve controlled excavation with no substantial extraction of subsurface materials that could destabilize soil layers. Additionally, as required by Project Feature PF-GEO-1: Metro Geotechnical Design Standards, the project would incorporate site-specific geotechnical evaluations and stabilization techniques, such as soil grouting and reinforced shoring, to ensure stability. These measures and best construction practices are designed to prevent soil disturbance that might otherwise lead to subsidence or sinkholes.

Section 3.8, Geology and Soils, of the Draft EIR has been revised in Section 4.12, Corrections and Additions, of the Final EIR, to include additional information on collapsible soils within the project area. The addition provides further clarity that there is a low risk related to subsidence and collapsible soils, and it does not change the conclusions of the Draft EIR.

130-5 See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

The City expresses concern about potential construction and operational noise and vibration impacts with the Metro ROW alignments. While Metro acknowledges these concerns, the comment does not fully reflect the Draft EIR. As described in Section 3.6, Noise and Vibration, of the Draft EIR, the Elevated/At-Grade Alignment would result in a significant and unavoidable operational impact at two sensitive receptor clusters located near the at-grade crossing at 170th Street. In contrast, the Trench Option and LPA, which would place the light rail in a trench below 170th and 182nd Streets, would eliminate the need for audible crossing signals. With implementation of Mitigation Measures MM-NOI-2: Soundwalls, MM-NOI-3: Low Impact Frogs, and MM-NOI-4: Quiet Zone Establishment, operational noise impacts for the Trench Option and LPA would be less than significant with mitigation. See Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR for additional information regarding the LPA. Also see MR-3: Operational Noise Project Features and Mitigation Measures.

Regarding construction impacts, the Draft EIR concludes that all of the light rail alignment options and alternatives – the Elevated/At-Grade Alignment, Trench Option, Hawthorne Option, and 170th/182nd Grade-Separated Light Rail Transit Alternative (the LPA) – would result in significant and unavoidable construction-related noise and vibration impacts due to the intensity and proximity to work activities. To address the significant construction noise impact, the Draft EIR sets forth Mitigation Measure MM-NOI-1: Noise Control Plan, which requires preparation and implementation of a Noise Control Plan. The Noise Control Plan would control and monitor noise during construction through measures such as temporary noise barriers, use of quieter equipment, and ongoing monitoring to ensure compliance with the FTA construction noise impact criteria. Construction would typically occur between the hours of 7:00 a.m. and 6:00 p.m., in accordance with the most conservative of the local ordinance restrictions among all involved cities. However, pursuant to Mitigation Measure

MM-NOI-1: Noise Control Plan, Metro may also obtain a variance to conduct construction outside of the hours of the local ordinance, if required, which could include nighttime construction for certain construction processes.

Although Mitigation Measure MM-NOI-1: Noise Control Plan requires compliance with the FTA's 1-hour L_{eq} construction noise thresholds and includes continuous monitoring and corrective actions, the Draft EIR acknowledges that temporary exceedances may still occur due to the variable nature of construction. For this reason, construction noise impacts were conservatively identified as significant and unavoidable, even with implementation of all feasible mitigation.

A similar conclusion is reached for construction vibration impacts. Without mitigation, the Elevated/At-Grade Alignment, the Trench Option, and the LPA could exceed FTA damage criteria (0.2 in/sec PPV) at 133 structures. The Hawthorne Option would affect 11 structures. Mitigation Measures MM-VIB-1: Vibration Control Plan through MM-VIB-3: Pre- and Post-Construction Surveys require preparation of a Vibration Control Plan, equipment restrictions near sensitive structures, and pre- and post-construction building surveys with repairs if damage is determined to be related to construction. With these measures, damage-related impacts would be reduced for the Trench Option, the Hawthorne Option, and the LPA, but one residual damage impact would remain under the Elevated/At-Grade Alignment due to impact pile driving near Grant Avenue. In all alignment scenarios, vibration annoyance during construction is anticipated to be significant and unavoidable, as not all equipment types could feasibly be replaced or modified to reduce perceptible vibration at nearby residences.

As stated on pages 3.6-34 and 3.6-48 of the Draft EIR, while it is unlikely for construction noise to result in noise-induced hearing loss for persons residing or working near construction zones, construction noise and vibration could increase stress at affected sensitive uses. Although sleep disturbances cannot entirely be ruled out, the potential for stress-increasing disturbances is anticipated to occur primarily during daytime hours, given the expected hours of construction discussed above.

As evidenced by the foregoing conclusions, the Draft EIR does not understate the effects of the Elevated/At-Grade Alignment and Options. The Metro Board will consider all environmental effects identified by the Draft EIR.

130-6 See MR-12: Emergency Access. As explained therein, the addition of light rail at the 182nd Street at-grade crossing would increase gate down times compared to existing conditions but would not prevent emergency access or create life-threatening delays. Emergency response times are influenced by various factors beyond traffic delays at specific crossings, including dispatch patterns and alternative routing options. For example, all areas on either side of the 182nd Street crossing could be accessed within a 0.5-mile by alternative grade-separated routes, unaffected by train frequency. While McCormick Ambulance Services currently operates near the 182nd Street at-grade crossing, as a private business, McCormick is not restricted to this location and could adjust its base location if future needs arise. Any such relocation of McCormick Ambulance Services, or a similar private business, would likely occur within already developed commercial or industrial properties, involving leasing or minor modifications to existing structures rather than new construction, and would utilize existing infrastructure

It should be noted that the LPA eliminates the need for an at-grade light rail crossing at

182nd Street with a short trench. The LPA would fully grade separate light rail, thereby preventing any light rail-related gate down times and would preserve current conditions where only occasional freight crossings affect the roadway.

130-7 See MR-13: Soil Stability and Sinkholes, as well as response to Comment 130-4.

As the City notes, the Draft EIR included a review of many reports and studies related to soils within the RSA, including areas near Ruxton Place and the Metro ROW, and assessed the likelihood of hazards. Based on this information (see in particular, Section 3.8-4.6), the Draft EIR concludes that the risk of soil instability, including subsidence or collapse, would be a less than significant impact. With respect to the two additional documents recommended by the City, the 2019 South Bay Galleria EIR pertains to a different development project on a separate site and does not contain information directly relevant to the light rail alignment. However, the South Bay Galleria EIR does describe the same general geologic conditions within the region as those presented in the Draft EIR for the proposed light rail extension. The South Bay Galleria EIR also describes findings from a geotechnical report specific to the Galleria site. While those findings are not directly applicable to this project, they recommend similar design and construction methods to those Metro would implement, such as excavating poor soils and replacing them with engineered fill in accordance with building code requirements.

The City did not provide the full Ninyo & Moore study, but rather an excerpt within their comment letter. The excerpt includes soil testing results from a single boring conducted at an unspecified location along the alignment. According to the excerpt, samples were collected within the upper 10 feet using a hand auger, with results indicating loose to medium silty and clayey sands; no groundwater was encountered to a depth of 10 feet. A lab result for a different location included in the excerpt indicated sandy material at that site. Although the exact locations of these borings are unknown, the soil descriptions are consistent with those identified in Section 3.8 of the Draft EIR and the 2023 Geotechnical Data Report, which supports the Draft EIR engineering plans and includes a review of past geotechnical investigations conducted within the project area.

Consideration of these two documents does not alter the conclusions of the Draft EIR, which adequately assesses the likelihood of geologic and seismic impacts in accordance with CEQA. No new data has emerged to suggest that the Draft EIR conclusions require revisions.

Finally, Metro coordinates with utility owners throughout the planning and design process to identify the precise location of pipelines and other infrastructure. This process includes evaluating potential conflicts and development design solutions such as relocation or protection-in-place, particularly in areas with known geotechnical constraints. This coordination is already underway and would continue as part of future design phases, consistent withs standard Metro engineering practices and industry norms.

130-8 The City suggests that the Hawthorne Option may present more favorable subsurface conditions due to its location along the historic Red Car Route. However, although the Hawthorne Option traverses a different corridor than the Metro ROW alignments, soil conditions are similar and within the same geologic unit. As discussed in Section 3.8, Geology and Soils, of the Draft EIR, based on preliminary assessment of the geological conditions, soil stability concerns, including risks from unstable soils, are not anticipated along any of the alignments. The 2023 Geotechnical Data Report, prepared to support the Draft EIR engineering plans, reviewed past geotechnical investigations, including a Caltrans

boring log near Hawthorne Boulevard and 166th Street. This historic log indicates the soil types are similar to the soils along the Metro ROW, which are loose to medium sandy materials at upper depths and clayey sands farther down. There is no evidence to suggest that soil conditions along the Hawthorne Option are materially more stable than those along the Metro ROW. Even if the Red Car operated safely within Hawthorne Boulevard in the past, it was an at-grade system, whereas the Hawthorne Option would be entirely elevated and subject to different structural requirements, regardless of underlying geologic conditions. Finally, it should be noted that soils beneath the Metro ROW have performed without issues under the freight trains, which are considerably heavier than light rail trains.

130-9 See MR-11: Traffic Delay and Level-of-Service, which explains that, under CEQA, vehicle delay and intersection level of service (LOS) are no longer treated as environmental impacts pursuant to Senate Bill 743 and the CEQA Guidelines. Accordingly, the Draft EIR does not evaluate LOS as a significance criterion under CEQA. However, Metro also prepared a Transportation Detail Report (January 2023), published concurrently with the Draft EIR, to provide a more detailed operational analysis of the effects of the project alignments on traffic intersection operations as well as effects on bus route integration and public on-street parking. This report includes evaluation of the intersections near 182nd Street, the South Bay Galleria site, and the Redondo Beach Transit Center. These evaluations are based on observed traffic data and account for the functional importance of 182nd Street in the local circulation network. Thus, how a roadway is classified (such as the arterial classification) does not affect the adequacy of the analysis of the foregoing documents. Regarding cumulative impacts, the Draft EIR incorporates reasonably foreseeable growth in the project area, including high-density residential development identified in Redondo Beach's Housing Element and General Plan. These growth projections were reflected in the background traffic assumptions used in the transportation analysis.

130-10 As explained in Section 3.1-4 of the Draft EIR, CEQA no longer treats delay or congestion, including at intersections or due to rail crossings, as a significant environmental impact (see CEQA Guidelines Section 15064.3(a)), and the Draft EIR appropriately focuses on VMT and policy consistency. Section 3.1-4.1 of the Draft EIR analyzes whether the project would conflict with local transportation policies, including those intended to protect neighborhoods from cut-through traffic and unsafe speeds. The analysis concludes on page 3.1-45 that the Elevated/At-Grade Alignment would not conflict with such policies, as it would not preclude cities from implementing measures to deter cut-through traffic. Moreover, the project stations are locally serving and located on or near major corridors, which reduces the potential for new cut-through traffic patterns. The Trench Option and LPA would grade separate light rail from the roadway at 182nd Street.

Section 3.1-4.1 of the Draft EIR acknowledges that the Elevated/At-Grade Alignment could incrementally increase delay at 182nd Street due to the light rail crossing, but it does not rely on municipal actions to reach a conclusion of less than significant. Instead, the analysis finds that the project supports VMT-reduction goals by providing an alternative to vehicle trips and is consistent with general plan policies, such as Redondo Beach General Plan Goal G1 to "address the root cause of trip generation rather than simply reacting to the consequences."

Note that the Trench Option and LPA would both eliminate any light-rail-related traffic stoppage at 182nd Street, due to the previously mentioned grade separations from all roadways, thereby further reducing the potential for cut-through traffic.

130-11 As described in Chapter 2, Project Description, of the Draft EIR, the existing freight crossings at 170th and 182nd Street would feature freight safety crossing gates and other crossing protections, and pedestrian upgrades on both sides of the tracks and street, which would be an improvement over existing conditions. For bicyclists, the design ensures that the railroad tracks would be crossed at a perpendicular angle, which minimizes the risks of tires catching in the gaps, a key consideration for bicycle safety. The LPA would grade separate light rail at 170th and 182nd Streets eliminating any new at-grade crossings for light rail at these intersections and further reducing potential safety concerns for pedestrians and bicyclists.

130-12 See response to Comment 130-10 regarding how the Draft EIR evaluated the potential for the Elevated/At-Grade Alignment to conflict with local and regional programs, ordinances, or policies addressing the circulation system (see Section 3.1-4.1 of the Draft EIR). The analysis considers the effect of train frequency and crossing activity on intersection operations, including at Inglewood Avenue and 182nd Street. Under the Elevated/At-Grade Alignment, light rail would be grade-separated at Inglewood Avenue but would cross 182nd Street at-grade, where additional train activity could result in intermittent delays due to gate closures. The Draft EIR concludes that this alignment would not conflict with local or regional transportation plans, in part because it does not preclude cities from implementing cut-through traffic minimization efforts and supports broader VMT-reduction goals. For reference, the Trench Option, Hawthorne Option, and LPA would grade separate the light rail from all roadways, avoiding these types of delays altogether.

130-13 Noise monitoring locations are shown in Figure 3.6-7 and Figure 3.6-8 of the Draft EIR. To identify existing noise conditions near the project, Metro conducted noise measurements at multiple representative locations, including locations 17 and 18 on Condon Avenue, south of Artesia Boulevard, and location 23, south of 182nd Street at Ralston Lane and Firmona Avenue. Additional noise measurements were taken at locations 20, 24, 25, 26, and 27, all of which are south of 182nd Street.

The noise measurement locations were selected in accordance with the FTA's Transit Noise and Vibration Impact Assessment Manual (2018), which permits representative measurements at locations with similar noise conditions to other sensitive receptors in the vicinity. As discussed on page 3.6-17 of the Draft EIR under Section 3.6-2.2.1, Existing Noise Conditions, this approach allows noise assessments to capture accurate baseline data for analysis without the need for measurements at every individual site. The methodology and monitoring locations were chosen to ensure an accurate representation of the ambient noise environment in the project area.

130-14 See response to Comment 130-5 and MR-3: Operational Noise Project Features and Mitigation Measures. Metro would install all the required Quiet Zone freight improvements and equipment and is committed to supporting the cities with the FRA application, although it is the cities' decision on whether to pursue it.

130-15 See MR-2: Operational Noise Analysis and Impact Thresholds for a detailed discussion on how noise and vibration impacts were evaluated in the Draft EIR. Metro, as the CEQA lead agency, has the discretion to determine the appropriate significance criteria for the project and has utilized the FTA's noise impact criteria, which was specifically developed to address transit noise based on well-documented criteria and research on human response to community noise.

The FTA methodology is appropriate because it accounts for both existing ambient noise conditions and the sensitivity of nearby receptors. In contrast, fixed noise level limits, such as those established by the Redondo Beach Municipal Code (RBMC) Section 4-24.301, do not reflect ambient conditions and may already be exceeded in urban areas. For example, For instance, Table 3.6-17 of the Draft EIR shows that existing ambient noise levels at the many sensitive receptor locations near the Trench Option already exceed the RBMC standards, even without the project.

Regarding operational hours, Metro's light rail system, consistent with regional transit standards, may operate during early morning and late evening hours. These service hours are accounted for in the Draft EIR's analysis, which evaluates whether the noise generated would result in substantial adverse impacts.

With respect to vibration, the Draft EIR applies FTA criteria that distinguish between human annoyance and structural damage. These criteria are tailored to transit projects and reflect the type and duration of vibration exposure. Where vibration thresholds are predicted to be exceeded, mitigation measures have been identified.

Importantly, the project does not violate RBMC Section 4-24.301. State law preempts the application of local zoning and land use regulations to Metro on property it owns or operates (see *Rapid Transit Advocates, Inc. v. Southern California Rapid Transit District* (1986) 185 Cal.App.3d 996). In fact, RBMC Section 4-24.604 expressly states that the City's noise standards "shall not apply to any activity the regulation of which has been preempted by state or federal law." Because the Metro ROW is owned by Metro and the project is a state-authorized public transit use, these standards do not apply.

130-16 The mitigation measures that are proposed in the Draft EIR are designed to address vibration impacts for the life of the project.

As detailed in Sections 3.6-5 and 4.5-3.6.4 of the Draft EIR, the Elevated/At-Grade Alignment, Trench Option, and LPA (the 170th/182nd Grade-Separated Light Rail Transit Alternative) would be subject to Mitigation Measures MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats to reduce vibration generated by light rail and freight operations. These measures are designed to achieve at least a 10 dB vibration reduction and ensure that the resulting vibration levels remain below FTA criteria (80 VdB for freight and 72 VdB for light rail). The final design would verify the specific locations where these components are needed through a site-specific Detailed Vibration Assessment, consistent with FTA guidance, Section 6.5. See MR-6: Vibration Analysis During Final Design.

Each mitigation component is designed for long-term durability. Similar track components to address vibration are widely used in modern rail systems and are engineered for extended service life. Based on general manufacturer specifications and industry best practices, these components are anticipated to remain effective for decades under normal operating conditions.

Furthermore, Metro has established track inspection and maintenance protocols to ensure the continued effectiveness of the track system, including low-impact frogs, resilient fasteners (e.g., rail clips shoulders, elastic rail clips, and elastomer pads) and ballast mats. Per these protocols, low-impact frogs would be inspected for wear and resurfaced or

replaced as needed, resilient fasteners would be regularly checked to ensure they remain securely fastened and repaired or replaced as needed, and ballast mats would be assessed for wear and reinforced or replaced when necessary. Additionally, rail lubricators would be placed and maintained where excessive rail wear or wheel-rail friction may occur. This standard monitoring and maintenance would further ensure that the mitigation measures, which are already designed for long-term durability, remain effective in minimizing vibration impacts throughout the life of the project.

Additionally, the City states that "there are already vibration impacts as a result of the existing freight operations." Under CEQA, existing effects from current freight operations do not constitute an environmental impact. Rather, such effects are part of the baseline physical conditions against which the Draft EIR evaluates the effects of the project (see CEQA Guidelines Section 15125(a)). Based on the age of the existing freight rail tracks and freight rail historical practices, the existing freight rail tracks within the existing Metro ROW are reasonably assumed to include little to no vibration-reducing features. The vibration-reducing features incorporated as mitigation for the project would, therefore, represent an improvement over the existing baseline conditions, further reducing vibration effects within the corridor.

130-17 The FTA general assessment method used in the Draft EIR is designed to be conservative, meaning it is intended to ensure that vibration impacts are not underestimated at this preliminary stage. Pursuant to Mitigation Measures MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats, during final design, a Detailed Vibration Assessment would be conducted, which would include site-specific testing and engineering to tailor the final mitigation measures to actual conditions. This detailed assessment during final design would identify, if necessary, refinements of the mitigation methods to ensure that vibration levels do not exceed the FTA significance criteria for vibration impacts (80 VdB for freight and 72 VdB for light rail). In compliance with CEQA, in the unlikely event that the Detailed Vibration Assessment identifies any new significant impacts not previously disclosed, or if previously disclosed impacts are found to be more substantially more severe, Metro would assess whether supplemental CEQA review is required. However, the conservative approach taken in the Draft EIR makes this unlikely, as the general assessment method likely overstated impacts and the mitigation measures identified in the Draft EIR are adaptable and expected to be sufficient to achieve the required vibration reduction levels. See MR-6: Vibration Analysis During Final Design.

130-18 The comment is correct. As detailed on page 3.4-55 in Section 3.4, Air Quality, of the Draft EIR, the Trench Option would have a significant and unavoidable impact during construction related to NOx emissions.

130-19 Metro acknowledges that construction activities would generate dust and has conducted a detailed air quality analysis of particulate matter impacts. Fugitive dust emissions associated with construction activities were estimated using CalEEMod, which is a model approved by SCAQMD. The model estimates fugitive dust emissions from heavy-duty equipment movements on unpaved roads, truck loading, and stockpiles. While the overall project is estimated to take six years of construction along the corridor, the duration of construction tasks would be shorter at individual locations. The analysis, starting in Section 3.4-4.3.1, Air Quality, of the Draft EIR, on page 3.4-33, demonstrates that fugitive dust (PM_{10}) emissions would not exceed the regional significance threshold established by SCAQMD. In addition, the analysis starting in Section 3.4-4.1.1 of the Draft EIR on page 3.4-45 demonstrates that

PM_{10} emissions would not exceed the localized significance threshold established by SCAQMD, even at peak construction phases. Page 3.4-25 of the Draft EIR identifies the best available control measures that project contractors would be required to implement. These requirements would substantially control fugitive dust—by between 36% and 91%, depending on activity—and other air pollutant emissions during all construction activities. While it is inevitable that construction activities would generate some level of fugitive dust, based on guidance promulgated by SCAQMD, these impacts would remain at a less-than-significant level. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality for additional information.

130-20 Section 3.9, Hazards and Hazardous Materials, and Section 4.5-3.11.1 (evaluation of the LPA, the 170th/182nd Grade-Separated Light Rail Transit Alternative) of the Draft EIR, analyzes the potential for the project to create a hazard through the accidental release of hazardous materials into the environment, which includes an analysis of existing oil and gas pipelines (specifically, see Section 3.9-4.2 of the Draft EIR). As discussed in Section 3.9-4.2.1 of the Draft EIR, Metro obtained as-built drawings from the utility owners and has developed preliminary plans for each existing utility line, which could include relocation or protection-in-place. In the next phase of design, Metro would conduct additional surveys and potholing to confirm the utility locations and finalize relocation or protection requirements to prevent conflicts during construction. Project Feature PF-US-1: Utility Identification and Coordination requires Metro to coordinate closely with utility owners prior to construction to identify appropriate protection or relocation measures and to comply with all applicable safety protocols. This coordination includes taking into account the material condition of each utility, including any vulnerabilities such as aging or brittleness.

Based on the above, the Draft EIR concludes the potential impact related to oil and gas pipelines for the Elevated/At-Grade Alignment, Trench Option, and LPA would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety.

130-21 See MR-8: Light Rail and Freight Train Safety.

130-22 Pipeline location is considered sensitive information for security reasons and, therefore, is not disclosed within public environmental documents. However, as discussed in Section 3.9-4.2.1, Hazards and Hazardous Materials, of the Draft EIR, Metro obtained as-built drawings from the utility owners, and developed preliminary plans for each utility line, which could include relocation or protection-in-place. The project would not exacerbate the need for pipeline maintenance or increase risks to pipeline integrity. Ongoing maintenance or repair would be the responsibility of the pipeline owners, who follow regulatory standards for inspection and maintenance to ensure safety. See MR-7: Utility Relocation and Hazardous Materials Safety.

130-23 Section 3.7, Biological Resources, of the Draft EIR, analyzes impacts to urbanized avian species protected under federal and state regulations that have potential to occur within the RSA (specifically, see Section 3.7-4.1.1). This includes resident birds of prey such as red-tailed hawks and great-horned owls. Portions of the RSA provide urbanized avian species with both suitable breeding and foraging habitat in the form of trees, vegetation, and man-made structures. Adequate mitigation is included through Mitigation Measures MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources, MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys, and MM-BIO-3: Roosting Bat Restrictions and Survey Requirements, which all outline specific

preventative and protective actions that would mitigate impacts to local wildlife, including protected hawk and owl species.

130-24 See response to Comment 130-23. Mitigation Measures MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources, MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys, and MM-BIO-3: Roosting Bat Restrictions and Survey Requirements outline specific actions that would mitigate potential impacts to local wildlife. These mitigation measures are based on established best practices for environmental protection and are specially designed to avoid or minimize potential impacts to protected wildlife with potential to occur in the RSA, ensuring those impacts are reduced to less-than-significant levels. The comment does not specify any additional mitigation measures that the Metro should consider or information suggesting that the existing mitigation measures would not be effective at reducing impacts to less than significant.

130-25 First/Last Mile (FLM) projects and the C Line (Green) Extension to Torrance project are planned and conducted as parallel but distinct processes, with independent community engagement efforts and recommendations. Metro's First/Last Mile Guidelines (2021), described on page 3.15-5 of the Draft EIR, define Metro's role in assisting with the planning, design, and implementation of FLM improvements for transit capital projects. As set forth in the FLM Guidelines, although Metro provides early-phase planning support for FLM improvements, the responsibility for the design, environmental clearance, implementation, and maintenance of those improvements ultimately lies with the local jurisdictions, which serve as the lead agencies for these projects. FLM improvements extend beyond the immediate station area (up to a half-mile for pedestrian infrastructure and up to three miles for bicycle improvement) and are, therefore, considered separate from the larger transit project. Implementation of the FLM projects is not dependent on the C Line (Green) Extension to Torrance project, nor is the C Line (Green) Extension to Torrance project dependent on the FLM projects for implementation.

130-26 Metro would undertake a bus-rail interface study prior to the start of revenue service to determine if adjustments are needed to existing or planned bus routes to align with the service provided by the light rail line extension. Metro would continue to coordinate with the South Bay Social District on connections between future development and the rail station.

130-27 The City's reference to the "Del Amo Mall" is assumed to mean the Del Amo Fashion Center, which is located nearly one mile to the southwest of the Torrance Transit Center Station. Due to this distance, the project does not propose new methods of dedicated connectivity to the Del Amo Fashion Center. However, if the City intended instead to refer to the South Bay Galleria or other nearby commercial areas, the Draft EIR does address pedestrian connectivity in that vicinity. See Section 2.3 of the Draft EIR.

130-28 The project does not include parking at the South Bay Galleria Station. Based on Metro's system experience, the majority of rail passengers do not drive to stations. Metro's published data from its annual On-Board Customer Satisfaction Surveys show that at nearly all stations, most riders access the train by walking, bicycling, or transferring from buses. Even at stations where parking is provided, most station parking is not fully utilized under normal circumstances. Thus, the proposed South Bay Galleria Station is expected to have a similar pattern of people accessing the station by foot, bicycle, or bus.

130-29 Corrections and additions are published in Chapter 4, Corrections and Additions, of the Final EIR. The revisions amplify and clarify the information in the Draft EIR, but do not include significant new information, as defined by CEQA Guidelines Section 15088.5(a), such as evidence of a new significant impact or a substantially more severe significant impact beyond what was identified in the Draft EIR.

130-30 Chapter 4, Evaluation of Alternatives, of the Draft EIR, provides details on the No Project Alternative and explains the basis for any significant and unavoidable impact conclusions.

130-31 The City's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. The Metro Board has not yet selected a final alignment or approved the project. Although the fully grade-separated LPA, which follows the Metro ROW, has been identified for the purposes of the Final EIR, all options and alternatives evaluated in the Draft EIR remain under consideration. See MR-1: Selection of Alternatives.

130-32 See MR-1: Selection of Alternatives, which explains the reasons why the Metro Board selected the Hybrid Alternative as the LPA. The Hawthorne Option would require the permanent acquisition of several private properties to construct and operate the elevated light rail, particularly where the alignment transitions from the Metro ROW to public streets. During the advanced conceptual engineering phase, Metro worked to minimize impacts to private properties in the development of all alignment options, including the Hawthorne Option. Metro has designed the project to avoid displacement of residents. It would not be feasible to construct and operate the Hawthorne Option alignment without permanently acquiring non-residential properties, which would in turn affect their associated businesses. The properties affected are summarized in the 2023 Real Estate Acquisition Report. As discussed therein, the Hawthorne Option would require permanent full acquisition of seven commercial properties and permanent partial acquisition of five commercial properties between Marine Avenue and 190th Street.

130-33 See MR-11: Traffic Delay and Level-of-Service. Section 3.2-4.2 of the Draft EIR evaluates the project's consistency with any land use plan, policy, or regulation *adopted for the purpose of avoiding or mitigating an environmental effect*. Under CEQA, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant on the environment." (Public Resources Code Section 21099(b)(2)). Note that Metro published the 2023 Transportation Detail Report concurrently with the Draft EIR. The 2023 Transportation Detail Report describes the estimated future conditions in 2042 without the project and analyzes the traffic circulation effects (LOS) on intersection delay and queues for the project.

130-34 The 2023 Ridership Report was published concurrently with, but not as part of, the Draft EIR. The 2023 Ridership Report provides information regarding projected ridership for the project.

130-35 If the No Project Alternative or a non-rail alternative were ultimately approved, Metro would need to reprogram the funds under Measure R and Measure M. It is likely that Metro would lose the $231.3 million TIRCP state grant.

130-36 Metro has not analyzed the use of the Metro ROW for standalone active transportation projects (e.g., dedicated bike or pedestrian paths) in the absence of the proposed light rail project. The current environmental analysis is focused on evaluating the impacts of the

proposed transit project and its options and alternatives. While the Metro ROW light rail alignments would include pedestrian and bicycle improvements to enhance multimodal access, broader re-use of the corridor for other active transportation would not meet most of the basic objectives of the project and would require a separate planning effort outside the scope of this EIR.

130-37 Metro does not have this information. The comment does not raise significant environmental issues requiring a response under CEQA Guidelines section 15088(a) or otherwise address the adequacy of the Draft EIR.

130-38 The comment does not raise any significant environmental issues or address the adequacy of the Draft EIR. See MR-9: Light Rail Security for more information on the security of Metro's light rail facilities.

130-39 CEQA does not require an analysis of safety in terms of crime, and therefore, the Draft EIR does not make any conclusions regarding this topic. Metro is committed to integrating safety into all Metro rail operations. See MR-9: Light Rail Security for more information on Metro's commitment to safety.

130-40 Objective 10.10 of Section 4.0, Environmental Hazards/Natural Hazards, of the City of Redondo Beach General Plan is to: "Minimize the noise effects of railroad transit (freight and passenger) on residential uses and other sensitive land uses." The project is consistent with this objective because it includes project features and would implement mitigation measures to reduce both noise from light rail operation and noise from the combined freight track relocation and light rail operations. Specifically, Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs would minimize noise associated with light rail operation. Additionally, Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment would reduce noise associated with relocation of the freight tracks. Notably, as discussed in Section 3.6, Noise and Vibration, of the Draft EIR, most of the noise associated with freight trains is caused by their warning horns, which produce noise levels of approximately 110 dBA. Pursuant to Project Feature PF-NV-1: Quiet Zone Equipment Installation, the project would install the equipment necessary to allow designation of a quiet zone, which would enable local jurisdiction to establish quiet zones. The establishment of a quiet zone would eliminate freight horn soundings within a quarter-mile of the railroad crossings, from Inglewood Avenue to 182nd Street within the City of Redondo Beach. In most instances, with the establishment of a quiet zone, freight trains would actually be quieter than existing conditions, even though the tracks would be in closer proximity to some sensitive receptors. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

130-41 Policy 10.10.1 of the City of Redondo Beach General Plan requires the City to work with railroad operators to properly maintain lines and operational restrictions during early morning and late evening hours to reduce adverse noise impacts in residential and other noise-sensitive areas. The project would not preclude the City from implementing this policy. To the contrary, the project includes mitigation measures and project features that address noise levels associated with light rail operations and the relocation of the freight tracks. The ROW alignments would enable the City of Redondo Beach to establish a quiet zone, which would reduce adverse noise impacts in residential and other noise sensitive areas by eliminating horn soundings within a quarter-mile of the railroad crossings extending from Inglewood Avenue to 182nd Steet, See also MR-2: Operational Noise

Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

130-42 Metro takes safety seriously and has incorporated design features to prevent unauthorized access to the light rail guideway. Among other things, the project would include physical barriers along the entire light rail guideway, restricting access into the light rail guideway. While Metro's safety features are primarily focused on people, these physical barriers would also provide a level of protection for terrestrial pets and wildlife by preventing access to the operational rail tracks. See MR-8: Light Rail and Freight Train Safety.

130-43 Based on their age and historical practices for freight rail, it is reasonable to assume that the existing freight rail tracks within the existing Metro ROW include little to no vibration-reducing features. In contrast, the project would include vibration mitigation measures for freight, including resilient fasteners (Mitigation Measure MM-VIB-5: Resilient Fasteners) and ballast mats (Mitigation Measure MM-VIB-6: Ballast Mats), which, as discussed in Section 3.6-6.2.2, Noise and Vibration, of the Draft EIR, would reduce vibration levels to below the FTA threshold for vibration annoyance. These measures would reduce vibration impacts on nearby sensitive receptors to less than significant with mitigation, including in high-density residential areas. See MR-5: Vibration Impact Types and Impact Thresholds.

130-44 See responses to Comments 22-57 to 22-59. As described in Section 3.3, Aesthetics, of the Draft EIR, lighting for the project would be installed consistent with the applicable Metro Design Standards, which prioritize safety while minimizing impacts to nearby sensitive receptors. The lighting associated with the trains themselves, such as headlights, would be designed to ensure visibility and safety during operation but would be unlikely to create significant light and glare impacts due to its limited and intermittent nature. Furthermore, the light rail is grade-separated for the Trench Option, Hawthorne Option, and LPA. The only location where the trains are not grade-separated from roadways is at 170th and 182nd Streets for the Elevated/At-Grade Alignment. Lighting at these two intersections and along the light rail tracks would adhere to applicable safety and design standards, with measures in place to limit glare and light spillover to adjacent properties. The lighting and materials would be similar to what is used in other Metro light rail projects currently in operation, which have demonstrated minimal concerns or complaints from nearby communities. Non-reflective surfaces would be used as feasible, and in compliance with applicable local regulations and Metro Design Standards.

130-45 The High-Frequency Bus Alternative is less costly and was identified as the environmentally superior alternative, because it would result in fewer significant environmental impacts compared to the rail alignments. However, it would not achieve the same capacity, speed, or reliability as light rail transit. Unlike the light rail options, the High-Frequency Bus Alternative would operate on congested city streets, reducing travel time and reliability. Ridership for the High-Frequency Bus Alternative was projected to be very low, with only 4,000 new trips generated, compared to 11,500 new trips for the Elevated/At-Grade Alignment, Trench Option, and LPA. Compared to light rail, the High-Frequency Bus Alternative is not able to significantly reduce VMT and associated air pollution and GHG emissions.

The High-Frequency Bus Alternative was evaluated as a distinct transit mode with operational characteristics tailored to maximize its effectiveness within the corridor. Unlike the Elevated/At-Grade Alignment and Options, which would become part of the regional rail network, the High-Frequency Bus Alternative was proposed to have more frequent stops to

reflect the typical operating characteristics of bus transit, which is better suited for serving local trips and is why stop frequency is much higher. The High-Frequency Bus Alternative was defined as a rapid bus service that would travel on the existing roadway network, with stops at major intersections like other rapid routes within the Metro bus system. Evaluating a High-Frequency Bus Alternative with only two stops would not provide an accurate comparison, because reducing stops would diminish the accessibility benefits of bus transit, which is designed to serve more localized trips compared to light rail. Additionally, reducing the bus stop frequency to only two stops would further reduce the ridership. Therefore, there would be no justification for providing the service. The High-Frequency Bus Alternative, as evaluated in the Draft EIR, ensures that each alternative is assessed realistically based on its inherent capabilities and typical use case and providing decision-makers and the public with the most useful comparison. Finally, even if Metro were to consider a High-Frequency Bus Alternative with only two stops, that alternative would still not match the light rail's capacity, reliability, or speed, as buses would continue to operate on congested streets.

Should a light rail alignment not be approved for implementation, Metro would determine how to reprogram the funding at a future date.

130-46 This comment duplicates a portion of Comment 130-6. See the response to that comment.

130-47 This comment duplicates a portion of Comment 130-6. See the response to that comment.

130-48 This comment duplicates a portion of Comment 130-7. See the response to that comment.

130-49 This comment duplicates Comment 130-8. See the response to that comment.

130-50 This comment duplicates Comment 130-9. See the response to that comment.

130-51 This comment duplicates Comment 130-10. See the response to that comment.

130-52 This comment duplicates Comment 130-11. See the response to that comment.

130-53 This comment duplicates Comment 130-12. See the response to that comment.

130-54 This comment duplicates Comment 130-14. See the response to that comment.

130-55 This comment duplicates a portion of Comment 130-15. See the response to that comment.

130-56 This comment duplicates Comment 130-16. See the response to that comment.

130-57 See MR-10: Changes to Community Character and MR-9: Light Rail Security, as well as response to Comments 130-6 to 130-16 and 130-46 to 130-56.

130-58 This comment duplicates Comment 130-30. See the response to that comment.

130-59 This comment duplicates Comment 130-31. See the response to that comment.

130-60 This comment duplicates Comment 130-33. See the response to that comment, as well as MR-11: Traffic Delay and Level-of-Service.

130-61 This comment duplicates Comment130-34. See the response to that comment.

130-62 This comment duplicates Comment130-23. See the response to that comment.

130-63 The comment duplicates a portion of Comment 130-15. See the response to that comment.

130-64 See response to Comment 130-7, which discusses the applicability of the analysis in two documents (the 2019 South Bay Galleria EIR and a Ninyo & Moore study) to the analysis in the Draft EIR.

130-65 This comment duplicates Comments 130-18 and 130-20. See the responses to those comments.

130-66 This comment duplicates a portion of Comment 130-21. See the response to that comment, as well as MR-8: Light Rail and Freight Train Safety.

130-67 This comment duplicates a portion of Comment 130-24. See the response to that comment. The discussion contained therein would similarly apply to the Draft EIR's analysis and conclusion of the potential for the Hawthorne Option to result in potential impacts to protected wildlife species.

130-68 This comment duplicates Comment 130-25. See the response to that comment.

130-69 This comment duplicates Comment 130-26. See the response to that comment.

130-70 This comment duplicates Comment 130-27. See the response to that comment.

130-71 This comment duplicates Comment 130-28. See the response to that comment.

130-72 This comment duplicates Comment 130-35. See the response to that comment.

130-73 The City submitted Comments 130-73 to 130-86 on Holly Osborne's behalf.

The project is designed to fit within the Metro ROW, including in areas where the Metro ROW narrows to 75 feet, and avoid displacement of residents. Regarding utilities, Metro has identified the locations of pipelines within the Metro ROW, using as-builts plans provided by the utility owners. Although the exact locations are not depicted on figures in the Draft EIR due to the sensitive nature of the information, they have been accounted for in the project's conceptual design and Metro would continue to coordinate with utility owners during the next phases of design. The transition of the Metro ROW from 100 feet to 75 feet has been considered in the project design to ensure compatibility with the inclusion of three sets of tracks and existing utilities without displacing residents. Further refinement of the project design, including detailed engineering, would continue during the final design phase to continue to ensure the project fits within the existing Metro ROW. It is expected that the project and associated relocations could be accommodated within the existing Metro ROW, with the exact configuration, including any needed design variances, to be determined as design advances with safety as the key priority.

130-74 The cross-sections are intended to illustrate the approximate configuration of major project elements, and the exact widths would vary slightly along the alignment. However, the location of the light rail guideway and freight track as depicted in the cross-section as accurate for the Draft EIR, with the freight track shifting up to 14 feet to the west in this segment. In Chapter 2, Description of the Locally Preferred Alternative, of this Final EIR, a version of this cross section at a specific point was updated to reflect the design of the LPA. As included in the notes accompanying all cross-sections within Chapter 2, Project Description, of the Draft EIR, the dimensions of project elements are preliminary and are subject to confirmation in future phases of design. Metro has prepared a property boundary survey to confirm boundary lines of the ROW in the project area. The findings of this survey

are reflected in Appendix B, Select Advanced Conceptual Engineering Drawings – Locally Preferred Alternative, of the Final EIR.

130-75 The proposed multi-use recreational path is planned to be approximately 20 feet wide, accommodating both pedestrians and cyclists. The exact design, including the allocation of space for the bike and pedestrian path, landscaping, and lighting, would be determined in the next phase of design in coordination with local jurisdictions. Metro is committed to ensuring the path is safe, functional, and meets community needs while maintaining compatibility with the available space. More specific details of the proposed multi-use recreational path, such as the placement and type of trees or other landscaping features, would be carefully evaluated to balance shade, aesthetics, and usability of the path.

130-76 As noted in the comment, the freight track would remain in its existing location from south of 172nd Street to Artesia Boulevard, approximately 25 feet from the edge of the Metro ROW, and at 170th Street, the freight track would be shifted approximately three feet to the west. Note that the Draft EIR cross-sections are intended to depict typical configurations of the project, and cannot represent every scenario along the alignment, as the exact track placement varies throughout the corridor. There is adequate space within the Metro ROW to accommodate all relocated utilities within the corridor without displacing residents. It is expected that the project and associated relocations could be accommodated within the existing Metro ROW, with the exact configuration, including any needed design variances, to be determined as design advances with safety as the key priority. Since the publication of the Draft EIR, Metro has completed a property boundary survey. The ROW dimensions are illustrated in Chapter 2, Description of the Locally Preferred Alternative and shown in Appendix B, Select Advanced Conceptual Engineering Drawings - LPA, of the Final EIR, for more detailed cross-sections and plans.

130-77 The distance between the light rail tracks and freight track in the area between 172nd Street and Artesia Boulevard is similar to the design further north. At 172nd Street, the light rail tracks would be shifted slightly to the east, compared to the segment at 170th Street, to maintain adequate separation of the freight tracks and alignment with the bridge. Based on the current stage of design, maintenance access in this area is adequate to accommodate necessary operational and safety needs. It is expected that the project and associated relocations could be accommodated within the existing Metro ROW, with the exact configuration, including any needed design variances, to be determined as design advances with safety as the key priority.

130-78 The commenter refers to BNSF Railway's "Utility Accommodation Policy," which applies to pipelines located on property under the jurisdiction of BNSF. As noted in the policy, its provisions only apply "within the property under the jurisdiction of BNSF" (see page 2-1 of the "Utility Accommodation Policy"). BNSF does not own the Metro ROW in this section of the rail corridor; it only has operating rights on the tracks. Therefore, the provisions outlined in the BNSF policy do not apply in this segment of the corridor. Metro would coordinate with BNSF and utility owners on the layout of all pipeline relocations and protections in place are designed and constructed to ensure safety. See MR-7: Utility Relocation and Hazardous Materials Safety.

130-79 The commenter references the 2003 policy paper "Shared-Use Corridors: Survey of Current Practices and Recommendations for the Future," which states that a separation distance of 25 feet is "normally desired" by the FRA. However, the paper also acknowledges that many

existing freight corridors do not provide room for such a distance, with track centers in some shared-use corridors as close as 13 feet, often without fencing. Although the separation distance between the project alignment and BNSF tracks has not yet been finalized, the distance between project alignment and freight tracks would exceed the aforementioned 13-foot separation observed in other shared-use corridors. The project alignment would also allow for sufficient space for an intrusion detection barrier, and the new light rail tracks would be either elevated or enclosed in a trench along portions of the alignment. Since the paper's 2003 publication, new rules and regulations governing rail safety have been adopted, including the Rail Safety Improvement Act of 2008 and associated regulations, as well as requirements for positive train control (PTC) systems, which use advanced safety technology to automatically control train movements to prevent accidents and improve overall safety. It is expected that the project and associated relocations could be accommodated within the existing Metro ROW, with the exact configuration, including any needed design variances, to be determined as design advances with safety as the key priority. See MR-8: Light Rail and Freight Train Safety.

130-80 The comment requested a sketch of the area immediately south of Artesia Boulevard. The plans and cross-sections included in the Draft EIR represent the conceptual design at the time of publication, which remains sufficient for the environmental analysis. Metro published the 2023 Urban Design Report, which provides additional design details, including cross-sections and renderings to illustrate the project's layout in the corridor. Metro has provided a section of the segment of the Metro ROW between Artesia Boulevard and Grant Avenue in Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR (Figure 2.3-8), and Appendix B, Select Advanced Conceptual Engineering Drawings – Locally Preferred Alternative, which clarifies that the Metro ROW is 100 feet wide. Metro would continue to refine the project design during later engineering phases, and additional materials may be developed at that stage.

130-81 Figure 2.3-6 of the Draft EIR shows a view that is south of Artesia Boulevard as the tracks approach Grant Avenue. In response to this comment, the caption of this figure has been revised in Section 4.3, Corrections and Additions, of the Final EIR. This revision does not change the conclusions of the Draft EIR.

The configuration of the tracks near Grant Avenue reflects the spatial adjustments needed to transition to the Redondo Beach Transit Center Station, located 840 feet south of Grant Avenue from the centerline of the station to the centerline of the roadway. The track separation increases in this area to accommodate the station platform and related infrastructure. The steep embankment referenced by the commenter is outside the light rail guideway and is not part of the operational design. Access from adjacent properties to the Metro ROW would be restricted as part of the project's safety measures.

130-82 Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, describes soil excavation and fill. It is anticipated that the majority of soil excavated would be reused on-site for fill.

130-83 Maintenance access, as shown in Figure 2.3-6 of the Draft EIR, would be within the Metro ROW, to which the "easement/maintenance access" label was intended to refer. The area shown in Figure 2.3-6 was not intended to suggest the appropriation of private property or the creation of a new easement on the homeowners' backyards. Figure 2.3-6 has been revised in Section 4.3, Corrections and Additions, of the Final EIR to remove the "Easement."

Utilities would be located underground within the Metro ROW, and the surface area would also be used for maintenance access.

130-84 The height of the retained fill varies throughout the project corridor, depending on the specific location and design requirements. In the area shown in the referenced cross-section Figure 2.3-6 from the Draft EIR, the height of the retaining wall would be approximately 15 feet, which is consistent with the height of the existing freight track, as measured from the ground level of the houses.

130-85 Repeating the analysis for the Trench Option is not necessary because the Draft EIR already includes a full evaluation of the Trench Option. Based on preliminary designs, the Trench Option is feasible, including with respect to accommodating utilities, freight operations, and the light rail tracks within the existing Metro ROW, while ensuring that safety and operational standards are met.

130-86 Since the publication of the Draft EIR, Metro has completed a property boundary survey. Section 4.3, Corrections and Additions, of the Final EIR, contains some revised cross-sections for Chapter 2, Project Description, of the Draft EIR. These revisions do not change the conclusions of the Draft EIR.

130-87 The City has submitted Comments 130-87 to 130-89 on Niki Negrete-Mitchell's behalf.

The comment does not address the adequacy of the Draft EIR. Section 3.4-4.2, Air Quality, of the Draft EIR evaluates the potential for the project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. See the analyses and conclusions therein, as well as MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

130-88 See response to Comment 130-23.

128-89 See MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety.

130-90 The City has submitted comments on Mark Nelson's behalf, which are duplicative of Submission 1970 (which Mark Nelson submitted separately to Metro). See responses to Comments 1970-1 through 1970-17.

130-91 See response to Comment 130-90.

130-92 See response to Comment 130-90.

130-93 See response to Comment 130-90.

130-94 See response to Comment 130-90.

130-95 See response to Comment 130-90.

130-96 See response to Comment 130-90.

130-97 See response to Comment 130-90.

130-98 See response to Comment 130-90.

130-99 See response to Comment 130-90.

130-100 See response to Comment 130-90.

130-101 See response to Comment 130-90.

130-102 See response to Comment 130-90.

130-103 See response to Comment 130-90.

130-104 See response to Comment 130-90.

130-105 See response to Comment 130-90.

130-106 See response to Comment 130-90.

130-107 See response to Comment 130-90.

130-108 The City has submitted comments on Kevin Mitchell's behalf, which are duplicative of submission 122 (which Kevin Mitchell submitted separately to Metro). See responses to Comments 122-1 through 122-6.

130-109 See response to Comment 130-108.

130-110 See response to Comment 130-108.

130-111 See response to Comment 130-108.

130-112 See response to Comment 130-108.

130-113 See response to Comment 130-108.

130-114 The City has submitted the comment on Kevin Mitchell's behalf. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

130-115 The City has submitted Comments 130-115 and 130-116 on behalf of Nancy Skiba.

While the Blue Zones Initiative is not a regional plan as defined by CEQA Guidelines Section 15125(d), the underlying concerns regarding long-term health effects of environmental stressors such as noise are acknowledged. Section 3.6, Noise and Vibration, of the Draft EIR evaluates construction and operational noise and vibration impacts in accordance with FTA guidance. This guidance is widely accepted for assessing noise and vibration impacts of transit and includes thresholds intended to protect quality of life and avoid adverse effects to sensitive receptors, which include preventing conditions like sleep disturbance and annoyance.

See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

130-116 See response to comment 130-115. The City's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

130-117 The City has submitted Comments 130-117 to 130-130 on behalf of Niki Negrete-Mitchell.

The screenshots from the Ninyo & Moore study are noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 130-7, which discusses the applicability of the analysis of the Ninyo & Moore study to the analysis in the Draft EIR, as well as MR-13: Soil Stability and Sinkholes.

130-118 The image of the owl is noted. All comments have been shared with the Metro Board for their consideration. See Section 3.7, Biological Resources, of the Draft EIR, which includes an

evaluation of potential impacts to protected wildlife species, including protected birds and raptors.

130-119 See response to Comment 130-7, which discusses the applicability of the analysis of the Ninyo & Moore study to the analysis in the Draft EIR, as well as MR-13: Soil Stability and Sinkholes.

130-120 See MR-13: Soil Stability and Sinkholes.

130-121 The commenter seems to be referring to the sinkhole reportedly caused by a broken irrigation line in a homeowner's lawn. See response to Comment 130-4, which addresses this sinkhole. See also MR-13: Soil Stability and Sinkholes.

130-122 A Quiet Zone reduces freight noise by eliminating routine freight horn noise. As described in Section 2.3-1.3 of the Draft EIR, a Quiet Zone could be established when substantial safety measures are installed to mitigate the increased risks associated with eliminating the use of train horns. These measures typically include vehicle and pedestrian gates, lights and bells, and Americans with Disabilities Act (ADA) compliant sidewalks and ramps. The project includes the installation of these safety features at the freight at-grade crossings as part of the project design. By incorporating these improvements, the project would enable the local jurisdictions to apply for and establish a Quiet Zone in accordance with federal requirements. In this way, the project supports the potential elimination of freight horn noise at these crossings. Additional project features and mitigation measures, such as MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs, would further reduce noise from freight and light rail operations. See MR-3: Operational Noise Project Features and Mitigation Measures.

130-123 Noise monitoring locations are shown in Figure 3.6-7 and Figure 3.6-8 of the Draft EIR. Metro conducted noise measurements at multiple locations, including locations 17 and 18 on Condon Avenue, south of Artesia Boulevard (which is representative of ambient noise-level conditions on Ruxton Avenue), and location 23, south of 182nd Street at Ralston Lane and Firmona Avenue (which is representative of conditions south of 182nd Street on Firmona Avenue, Fisk Lane, Fisk Court, and Spreckles Court). Regarding the Draft EIR's identification of the residence at 4549 186th Street in Table 3.6-11 (location 24), the address is correctly identified as Redondo Beach.

130-124 See response to Comment 130-23.

130-125 See responses to Comments 130-23 and 130-24.

130-126 Beginning on page 3.1-16, Section 3.1, Transportation, of the Draft EIR, indicates the significant number and routing of bus services and stops at the planned South Bay Galleria Station. Also see Figure 3.1-4 of the Draft EIR, which depicts the Hawthorne Option study area base year transit lines. Additionally, the 2023 Transportation Detail Report, published concurrently with the Draft EIR, includes an analysis of non-CEQA transportation effects, addresses probable transit rerouting that could occur under each of the project alignments. Nonetheless, it is not a commitment for Metro or its partner transit agencies to operate precisely those services, as discussed in the report.

130-127 The comment suggests clarifying the connectivity between the proposed South Bay Galleria Station and the Redondo Beach Transit Center. Although the Draft EIR does not characterize travel between these two locations as "rare," it does evaluate existing and planned transit service in the area, including the multiple bus routes that currently serve the South Bay

Galleria Station. As described in Section 3.1, Transportation, of the Draft EIR (beginning on page 3.1-16) and illustrated in Figure 3.1-4, the bus stops on Artesia Boulevard and Hawthorne Boulevard near the Galleria are relatively high ridership and transfer stops with regional and local connections, including routes that stop on Artesia Boulevard and connect to the Redondo Beach Transit Center. See the 2023 Ridership Summary Report, published concurrently with the Draft EIR, for more information on projected ridership for the project. From a CEQA standpoint, the relevant question is whether the project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (see CEQA Guidelines Appendix G, Section XVII, question 'a'). As analyzed in Sections 3.1-4.1.1 and 3.1-4.1.2 of the Draft EIR, the project would not interfere with existing bus service or prevent future service expansion. No changes to the Draft EIR are necessary in response to this comment, but the information provided is consistent with Metro's understanding that riders would continue to have convenient transit connections between the proposed stations and surrounding destinations, including the Redondo Beach Transit Center.

130-128 The conceptual design in the Draft EIR for the proposed station on Hawthorne Boulevard includes pedestrian access and safety elements, including proposed crosswalks to access the station.

130-129 The commenter appears to be clarifying that the Torrance Transit Center is already served by a City-operated shuttle to the Del Amo Fashion Center, and that additional connectivity could be made via several southbound bus routes. The Draft EIR notes that the project is intended to improve regional rail transit access, with connectivity to surrounding nearby destinations via many local bus routes, such as the Del Amo Fashion Center. All comments have been shared with the Metro Board for their consideration.

130-130 The comment is an excerpt from the Ninyo & Moore study that was referred to in Comment 130-117. See response to Comment 130-7, which discusses the applicability of the analysis of the Ninyo & Moore study to the analysis in the Draft EIR. Also see MR-13: Soil Stability and Sinkholes.

130-131 The City has included Comments 130-131 through 130-154 as part of its March 22, 2023 submittal on the Draft EIR. However, Comments 130-31 through 130-54 consist of remarks dated May 17, 2022, which predate the public review period of the Draft EIR (January 26 to March 27, 2023). The City's pre-Draft-EIR support for the Hawthorne Option is noted in the record. All comments have been shared with the Metro Board for their consideration.

130-132 The comment predates the public review period of the Draft EIR. See response to Comment 130-3 and MR-1: Selection of Alternatives.

130-133 The comment predates the public review period of the Draft EIR. See response to Comment 130-3 and MR-1: Selection of Alternatives.

130-134 The comment predates the public review period of the Draft EIR. Section 3.6, Noise and Vibration, of the Draft EIR, analyzes potential impacts related to noise and vibration and identifies mitigation measures to reduce impacts. See response to Comment 130-4, MR-1: Selection of Alternatives, MR-8: Light Rail and Freight Train Safety, and MR-9: Light Rail Security.

130-135 The comment predates the public review period of the Draft EIR. See response to Comment 130-4 and MR-13: Soil Stability and Sinkholes.

130-136 The comment predates the public review period of the Draft EIR. Based on conceptual design, Metro anticipates that the retaining wall at this location would be approximately 15 feet tall, which is consistent with the height of the existing freight track as measured from the ground level of the houses. The retaining wall is necessary to accommodate the grade changes and ensure the safe operation of the proposed light rail transit. Potential noise and vibration impacts from the light rail are analyzed in Section 3.6, Noise and Vibration, of the Draft EIR. Potential air quality impacts are evaluated in Section 3.4, Air Quality, of the Draft EIR. With respect to potential shading, the creation of shade on private property, such as reduced sunlight in private yards, is generally not considered a significant environmental impact unless it affects public spaces or public resources such as parks, open space, or solar access. In addition, because the position of the sun changes throughout the day and year, any shading from the project features would be temporary and vary in duration, rather than causing continuous loss of light. Furthermore, the scale of retaining walls and soundwalls would generally be similar to the surrounding environment, and would therefore not generally be a substantial introduction of shade. Accordingly, shading of individual residences would not constitute a significant impact.

130-137 The comment predates the public review period of the Draft EIR. The City's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. All potential impacts required for analysis under CEQA, including those to the residences along the Metro ROW, are evaluated in the Draft EIR.

130-138 The comment predates the public review period of the Draft EIR. Metro acknowledges the Hawthorne Option would have higher ridership than the Metro ROW alignments. Metro analyzed ridership benefits in relation to construction cost (see May 2024 Metro Board Report) and found that the Hawthorne Option was less cost effective than the LPA. See MR-1: Selection of Alternatives.

130-139 The comment predates the public review period of the Draft EIR. See response to Comment 130-3, as well as MR-1: Selection of Alternatives for information concerning the Metro Board's selection of the LPA.

130-140 The comment predates the public review period of the Draft EIR. The Draft EIR addresses concerns related to oil pipelines in Section 3.9, Hazards and Hazardous Materials, and Section 3.11, Utilities and Service Systems, of the Draft EIR. See MR-7: Utility Relocation and Hazardous Materials Safety.

130-141 The comment predates the public review period of the Draft EIR. See MR-21: Cost Estimates and Schedule.

130-142 The comment predates the public review period of the Draft EIR. The Draft EIR evaluates the potential for the project alignments to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR. See the analysis and conclusions contained therein. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

130-143 The comment predates the public review period of the Draft EIR. Section 3.6, Noise and Vibration, of the Draft EIR, addresses noise and vibration due to construction and operation.

130-144 The comment predates the public review period of the Draft EIR. Metro values community engagement and appreciates the participation of local officials and residents in discussions

about the project. Feedback from community meetings is an essential part of the planning process and the feedback received during the 2022 community events for the project helped inform Metro's approach to project development, including design options, as well as the analysis in the Draft EIR. Metro has designed the tracks to minimize potential impacts to adjacent land uses. The re-alignment of the freight tracks within the Metro ROW is necessary to accommodate the light rail tracks. Mitigation measures are proposed in the Draft EIR where necessary to address potential impacts, including those related to noise and vibration during project construction and operation, as well as those related to air quality during construction. See MR-3: Operational Noise Project Features and Mitigation Measures, MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-8: Light Rail and Freight Track Safety.

130-145 The comment predates the public review period of the Draft EIR. See MR-5: Vibration Impact Types and Impact Thresholds, MR-6: Vibration Analysis During Final Design, MR-8: Light Rail and Freight Train Safety, and MR-13: Soil Stability and Sinkholes. The LPA would avoid shifting freight closer to the residential developments referenced in the comment.

130-146 The comment predates the public review period of the Draft EIR. Section 3.6-2.4, Noise and Vibration, of the Draft EIR presents the significance criteria used for the noise and vibration analysis. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-5: Vibration Impact Types and Impact Thresholds.

130-147 The comment predates the public review period of the Draft EIR. The Draft EIR establishes a range of mitigation measures to address potential noise impacts during both project construction and operation. As described in Section 3.6, Noise and Vibration, of the Draft EIR, Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs would reduce noise impacts associated with light rail operations, and MM-NOI-4: Quiet Zone Establishment (for the Metro ROW alignments) would address combined light rail and freight operational impacts. With implementation of the foregoing mitigation measures, only the Elevated/At-Grade Alignment with at-grade crossings would result in a significant and unavoidable operational noise impact. With implementation of these same mitigation measures, the LPA would result in a less-than significant operational impact. During construction, noise impacts would be minimized through the implementation of a Noise Control Plan as part of Mitigation Measure MM-NOI-1: Noise Control Plan, which includes the use of noise-reducing devices on construction equipment, noise barriers, and adherence to local noise ordinances.

Sound proofing homes to minimize construction noise has been carefully considered. However, this approach is not considered feasible or appropriate for the following reasons:

> Construction noise is temporary and mobile: Construction would occur in phases along the project alignment over a multi-year period, and no single home would experience intense noise for the full construction duration. Rather, heavy construction activity would be localized to a given block or segment for limited durations, with quieter finishing work occurring thereafter. Retrofitting homes for such temporary, localized impacts is not a proportionate or effective mitigation strategy.

> Retrofitting is not an effective approach for exterior noise: Construction and operational noise is measured and assessed using exterior noise criteria, and the

most effective mitigation is achieved by reducing noise at the source (e.g., through equipment selection, barriers, and site management). Soundproofing interior spaces, such as replacing windows or adding wall insulation, does not address outdoor noise levels and may not be effective unless doors, ventilation, and other openings are also sealed.

> Interior ventilation could be impaired. For acoustic retrofitting to meaningfully reduce noise levels, windows would need to remain closed, which may conflict with ventilation and air quality needs protected under buildings and preferred by some residents. If windows remained open, the intended goal of reducing noise impacts to sensitive receptors would not be achieved as desired, reducing the effectiveness of the mitigation measure.

> Retrofitting would require extensive coordination and participation: Implementing an acoustic retrofitting program would require sending formal offers to hundreds of property owners and tenants, negotiating liability and access terms, and coordinating multiple in-unit site visits for testing, construction, and post-construction verification. Many tenants would likely be unresponsive or unwilling to permit construction inside their homes, particularly given the disruptions and potential impacts to the buildings, such as interference with existing waterproofing.

> Retrofit measures are logistically and financially infeasible on a broad scale: Installing replacement windows or conducting individualized building modifications would require property-by-property assessments of building construction type, existing window conditions, occupancy status, and owner consent. To be effective, each unit would need to be analyzed based on building age, construction type, orientation, and existing conditions. It would also require coordination with contractors, temporary relocation in some cases, and follow-up inspections. These efforts would be disproportionately burdensome relative to the temporary nature of the impact. Further, given the scale, complexity, and potential for low participation, such a program would be unlikely to be completed within a reasonable timeframe.

> Retrofit measures may introduce secondary impacts: Construction work to install new windows or insulation, particularly if done on an expedited basis in an occupied home, could itself create disruptions, such as noise, dust, and temporary loss of access. In many cases, these impacts could exceed or compound the temporary construction noise the retrofit is intended to mitigate.

For these reasons, retrofitting of homes is not proposed as a feasible mitigation measure for construction (or operational) noise impacts. Such a measure would be of uncertain effectiveness for the reasons described above and therefore would not constitute appropriate mitigation under CEQA. Metro could not force tenants and homeowners to participate in such a program, further limiting the measure's ability to meaningfully reduce the impact it is intended to address. Instead, the project would implement proactive measures that reduce noise at the source, which are enforceable through the Noise Control Plan, and are applicable across the entire project corridor.

130-148 The comment predates the public review period of the Draft EIR. Section 3.6, Noise and Vibration, of the Draft EIR assesses freight operations at the proposed relocated freight track locations, in accordance with the FTA Transit Noise and Vibration Assessment Manual (2018). Changes in freight noise level would vary depending on the location of receptors. Sensitive receptors on the west side of the Metro ROW would experience marginally greater freight noise due to the shift in freight tracks closer to these receptors, while receptors on the east side of the Metro ROW may experience a slight decrease in freight noise. Overall, freight noise is anticipated to be reduced compared to existing conditions with implementation of Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

130-149 The comment predates the public review period of the Draft EIR. See MR-8: Light Rail and Freight Train Safety.

130-150 The comment predates the public review period of the Draft EIR. Emergency access is addressed in Section 3.1, Transportation, of the Draft EIR, beginning on page 3.1-42 and includes average emergency response times, if available. Emergency response agencies, which have been notified of the project, are responsible for setting and maintaining their own standards for response times with respect to changing conditions, including, but not limited to, construction projects in the area. See MR-12: Emergency Access.

130-151 The comment predates the public review period of the Draft. As noted in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, as required by Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be performed to characterize the soil types and their suitability for the construction of the project. Based on these investigations, appropriate geotechnical design recommendations would be developed, including measures to ensure that the retaining wall structures are capable of supporting the weight of freight trains operating at grade adjacent to the below-grade alignment. These recommendations would include strategies to prevent soil subsidence, such as soil stabilization, retaining wall reinforcement, and other engineered solutions informed by field exploration, laboratory testing, and engineering analyses. See MR-13: Soil Stability and Sinkholes.

130-152 The comment predates the public review period of the Draft EIR. Regarding berms for the relocated freight lines, according to the Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR, the centerline of the realigned freight tracks north of Artesia Boulevard would be more than 20 feet from the western boundary of the Metro ROW. Thus, berms for the realigned freight tracks would be farther than five feet of private properties.

The design includes retaining walls as needed to stabilize berms and ensure proper drainage. These retaining walls would incorporate drainage systems to manage runoff and prevent water accumulation near private property. To address noise impacts, soundwalls would be installed where significant noise impacts have been identified per MM-NOI-2: Soundwalls, typically along both sides of the Metro ROW. These soundwalls are designed to reduce noise levels to meet FTA noise criteria for residential properties. Similarly, vibration mitigation measures include MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats to reduce operational vibration to below the FTA vibration

criteria. Together, these measures would ensure the project design minimizes noise and vibration, maintains stability, and accommodates proper drainage. See MR-3: Operational Noise Project Features and Mitigation Measures.

130-153 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. Chapter 2, Project Description, of the Draft EIR describes the multi-use recreational paths that would be included within each alignment option. A path would be included in Redondo Beach, between Grant Avenue and 182nd Street, which would connect to the Redondo Beach TC Station.

130-154 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. See response to Comment 130-51 and MR-13: Soil Stability and Sinkholes.

130-155 The City has included Comments 130-155 through 130-167 as part of its March 22, 2023 submittal on the Draft EIR; however, Comments 130-55 through 130-67 consist of the City's March 16, 2021 letter providing input on the scope of the Draft EIR in response to Metro's Notice of Preparation of the Draft EIR. Appendix 1-A, Notice of Preparation/Scoping Summary, of the Draft EIR provides a summary of the scoping process, including the City of Redondo Beach's feedback.

130-156 The comment predates the public review period of the Draft EIR. As detailed in Chapter 2, Project Description, of the Draft EIR, the Hawthorne Option is fully elevated. Noise and vibration are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-8: Light Rail and Freight Train Safety.

See response to Comment 130-155 and MR-1: Selection of Alternatives. All comments have been shared with the Metro Board for their consideration.

130-157 The comment predates the public review period of the Draft EIR. See response to Comment 130-155, as well as MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

130-158 The comment predates the public review period of the Draft EIR. See response to Comment 130-155. The Trench Option evaluated in the Draft EIR consists of a trench alignment along the Metro ROW including under 182nd Street, as described in Chapter 2, Project Description, of the Draft EIR, specifically in Section 2.3-2. Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR includes an assessment of potential environmental impacts that would result from the Trench Option.

130-159 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. See response to Comment 130-155, as well as MR-7: Utility Relocation and Hazardous Materials Safety.

130-160 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. Noise-level increases due to project construction and operation are evaluated in Section 3.6, Noise and Vibration, of the Draft EIR. See responses to Comments 130-155 and 130-15, as well as MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, MR-4: Potential Negative Health Effects Related to Noise, Vibration,

and Air Quality, MR-10: Changes to Community Character, and MR-14: Property Values and Impacts to Businesses.

130-161 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. See response to Comment 130-155. Loss of parking is not considered an environmental impact under CEQA; nonetheless, the 2023 Transportation Detail Report, published concurrently with the Draft EIR, includes information on parking changes related to the project. Parking at the existing Redondo Beach (Marine) Station and Redondo Beach Transit Station would be maintained.

130-162 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. Section 3.15, Public Services, of the Draft EIR evaluates the potential for the project alignments to result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, and other performance objectives. See the analyses and conclusions therein. Also see response to Comment 130-155, as well as MR-9: Light Rail Security.

130-163 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. See response to Comments 130-155, 130-3, and 130-136.

130-164 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. Section 3.1 of the Draft EIR evaluates transportation impacts to pedestrian and bicycle facilities and safety, including consideration for nearby schools, pedestrian facilities, and the need for safe crossings. As discussed therein, the project would improve safety at existing railroad crossings by incorporating advanced safety features that exceed the warning devices currently used for the freight rail line. See response to Comment 130-55 and MR-10: Changes to Community Character.

130-165 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. See response to Comment 130-155. Public roads are maintained by the relevant city, the county, or the state (Caltrans) and are periodically rehabilitated to address wear and tear. Where construction activity would require the removal or alteration of portions of the roadway or other transportation facilities, Metro would restore the affected areas to their original or better condition, or to an improved configuration, as described in Section 2.3 of the Draft EIR.

130-166 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. See response to Comment 130-155. As described in Section 3.3, Aesthetics, of the Draft EIR, in accordance with Project Feature PF-AES-2: Metro Design Standards, all project components would be designed in accordance with the Metro Rail Design Criteria and the objectives of the Metro Art Program Policy. Metro would continue to coordinate with the City of Redondo Beach with respect to public art planning and design in the next phase of design, pending project approval by the Metro Board.

130-167 The comment predates the public review period of the Draft EIR and, thus, does not address the adequacy of the Draft EIR. See response to Comment 130-155. Section 3.2, Land Use and Planning, of the Draft EIR reviews relevant land use planning documents. The City of Redondo Beach's General Plan and Zoning Ordinance are shown on pages 3.2-4 through 3.2-5, in Table 3.2-3 of the Draft EIR. The project's consistency with the City of Redondo Beach General Plan is described on page 3.2-27 of Table 3.2-5 of the Draft EIR.

130-168 The City has included Comments 130-168 through 130-175 as part of its March 22, 2023 submittal on the Draft EIR; however, Comments 130-168 through 130-175 consist of the City's July 18, 2018 letter on the Supplemental Alternatives Analysis. The comments predate the public review period of the Draft EIR (January 26 to March 27, 2023) and, thus, do not address the adequacy of the Draft EIR.

Metro has considered the City's requests as part its preparation of the Draft EIR. The Hybrid Alternative has been selected as the LPA. See MR-1: Selection of Alternatives.

130-169 The comment predates the public review period of the Draft EIR. See response to Comment 130-168. The project would not be subject to the City's Planning Commission Design Review, but Metro would continue to coordinate with the City in future phases of design, including providing opportunities to review station design and access plans.

130-170 The comment predates the public review period of the Draft EIR. See response to Comment 130-168 and MR-11: Traffic Delay and Level-of-Service. With respect to parking, State law preempts Metro from compliance with local zoning ordinances (*see Rapid Transit Advocates, Inc. v. Southern California Rapid Transit District* (1986) 185 Cal.App.3d 996), including Redondo Beach Municipal Code Section 10-2.1700 et seq. Additionally, CEQA does not require an evaluation of parking capacity and demand. The project would include a surface parking lot at the Torrance TC Station. The project would also include Project Feature PF-T-1: Construction Traffic Management Plan. The CTMPs prepared as part of Project Feature PF-T-1: Construction Traffic Management Plan would consist of several elements, including, but not be limited to, worksite traffic control plans to ensure safe access for pedestrians traveling around parking lanes temporarily closed as part of project construction that would have otherwise been used by said individuals. In addition, the CTMPs would require the construction truck contractor to provide off-site truck staging in a legal area, further preventing construction activities from affecting existing parking locations.

130-171 The comment predates the public review period of the Draft EIR See response to Comment 130-168. Metro would coordinate with the City prior to construction on a Construction Traffic Management Plan (CTMP). As described in Section 3.1, Transportation, of the Draft EIR, on pages 3.1-15 to 3.1-16 (describing Project Feature PF-T-1: Construction Traffic Management Plan), as part of the project, the contractor must develop a CTMP prior to the initiation of localized construction activities. The CTMP would be submitted to the City of Redondo Beach for review.

130-172 The comment predates the public review period of the Draft EIR. See response to Comment 130-168. The Metro ROW is zoned as P-ROW according to the City's zoning ordinance, specifically the category of "railroad". The criteria included in the comment are not applicable. See MR-10: Changes to Community Character for additional information regarding land use planning and consistency.

130-173 The comment predates the public review period of the Draft EIR. See response to Comment 130-168. In the event that Metro pursues the Hawthorne Option, some commercial properties would need to be permanently acquired. However, Metro is not subject to local zoning requirements; therefore, a rezoning entitlement would not be required. See MR-10: Changes to Community Character for more information. Additionally, the project would not be inconsistent in terms of land use, given the properties are industrial and located between

an existing railroad corridor and freeway corridor. Metro has selected the Hybrid Alternative as the LPA. See MR-1: Selection of Alternatives.

130-174 The comment predates the public review period of the Draft EIR See response to Comments 130-168 and 130-169, as well as MR-10: Changes to Community Character.

130-175 The comment predates the public review period of the Draft EIR. Although Metro is not subject to local zoning ordinances, pursuant to Mitigation Measure MM-NOI-1: Construction Noise Control Plan, Metro would obtain a variance from the applicable local jurisdiction when nighttime work is required. Section 4-24.604 of the City of Redondo Beach Noise Ordinance specifies that the provisions cited by the comment do not apply to any activity that is preempted by state or federal law. State law preempts Metro from compliance with the local zoning ordinance (see *Rapid Transit Advocates, Inc. v. Southern California Rapid Transit District* (1986) 185 Cal.App.3d 996). Therefore, the standards cited by the comment do not apply. Also see responses to Comments 130-168 and 130-15, as well as MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

130-176 This comment duplicates Comment 130-168. See the response to that comment.

Submission 132 Sean Carlson, Metropolitan Water District of Southern California

132-1 Metro acknowledges Metropolitan Water District of Southern California's (Metropolitan) facilities located within and adjacent to the project limits. For reference, utilities are discussed in Section 3.11, Utilities and Service Systems, of the Draft EIR. The design of the project allows all utility owners to maintain access to their facilities. Metro owns most of the underlying railroad corridor, referred to as the Metro right-of-way (ROW), and Metropolitan's facilities require a license to cross Metro-owned portions of the ROW. Any required adjustments to Metropolitan facilities would be subject to the terms and conditions of the current license agreement(s) between Metro and Metropolitan.

132-2 Metro acknowledges Metropolitan's requirement to maintain access to its facilities at all times for maintenance and repairs. Metro would coordinate with Metropolitan throughout future phases of design and prior to construction to ensure the project activities do not conflict with their facilities or access needs. Regarding the West Basin Feeder 45" pipeline located along Manhattan Beach Boulevard, Metro has a license agreement with Metropolitan for an easement where the utility crosses underneath the Metro ROW. On May 23, 2024, the Metro Board selected the Hybrid Alternative as the LPA. The LPA was referred to as the "170th/182nd Grade-Separated Light Rail Transit Alternative" in the Draft EIR. Under the LPA, the light rail track would be on an elevated structure to cross over Manhattan Beach Boulevard. As part of the design refinements reflected in the updated ACE drawings in the Final EIR, Metro has shifted the location of proposed support columns for the elevated light rail structure to avoid placing it within the public roadway. See Figure 4.20-6 in Section 4.21, Corrections and Additions, of the Final EIR, which shows that a support column would not be installed within the Manhattan Beach Boulevard boundaries, and Section 4.25, Corrections and Additions, of the Final EIR, which provides an evaluation of environmental impacts as a result of the LPA design refinements, including the shifted support columns. Also see Appendix B, Select Advanced Conceptual Engineering Drawings - LPA, of the Final EIR. Therefore, the project would not add additional train loads over utilities or require the underground facility to be relocated. Freight trains currently operate over the pipeline at this location. The project would shift the freight tracks slightly to the

west, and the Metropolitan pipeline would be protected-in-place with a casing to ensure that vehicle and train loading would not damage the utility. Vibration-related impacts to underground utilities are not reasonably anticipated. For additional information, see MR-7: Utility Relocation and Hazardous Material Safety.

132-3 Metro acknowledges Metropolitan's offer to provide detailed drawings of its pipelines and right-of-way and would coordinate with the Substructure Team to obtain this information as needed. The current design is based on plan and profile drawings that Metro received from Metropolitan in a letter dated March 17, 2020. Metro would ensure that Metropolitan's facilities are fully shown and identified on all design plans submitted for review. As the project advances into the next design phase (pending project approval by the Metro Board), Metro would share the designs with Metropolitan for review and comment to ensure compatibility with Metropolitan's facilities and easements.

132-4 See response to comment 132-2. The Metropolitan pipeline is located within an easement in the Metro ROW, and Metropolitan's operating rights are governed by a license agreement rather than property rights. No studies or construction, including potholing, are proposed in any Metropolitan property. Metro does not consider Metropolitan a CEQA responsible agency, but would continue to coordinate with Metropolitan as the design progresses.

132-5 Metro actively monitors water use and finding ways to increase conservation efforts. Potable water use has been reduced across the agency by over 34% since 2013 through conservation efforts, system enhancements and efficiency upgrades aligned with Metro's 2010 Water Action Plan. While water conservation and efficiency remain priorities for Metro, water reclamation, reuse and sustainable stormwater management are equally critical components of Metro's water strategy through 2030. Metro targets and commitments related to water reflect the full water cycle, recognizing that the ways in which the agency procures, consumes, processes and disposes of water have regional impacts that could affect both the supply and quality of regional water resources. The Metro Moving Beyond Sustainability – Strategic Plan 2020 outlines a framework of goals, targets, strategies, and actions to organize the measures, programs, and projects related to sustainability. The Plan is organized into topical strategic focus areas, including water quality and conservation. Goals include reducing agency-wide potable water use by 22% from 2018 to 2030. Metro has policies in place to meet this goal by increasing the use of recycled water, planting native and drought-tolerant trees, using weather sensing irrigation controllers, and low-flow sanitary fixtures. Metro is committed to working with regional partners, like Metropolitan, to maximize stormwater capture and recycled water use opportunities.

132-6 The utility information included in the conceptual plans is not intended for final design-level mapping, but rather provides information on the location and general configuration of utilities within the Metro ROW for the purposes of environmental analysis. Although utility easement information was not included with the conceptual drawings, Metro is aware of the easement area, and has records of the license agreement. Metro would continue to identify Metropolitan facilities on relevant drawings as the project advances to the next design phase, which would occur if the Metro Board certifies the Final EIR and approves an alignment for advancement. As specified in project feature Construction Traffic Management Plan PF-US-1: Utility Identification and Coordination, discussed in Section 3.11, Utilities and Services Systems, of the Draft EIR, Metro would coordinate with

Metropolitan and other utility owners throughout the design process to ensure that utilities are properly identified and protected in place to the extent feasible. For additional information, see MR-7: Utility Relocation and Hazardous Materials Safety.

132-7 As specified by Project Feature PF-US-1: Utility Identification and Coordination, Metro will use conversions that are based on information obtained during field survey and utility verification activities to be completed during the next phase of design.

132-8 Metro acknowledges Metropolitan's comment regarding the potential need to relocate its existing pipeline at Manhattan Beach Boulevard under the Trench Option and the need for further evaluation of design criteria to determine the final length, depth, and size of any required adjustments. Metro also acknowledges Metropolitan's note that modifications to its air release and vacuum structures may be necessary if the proposed alignment results in a new high or low point. The LPA would not require the West Basin Feeder pipeline to be relocated. Instead, the pipeline would be protected in place. However, a final decision on the alignment has not been made, and the Trench Option remains under consideration. Should further engineering determination that relocation or modifications to Metropolitan's facilities are necessary under any alignment, Metro would coordinate closely with Metropolitan to assess design solutions and minimize potential conflicts. Utility plans for both relocation and protection in place would be further developed during the next stages of design.

132-9 See response to comment 132-8 regarding relocation of the West Basin Feeder pipeline. Metro is coordinating with Metropolitan on a Cooperative Agreement to address engineering review requirements and financial responsibilities, including cost-sharing arrangements for any necessary utility modifications, pending project approval by the Metro Board.

132-10 Metro would take these schedule constraints into consideration during the development of the next phase of design and would coordinate with Metropolitan regarding scheduling and other considerations that could affect Metropolitan's seasonal requirements.

132-11 Metro would work with Metropolitan during the next design phase and would provide necessary technical information for Metropolitan's review as the designs are developed.

132-12 Site specific geotechnical exploration would be completed as part of the next design phase following Metro Board certification of the Final EIR and approval of an alignment for advancement. Metro would share relevant geotechnical information with Metropolitan once it becomes available to support Metropolitan's evaluation of potential conflicts with their facilities. The cast-in-drilled-hole (CIDH) pile that Metropolitan refers to was developed as part of the conceptual design for the Draft EIR. In response to Metropolitan's concerns and to minimize impacts to utilities within Manhattan Beach Boulevard, Metro has refined the design so that this column would not be required within the roadway for the elevated structure for the Elevated/At-Grade Alignment (analyzed as the Proposed Project in the Draft EIR) or the LPA. A final decision on the alignment has not been made, and should further engineering determination that relocation or modifications to Metropolitan's facilities are necessary under any alignment, Metro would coordinate closely with Metropolitan to assess design solutions and minimize potential conflicts. Utility plans for both relocation and protection in place would be further developed during the next stages of design.

132-13 See response to comment 132-12. More detailed cross-sections would be developed as part of the next design phase and would be shared with Metropolitan once available.

132-14 See response to comment 132-12. Groundwater is discussed in Section 3.10, Hydrology and Water Quality of the Draft EIR. As discussed in Section 3.10-3.5, groundwater depth at the northern end of the project has previously been measured at approximately 24 feet below ground surface (bgs). Sections 3.10-4.1 and 3.10-4.2 state that construction of foundations and columns may require groundwater dewatering during excavation activities. Site specific geotechnical exploration would be conducted as part of the next design phase to identify water table elevations and assess current groundwater conditions. However, groundwater drawdown is not anticipated for CIDH piles as a "wet" construction method is recommended for CIDH pile installations. In this method, the excavation is filled with slurry (or sometimes water) to maintain pressure and prevent collapse or inflow of groundwater during drilling. This approach stabilizes the hole without the need to lower the surrounding groundwater level, thereby minimizing the risk of drawdown-related settlement or impacts to adjacent structures.

132-15 See responses to Comments 132-12 and 132-14 with regards to CIDH pile installation and soils.

132-16 As stated in response to comment 132-2, under the LPA, the light rail track would be on an elevated structure to cross over Manhattan Beach Boulevard, and therefore, the project would not add additional train loads over utilities or require the facility to be relocated. Freight trains currently operate over the pipeline at this location. The project would shift the freight tracks slightly to the west, and the Metropolitan pipeline would be protected-in-place with a casing to ensure that vehicle and train loading would not damage the utility.

132-17 See MR-7: Utility Relocation and Hazardous Materials Safety. Metro acknowledges the importance of protecting existing pipeline infrastructure during construction. As noted in the comment, CIDH piles are proposed to be placed within the Metro ROW outside of Manhattan Beach Boulevard. However, driven piles would not be within 20 feet of the centerline of the pipeline, consistent with the restrictions identified in the comment. During the next phase of design, detailed structural calculations for pile foundations located near the pipeline would be prepared and submitted for review by affected utility owners, as part of Metro's standard coordination protocols. Per Project Feature PF-US-1: Utility Identification and Coordination (see Section 3.11, Utilities, of the Draft EIR), Metro would coordinate directly with utility providers to conduct field verifications, such as potholing, in consultation with the affected utility, to confirm the location and depth of the pipeline prior to construction. Additionally, a settlement and lateral deformation analysis would be conducted for pile installations within proximity to critical utilities, including within the 50-foot range specified in the comment. The evaluations would inform the final design and construction methods to ensure pipeline integrity. As part of standard construction practices, settlement and deformation monitoring would occur, including ground settlement (or heaving) monitoring adjacent to trench walls, fill embankments and any settlement-sensitive utilities or structures. This measure would ensure the protection of nearby pipelines and compliance with the requirements of utility owners.

132-18 See response to comment 132-17 regarding settlement and how Metro would work to prevent it.

132-19 See MR-7: Utility Relocation and Hazardous Materials Safety. Per Project Feature PF-US-1: Utility Identification and Coordination (see Section 3.11, Utilities, of the Draft EIR), Metro would coordinate with utility owners, including Metropolitan, to identify and protect critical infrastructure during design and construction. Field verifications, such as potholing in consultation with the utility owner, would be conducted near foundations for project structures, in order confirm the location and depth of Metropolitan's facilities prior to any excavation. As project design progresses into Preliminary Engineering and construction documentation, Metro would coordinate with Metropolitan to review project elements that may affect its facilities, and Metro would share shoring design information with Metropolitan once the construction documents have been developed. Driven piles are not anticipated to be placed within 20 feet of the centerline of Metropolitan's pipeline. As design advances, Metro would continue to coordinate closely with Metropolitan to ensure that appropriate clearance and protection measures are incorporated, and that excavation does not proceed near sensitive facilities without appropriate review and acceptance.

132-20 Metropolitan's facilities are identified in Appendix 2-A, Select Advanced Conceptual Engineering Drawings of the Draft EIR. As noted in response to comment 132-2, the project design has been refined to avoid direct conflict with the Metropolitan pipeline at Manhattan Beach Boulevard. Metro is committed to ongoing coordination with Metropolitan to ensure that its facilities are protected during construction. Metro would share construction equipment information with Metropolitan once construction documents have been developed. All construction activities near Metropolitan's facilities would be conducted in a manner that prevents excessive vehicle, impact, or vibratory loads, and prevent the imposition of unbalanced loads on the pipeline. Metro would work with Metropolitan to address any project-specific concerns and would implement appropriate protective measures consistent with industry standards and Metropolitan requirements. See MR-7: Utility Relocation and Hazardous Materials Safety.

132-21 Metro does not foresee the need to store equipment and spoils over the Metropolitan facilities, but should the need arise Metro would coordinate with Metropolitan to avoid any conflicts with facilities. Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR includes preliminary staging areas for construction.

132-22 Metro would comply with Metropolitan requirements when constructing the project, including complying with vehicle load requirements over the pipeline.

132-23 Metro would comply with Metropolitan requirements when constructing the project, including not operating vibratory compaction equipment within the required minimum distance from pipelines.

132-24 Metro would contact Metropolitan and request staff contacts once the construction documents have been finalized, including with respect to potholing.

132-25 Metro acknowledges receipt of the returned prints of the drawings. If the Metro Board certifies the Final EIR and approves an alignment for implementation, designs would be developed as part of the phase of work. During that time, Metro would re-review Metropolitan's comments and incorporate necessary revisions where appropriate. Metro would continue to coordinate with Metropolitan to address any design concerns and ensure Metropolitan's feedback is considered in the development of project plans.

Submission 138 Brenda Moun, City of Torrance Traffic Commission

138-1 The City of Torrance Traffic Commission's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

138-2 See MR-11: Traffic Delay and Level-of-Service. See the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for discussion on traffic conditions.

138-3 See response to Comment 138-1.

138-4 See response to Comment 138-1.

138-5 This comment duplicates Comment 138-2. See the response to that comment.

138-6 This comment duplicates Comment 138-1. See the response to that comment.

Submission 356 Mayor William Brand, City of Redondo Beach

356-1 Submission 356 includes the same comments from the City of Redondo Beach as Submission 130. See the responses to comments to Submission 130.

Submission 358 Sean Carlson, Metropolitan Water District of Southern California

358-1 Submission 358 includes the same comments from Metropolitan as Submission 132. See the responses to comments to Submission 132.

Submission 393 Sean Carlson, Metropolitan Water District of Southern California

393-1 Submission 393 includes the same comments from Metropolitan as Submission 132. See the responses to comments to Submission 132.

Submission 424 Erinn Wilson-Olgin, California Department of Fish and Wildlife

424-1 Submission 424 includes the same comments from CDFW as Submission 123. See the responses to comments to Submission 123.

Submission 675 Daren Gilbert, California Public Utilities Commission

675-1 Metro acknowledges the project is subject to the listed rules and regulations.

675-2 Metro acknowledges the design of the project must comply with applicable Commission General Orders. Compliance with the General Orders has been considered throughout the project's conceptual design and would continue to be considered as the design advances. Pending project approval by the Metro Board, Metro would continue to coordinate with the California Public Utilities Commission (CPUC) during the next phases of engineering and design to ensure compliance and obtain any necessary exceptions or approvals for light rail-specific conditions.

675-3 Metro acknowledges the project must comply with federal safety regulations, including 49 C.F.R. Part 674, State Safety Oversight. Metro would maintain close coordination with the CPUC, the designated State Safety Oversight agency, to meet all oversight requirements.

675-4 The Draft EIR, beginning on page 3.1-48, examines the potential for increased hazards, including for pedestrians at the 170th Street and 182nd Street at-grade light rail crossings for the proposed Metro ROW Elevated/At-Grade Alignment. The analysis specifically considers the increased frequency of train (light rail) activity and potential hazards to pedestrians in these areas. The project includes several project features to address hazards at the 170th Street and 182nd Street at-grade crossings, which currently accommodate a single freight track. These upgrades would substantially improve railroad safety for pedestrians and vehicles by incorporating state-of-the art safety devices, including gates designed to prevent pedestrian and vehicle access during train activity and flashing lights and audible warning devices for clear and timely notification of approaching trains. The Draft EIR accordingly concluded that impacts to pedestrian safety would be less than significant without mitigation. On May 23, 2024, the Metro Board selected the Hybrid Alternative as the LPA. The LPA was referred to as the "170th/182nd Grade-Separated Light Rail Transit Alternative" in the Draft EIR and grade separates light rail at 170th and 182nd Street. The CPUC's support for the Trench Option and the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-8: Light Rail and Freight Train Safety.

The light rail guideway of the LPA, Trench Option, and Hawthorne Option would be fully grade-separated from all roadways. See MR-1: Selection of Alternatives.

675-5 Metro acknowledges the comment regarding the proposed Gate-Down-Bell-Stop Variance (Project Feature PF-NV-3: Gate-Down-Bell-Stop Variance) and appreciates the input on this project feature. The following points provide clarification.

As indicated in Section 3.6-21 of the Draft EIR, Project Features PF-NV-2: Crossing Signal Bell Shrouds and PV-NV-3: Gate-Down-Bell-Stop Variance are project features subject to agency approval, not mitigation measures. The Draft EIR does not assume implementation of Project Features PF-NV-2: Crossing Signal Bell Shrouds and PF-NV-3: Gate-Down-Bell-Stop Variance as a certainty. For full disclosure, predicted noise impacts without implementation of Project Features PF-NV-2: Crossing Signal Bell Shrouds and PF-NV-3: Gate-Down-Bell-Stop Variance are included in Table 4 in Appendix 3.6-B (Noise Analysis Detail Appendix) of the Draft EIR and summarized on pages 3.6-102 to 3.6-103 of the Draft EIR. As discussed on pages 3.6-102 to 3.6-103 of the Draft EIR, should the CPUC not authorize the bell shroud and gate-down-bell-stop project features, noise levels at 92 clusters would exceed the FTA noise criteria.

The LPA does not require at-grade light rail crossings. Therefore, a gate-down-bell-stop variance would not be required for light rail operations under this alternative. The Quiet Zone establishment would eliminate the freight horn noise and would not be applicable to the light rail transit. Audible warnings related to freight crossing signal bells would still ring if and when the Quiet Zone is established as noted on page 3.6-21 of the Draft EIR under Project Feature PF-NV-1: Quiet Zone Equipment Installation.

675-6 Metro values the CPUC's input and would continue to coordinate with the CPUC for all relevant regulatory oversight and to ensure that the final design and operation of the project meet all appliable safety requirements.

675-7 While CEQA does not require evaluation of environmental justice (EJ), the Draft EIR evaluates the project's potential environmental impacts, including air quality, water quality, energy, and access to transit. The project would improve access to public transit and air quality and reduce GHG emissions. Metro has conducted robust public outreach efforts throughout the planning process, including expanded access for participants with limited English proficiency (LEP) and with EJ communities. Metro remains committed to advancing environmental and social justice objectives through agency-wide policies and programs, including its Equity Platform its Moving Beyond Sustainability plan. See Appendix 1-A, Notice of Preparation/ Scoping Summary, of the Draft EIR and Appendix A, Public Engagement Report, of the Final EIR for more information.

Submission 1990 Kim Turner, City of Torrance

1990-1 Metro appreciates the summary of the City's engagement regarding survey responses and support for different options. These responses are noted. All comments have been shared with the Metro Board for their consideration.

1990-2 See MR-9: Light Rail Security and MR-18: Homelessness.

1990-3 The City of Torrance Transit Department's concern is noted. All comments have been shared with the Metro Board for their consideration. See MR-21: Cost Estimates and Schedule.

1990-4 The Draft EIR includes a discussion of the Hawthorne Option for each environmental resources required to be assessed by CEQA. See MR-1: Selection of Alternatives and MR-17: Response to Torrance Community Letter.

1990-5 Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR describes the timeline for the LPA, which is approximately six years, a year longer than the Elevated/At-Grade Alignment that was described for the project in the Draft EIR. The project schedule would continue to be updated as refinements to the design, project cost estimates, and funding plan are advanced. See MR-21: Cost Estimates and Schedule for additional information.

1990-6 While Metro assists in identifying potential First/Last Mile (FLM) improvements during the planning and design phases, the implementation of FLM elements, such as crosswalks, bike lanes, landscaping, and pedestrian safety enhancements, falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in FLM planning. With respect to improving connectivity between buses and rail, Metro is committed to such outcomes. As analyzed in Sections 3.1-4.1.1 and 3.1-4.1.2 of the Draft EIR, the project would not interfere with existing bus service or prevent future service expansion. Furthermore, through construction of the proposed Redondo Beach TC Station (as part of the Elevated/At-Grade Alignment, Trench Option, or LPA) or South Bay Galleria Station (as part of the Hawthorne Option), bus riders would have improved access to convenient transit connections between the proposed stations and surrounding destinations.

5.4 RESPONSES TO GROUPS AND ORGANIZATIONS

Submission 8 Teri Shinde, Torrance Logistics Company LLC

8-1 The Draft EIR comprehensively addresses the potentially significant environmental impacts of the project. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. Also see MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety. Section 3.1, Transportation, of the Draft EIR evaluates hazards related to geometric design and emergency access. As concluded in the Draft EIR, impacts associated with such hazards would be less than significant.

To address the specific comments raised by both Torrance Logistics Company (TLC) and Torrance Refining Company (TORC), Metro has refined the project footprint to minimize the area of property affected by the proposed BNSF access road. In the Draft EIR, the access road alignment extended into the TORC property. In the Final EIR, the access road has been shifted to the west such that it remains entirely outside TORC's property, and within the existing Metro ROW, except where it connects to the existing BNSF access road parallel to Del Amo Boulevard. This adjustment minimizes the encroachment, preserves access for logistics and contractor activities, and maintains TORC's security perimeter. This refinement also helps reduce construction-related nuisances by moving construction activities farther from critical refining operations and eliminates the need to relocate the TLC pipeline in this area.

This minor adjustment does not result in new or substantially more severe significant environmental impacts not already disclosed in the Draft EIR. See Chapter 3, Design Refinements, and Appendix B, Select Advanced Conceptual Engineering Drawings for the Hybrid/Locally Preferred Alternative, of the Final EIR for more details on the revised access road. Metro has been coordinating and would continue to coordinate with TLC through future phases of the project.

8-2 See response to Comment 8-1. The Draft EIR considers the implications of the project's proximity to the refinery, particularly with respect to hazards, emergency access, and utility coordination, to the extent such issues fall within the scope of CEQA. For example, Section 3.9, Hazards and Hazardous Materials, evaluates the potential for the project to create or exacerbate hazardous conditions in the project area, including in proximity to existing oil and gas pipelines and industrial uses, such as the refinery, which is identified as a recognized environmental condition (see Map ID No. 19 in Table 3.9-1, Sites of Concern (RECs), of the Draft EIR).

As noted in response to Comment 8-1, Metro has refined the design of the project to reduce encroachment onto the refinery's property and to maintain access and security perimeters

(see Chapter 3, Design Refinements, and Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of the Final EIR).

Additionally, alternatives to the project are analyzed in Chapter 4, Evaluation of Alternatives, in the Draft EIR, including the CEQA-mandated No Project Alternative, a High-Frequency Bus Alternative, and the LPA (referred to in the Draft EIR as the 170th/182nd Grade-Separated Light Rail Transit Alternative). Consistent with CEQA Guidelines Section 15126.6(d), each alternative was evaluated in sufficient detail to allow meaningful evaluation, analysis, and comparison with the Elevated/At-Grade Alignment (including the route options).

8-3 The Draft EIR was prepared in accordance with CEQA to ensure a thorough environmental analysis, and public input has been an integral part of the process. Metro initiated coordination with TORC and TLC in 2022, prior to the release of the Draft EIR. Since the publication of the Draft EIR, Metro has met with TLC and TORC multiple times to discuss the project. Metro has been coordinating and would continue to coordinate with TLC and TORC throughout future phases of project design and construction to minimize disruptions to operations. Proposed pipeline relocations are limited to those that are necessary for project construction.

Construction impacts resulting from pipeline and utility relocations have been analyzed in the Draft EIR, as they have been included within the assumptions regarding construction equipment and duration of construction. The Hybrid Alternative was selected as the LPA in May 2024, but the Metro Board has not yet made final decisions regarding the project. For additional information regarding selection of the LPA and the next steps in the review and approval process, see MR-1: Selection of Alternatives.

8-4 See responses to Comments 8-1 and 8-3.

Metro initiated coordination with TORC and TLC in 2022, prior to the release of the Draft EIR, and Metro continues to coordinate with both parties. As described in response to Comment 8-1, the project has been refined to avoid the portion of the TLC pipeline located within the TORC property. While the Final EIR analyzes the environmental impacts associated with construction and operation of the proposed access road, some engineering details would be finalized during the Preliminary Engineering and Final Design phases, including the final utility protection measures, construction engineering methods, and safety coordination protocols. Design and engineering would be conducted by qualified professionals with experience designing and constructing infrastructure adjacent to active refining and pipeline facilities or equivalent. Metro would continue to closely coordinate with TORC and TLC regarding site-specific operational needs, utility protection measures, and compliance with all applicable health, safety, and environmental regulations.

8-5 As noted by the commenter, Metro initially identified five locations along the Metro ROW where relocation of the jet fuel pipeline could be required to accommodate the project. Since the Draft EIR's publication, Metro has continued to refine the project in consultation with TLC. As a result of these refinements, the potential relocation locations have been reduced from five to four. As described in Section 3.11, Utilities and Service Systems, of the Draft EIR, pipeline relocations would be conducted in compliance with industry safety

standards and in close coordination with the affected utility owner. Where feasible, utilities would be protected in place to avoid relocation. Metro would continue to work closely with TLC throughout future phases of design to further minimize potential disruptions to their pipeline and to explore additional opportunities to reduce the extent of required relocations. During construction, Metro would work with TLC to schedule construction activities that minimize operational downtime and disruption to pipeline service to the greatest extent possible.

Potential construction impacts, including those associated with pipeline and utility relocations, have been analyzed in the Draft EIR. These impacts were incorporated into the assumptions regarding construction activities, including equipment use and duration. For a description of the construction assumptions utilized in the Draft EIR, see Appendix 2-B, Construction Methods Memorandum. For additional information regarding utility relocations, see MR-7: Utility Relocation and Hazardous Materials Safety.

8-6 See MR-1: Selection of Alternatives. In May 2024, the Metro Board directed the staff to prepare the Final EIR, fully respond to all public comments on the Draft EIR, and refine costs and funding for the LPA. With respect to piecemealing, Metro did not defer the analysis of reasonably foreseeable and potentially significant impacts associated with the project to a later date. Rather, the Draft EIR evaluates and identifies the potentially significant impacts that could occur as a result of all components of the project, including those identified by TLC. Additionally, this Final EIR provides supporting details and clarifications that reinforce and amplify the Draft EIR's analyses and conclusions. For the potentially significant impacts, the Draft EIR includes mitigation measures to reduce potential impacts to less than significant to the extent feasible. If an impact cannot feasibly be mitigated to a less than significant level, the impact is identified as significant and unavoidable.

Since the publication of the Draft EIR, Metro has refined the project design as discussed above. Following the release of the Final EIR, the Metro Board, as the decision-making body of the Lead Agency, will consider whether to certify the Final EIR and approve the project, taking into account all public comments and feedback received from public engagement.

Submission 45 Tony Dolim, South Bay Estates

45-1 The commenter's opposition to the alignments along the Metro ROW is noted. All comments have been shared with the Metro Board for its consideration. See MR-1: Selection of Alternatives. Also see responses to Comments 45-2 through 45-6.

45-2 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. Metro is also committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. The LPA, selected by the Metro Board in May 2024, the Trench Option, and the Hawthorne Option would fully grade separate light rail from all roadways, thereby avoiding potential light rail train conflicts with pedestrians or cyclists. Existing freight crossings would be upgraded with safety

enhancements to be quiet zone ready. See MR-8: Light Rail and Freight Train Safety; MR-9: Light Rail Security; and MR-10: Changes to Community Character.

45-3 The potential for vibration impacts for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The noise and vibration analyses were performed in accordance with the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA, 2018), which is the industry standard for evaluating noise and vibration impacts from transit projects. This guidance provides a well-established and widely accepted framework for determining the potential effects of noise and vibration on sensitive receptors, including residential properties

Regarding operational noise impacts, the South Bay Estates were assessed in the analysis as Clusters G27 through G30. Because noise impacts are assessed based on exterior noise levels, a building's insulation has no bearing on the analysis. As shown in Figure 3.6-23, a soundwall is proposed along the eastern boundary of the Metro ROW, as required by Mitigation Measure MM-NOI-2: Soundwalls. The soundwall locations are also detailed in Table 3.6-26. With the implementation of the mitigation measures identified in the Draft EIR, operational noise impacts for Clusters G27 through G30 would be reduced to less than significant levels, as shown in Draft EIR Appendix 3.6-B, Table 4, pages 30-31 (showing mitigated light rail noise impacts), and Table 5, pages 38–39 (showing mitigated light rail plus freight relocation impacts). Additional details on proposed noise mitigation measures are available in Major Topic Response MR-3: Operational Noise Project Features and Mitigation Measures.

Similarly, with implementation of the mitigation measures identified in the Draft EIR, operational vibration annoyance impacts would be reduced to less than significant at all receptors under each alignment option and alternative. This would be accomplished through operational vibration impacts, implementation of Mitigation Measure MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats, as described in Sections 3.6-5 and 3.6-6.2.2 of the Draft EIR. As discussed on page 3.6-92 of the Draft EIR, operational vibration impacts are associated with annoyance, not damage; therefore, damage-related operational vibration impacts are not anticipated. MM-VIB-2: Construction Equipment Location and MM-VIB-3: Pre- and Post-Construction Surveys would reduce vibration damage and annoyance impacts to less than significant levels for all alignments studied in the Draft EIR.

Regarding concerns specific to mobile homes, the operational vibration analysis was performed on a dwelling unit basis, which ensured that all dwelling units within the calculated impact distance, including individual mobile homes, were assessed individually. The results of this analysis are shown in the vibration impact maps in Appendix 3.6-C of the Draft EIR. It is important to note that the suggestion that modular homes are more susceptible to damage from vibration is not supported by the FTA's guidance or other empirical evidence. Modular homes are generally more flexible than traditional homes built on concrete slabs with rigid features such as brick fireplaces and plaster walls, making modular homes less likely to sustain damage from vibration. Additionally, no empirical evidence supports the claim that train-induced vibration causes damage to electrical lines,

or other buried utilities. Regarding potential for structural impacts during operations, see MR-5: Vibration Impact Types and Impact Thresholds. The project incorporates design features and mitigation measures to ensure that vibration levels caused by operation of the project remain within the acceptable levels established by the FTA for damage-related and annoyance-related vibration impacts. Noise: As for construction noise impacts, as indicated by the comment, the Draft EIR discloses that each alignment option would result in potentially significant construction-related noise impacts. To address these impacts, the project would implement MM-NOI-1: Noise Control Plan. While implementation of this measure would reduce the construction noise impacts to the maximum extent feasible, some noise and impacts during construction would remain significant and unavoidable, as discussed in Section 3.6-6 of the Draft EIR.

Vibration: For construction vibration impacts, the Draft EIR identifies temporary vibration impacts that could occur from certain activities, including pile driving, heavy equipment operation, and other high-impact construction methods. Both vibration damage and vibration annoyance impacts are assessed. To address vibration-related *damage* impacts, Mitigation Measures MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post-Construction surveys, would be required. With implementation of these mitigation measures, potential vibration *damage* impacts of the LPA, the Trench Option, and the Hawthorne Option, would be less than significant. However, the Elevated/At-Grade Alignment would result in a significant and unavoidable vibration *damage* impact, even with implementation of mitigation.

The construction vibration *annoyance* impacts of the Metro ROW alignments and the Hawthorne Option would be significant and unavoidable. These would be temporary and linked to the use of the most vibration intensive types of equipment (e.g., pile drivers and vibratory compactors), which may only be in use for a short period near any given property. Implementation of MM-VIB-1: Vibration Control Plan, would reduce these impacts, though not necessarily to a less than significant level at all times and locations during construction. Therefore, the construction vibration-related *annoyance* impacts are considered significant and unavoidable for each light rail alignment and alternative.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety; and MR-13: Soil Stability and Sinkholes. Regarding underground utilities, Metro would conduct pre-construction surveys and site-specific geotechnical investigations as required by Project Feature PF-HWQ-4: Trench Operation Runoff Collection and Treatment, ensuring that all utilities, including gas, electricity, water, and sewer lines, are properly identified, protected, and relocated if necessary to avoid disruption to residents. Post-construction, Metro would restore affected

infrastructure to meet or exceed its pre-construction condition. See MR-7: Utility Relocation and Hazardous Materials Safety.

45-4 See response to Comment 45-2 and MR-18: Homelessness. The project includes numerous safety features specifically designed to prevent unauthorized access to the tracks and reduce safety risks for nearby communities. As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed by physical barriers, such as fencing, soundwalls, or a combination of both, to prevent unauthorized access. These barriers would help deter entry onto the tracks, including by children, and significantly reduce the potential for accidents or injuries. In addition to physical barriers, the project would include lighting, security cameras, and regular patrols consistent with Crime Prevention through Environmental Design (CPTED) principles and Metro's systemwide safety and security practices. These features are intended to promote safety, discourage loitering, and address concerns about crime or unauthorized access, particularly in areas that may currently lack adequate lighting or visibility. CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore, the Draft EIR does not make any conclusions regarding this topic. However, for informational purposes, see MR-9: Light Rail Security. See also MR-8: Light Rail and Freight Train Safety.

45-5 The commenter's preference for the Hawthorne Option over the Metro ROW alignments is noted. All comments have been shared with the Metro Board for its consideration. The stated preference relates to the perception that the Hawthorne Option would better link riders with businesses, in addition to the Hawthorne Option resulting in fewer CEQA impacts than the Metro ROW alignments. The comment further states that the Draft EIR is deficient in concluding that all three of the proposed alignment options would be equivalent in their impacts to noise, light pollution, and carbon emissions without providing substantive consideration of the anticipated specific impacts of each option. Although the CEQA significance determinations may be similar across the alignment options, that does not indicate the types or magnitude of impacts would be equivalent. The Draft EIR presents separate analyses for each option for each environmental resource topic, supported by substantial evidence; see Section 3.3, Aesthetics; Section 3.5, Greenhouse Gas Emissions; and Section 3.6, Noise and Vibration, of the Draft EIR. These sections, along with Chapter 4, Evaluation of Alternatives, of the Draft EIR, clearly detail differences between the alignment options. For example, Table 3.5-16 on page 3.5-29 compares operational GHG emissions between the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option. GHG emissions associated with the LPA are discussed on page 4-42 of the Draft EIR. Table 3.5-16 demonstrates that although an impact conclusion may be the same for all alignment alternatives, the quantity of GHG emissions differs.

In regard to the commenter's statement that revitalization would occur along Hawthorne Boulevard, studies show that revitalization with transit investments is focused around station areas, typically within a quarter-mile to half-mile catchment area of the station, which is a considered a reasonable walking distance (5- to 10-minute walk). Both proposed stations in Redondo Beach include businesses along Hawthorne Boulevard within the station catchment area. See MR-14: Property Values and Impacts to Businesses.

45-6 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for its consideration. See responses to Comments 45-2 through 45-5. See also MR-10: Changes to Community Character.

Submission 50 Halland McKenna, McKenna Auto Group

50-1 Metro recognizes the importance of minimizing impacts to homes and businesses. The Hybrid Alternative, which travels along the Metro ROW, was selected as the LPA by the Metro Board in May 2024 in part because it would reduce the number of potential permanent property acquisitions compared to other alignment options.

However, the final decisions regarding the project, including the alignment to be approved, will not be made until after the Final EIR is certified and considered by the Metro Board.

Should permanent property acquisition be required, Metro would comply with all applicable laws and regulations, including the California Relocation Act (Government Code Section 7260 et seq.) and Metro's internal policies. Metro would provide relocation assistance and compensation to eligible displaced property and business owners, in accordance with these regulations. Just compensation would be based on the fair market value established by an approved appraisal, and all affected property owners would be notified in advance and informed of their rights and eligibility for assistance and benefits.

50-2 Metro notified all property owners along the proposed alignments as part of the environmental review process, including letters to all owners of properties that could be affected by the alignments studied in the Draft EIR. Business-specific outreach efforts have been conducted along each alignment under study. In addition to public meetings, Metro accepts comments from business owners through all standard channels, including email, phone, and written submissions. These comments are part of the public record and are considered in the environmental review and decision-making process. While formal negotiations related to property acquisition would occur only if and when the project is approved, Metro encourages input from all stakeholders throughout the environmental review process. Additionally, the Metro Board allocates funding for real estate. Businesses displaced as a result of the project would be given advance written notice and informed of their eligibility for relocation assistance and payments before being required to move. See response to Comment 50-1 for additional information on property acquisitions.

50-3 Metro works to avoid and minimize property acquisitions to the greatest extent possible, but in some cases, property acquisition is unavoidable. Metro published the 2023 Real Estate Acquisitions Report, published concurrently with the Draft EIR, and updated it in 2025 for LPA. See response to Comment 50-2.

50-4 Metro has not conducted an economic impact study for the project. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values or loss of property tax revenues are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. However, Metro's goal is to help businesses continue to operate throughout construction and post-construction. See MR-14: Property Values and Impacts to Businesses.

Submission 86 Craig St. John, Westwood Building Supplies

86-1 The commenter's opposition to the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. See response to Comment 86-2 related to construction traffic.

86-2 Based on the current level of design, construction of the Trench Option may take up to seven years. The LPA would take less time to construct than the Trench Option, given that there is significantly less area to excavate and is estimated to take approximately six years to construct. Construction would occur in phases and activities would be distributed throughout the entire project area. This means construction would not occur continuously in any one location. See Appendix 2-B, Construction Methods Memorandum, of the Draft EIR, for more detailed information on the construction duration. Additionally, Metro published a summary of estimated construction costs and schedule concurrent with the Draft EIR in 2023. See MR-21: Cost Estimates and Schedule for additional information.

Although construction activities would result in partial and full road closures, Metro is committed to minimizing disruption to local businesses. As part of Project Feature PF-T-1: Construction Traffic Management Plan, described in Section 3.1, Transportation, of the Draft EIR, the project would implement a Construction Traffic Management Plan (CTMP), which would manage closures, maintain access, and coordinate with businesses. For instance, the CTMP requires Metro to ensure that "vehicle and pedestrian access will remain available from at least one entry and egress point … during construction with access to businesses maintained during normal business hours." The CTMP also requires Metro to coordinate with impacted businesses to limit disruptions.

86-3 See response to Comment 86-2. Concurrent with the Draft EIR, Metro published the 2023 Transportation Detail Report, which provides discussions of constructed-related traffic conditions near the intersection of Inglewood Avenue and Manhattan Beach Boulevard. The project is early in the development process, and all construction plans are preliminary. As described on page 3.1-43 of the Draft EIR, construction would require some temporary partial and full road closures. For the Elevated/At-Grade Alignment, LPA, and Hawthorne Option, construction of the elevated light rail structure crossing over Manhattan Beach Boulevard may necessitate such closures. The LPA and Trench Option would also involve temporary partial or full road closures due to the excavation needed to build a trench beneath the road.

86-4 Section 3.5, Greenhouse Gas Emissions, of the Draft EIR, comprehensively studies greenhouse gas (GHG) emissions associated with construction activities, including idling from traffic delays and road closures. The analysis focuses on how the implementation of the project would affect regional GHG emissions, accounting for short-term emissions that would be generated by construction equipment and vehicle trips, as well as long-term, permanent changes in emissions during future operations. For construction-related GHG emissions, which are temporary by nature, the Draft EIR follows the South Coast Air Quality Management District (SCAQMD) Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008), which states that for CEQA assessments, construction-related GHG emissions that occur over a relatively short-term period should be amortized over a 30-

year operational project lifetime. Important to the context for assessing short-term GHG emissions, Table 3.5-10 of the Draft EIR shows that the Elevated/At-Grade Alignment, Trench Option, and the Hawthorne Option would result in a long-term, operational reduction in regional GHG emissions by displacing passenger vehicle trips that would have otherwise occurred in the absence of light rail ridership. Similarly, the LPA would also result in a net GHG emissions reduction. Temporary, construction-related increases in localized GHG emissions associated with traffic delays and congestion would be offset by the long-term operational GHG benefits of the project.

Additionally, the provision of traffic detours to avoid street closures during construction would minimize excess GHG emissions that could occur from traffic delays. For example, as discussed in Section 3.1, Transportation, of the Draft EIR, the CTMP requires detour plans to reroute vehicular traffic to avoid street closures during construction.

86-5 Metro has not conducted an economic impact study for the project. Under CEQA, economic impacts such as changes in property values are not considered environmental impacts. Accordingly, the Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. Nonetheless, Metro understands concerns regarding property values. Metro is committed to supporting local businesses during construction and beyond. Small businesses may be eligible to apply for financial assistance through Metro's Business Interruption Fund, which is designed to cover certain fixed operating expenses during periods of construction and disruption. See MR-14: Property Values and Impacts to Businesses for additional information.

Submission 95 Right of Say/Redondo Beach Quality of Life Coalition

95-1 The comment states that, "the Metro Draft EIR is defective and fails to consider reasonably expected health and property value damages based on substantial evidence discussed below." See responses to Comments 95-2 through 95-26 for responses to specific comments.

Additionally, Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-10: Changes to Community Character.

95-2 State law preempts Metro from compliance with local zoning ordinances (*see Rapid Transit Advocates, Inc. v. Southern California Rapid Transit District* (1986) 185 Cal.App.3d 996). The project is not subject to Redondo Beach Municipal Code 10-2.2502 related to Planning Design Review. Metro, as the CEQA Lead Agency, has the responsibility to determine the appropriate criteria for the project. The Metro ROW is owned by Metro, and not regulated by the City of Redondo Beach. The Redondo Beach Municipal Code does not apply to the Metro ROW.

95-3 The project does not violate Redondo Beach Municipal Code 4-24.301 related to noise. As noted in response to Comment 95-2, state law preempts the applicability of local zoning ordinances to Metro. Section 4-24.604 of the Redondo Beach Municipal Code expressly states that the noise standards set forth in section 4-24.301 do not apply to activities that are preempted by state law. Moreover, Metro, as the CEQA Lead Agency, has the responsibility to determine the appropriate criteria for the project and has utilized the FTA's noise impact criteria, which was specifically developed to address transit noise based on well-documented criteria and research on human response to community noise. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds. As discussed therein, application of the FTA criteria contrasts with the "brightline" operational noise thresholds used by many local jurisdictions, which set fixed operational limits without considering existing noise levels. In many cases, these city thresholds have already been exceeded by existing conditions.

95-4 The comment states that, "Project alternatives that use the existing freight right-of-way create a variety of health damages." See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. It is not technically feasible to correlate project-specific effects to specific health outcomes, given the complexity of factors contributing to these conditions. However, health effects related to air quality, noise, and other CEQA resources would be reduced with implementation of the proposed mitigation measures.

95-5 The comment states that, "Project alternatives that use the existing freight right-of-way damage child development." See response to Comment 95-4 and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

95-6 The comment states that, "The Metro Draft EIR is defective and fails to consider reasonably expected health and property value damages based on substantial evidence discussed below." See responses to Comments 95-7 through 95-10 for responses to specific comments. Also see MR-14: Property Values and Impacts to Businesses.

95-7 The referenced National Institutes of Health article does not discuss light rail train noise. It provides no evidence that the project would result in "significant and non-mitigable negative impacts on health and property values." Articles such as those cited by the commenter often address general or cumulative effects of noise from various types of rail or transportation systems, including heavy freight, passenger rail, and light rail. The project is a proposed light rail system, which operates differently than heavy rail or freight systems, with shorter and lighter trains and electric propulsion (reducing noise compared to diesel-powered freight trains). These distinctions mean that impacts identified in general studies may not directly apply to the project.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

95-8 The cited material does not provide evidence that light rail noise generates larger "impacts" than road traffic. In addition, such a generalized statement does not account for the type of on-road vehicle (e.g., heavy-duty truck versus electric vehicle), the distance from the source to the receptor (e.g., 25 feet versus 100 feet), and other important factors in ambient sound levels. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

95-9 While Metro acknowledges Beach Cities Health District's (BCHD) aim to promote community health, Metro cannot comment on BCHD's decisions or actions, as it is an independent entity. Therefore, questions regarding BCHD's decisions and priorities would best be directed to BCHD.

95-10 The cited Blue Zones article provides no evidence that the project would result in health effects. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

95-11 See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. It should be clarified that the "fair argument" standard referenced in the comment applies to the determination of whether an EIR must be prepared in the first place. In this case, Metro has already prepared a full EIR in accordance with CEQA to analyze the potential environmental impacts of the project and options.

95-12 See response to Comment 95-2.

95-13 See MR-14: Property Values and Impacts to Businesses.

95-14 With respect to Redondo Beach Municipal Code 4-24.301, see responses to Comments 95-2 and 95-3. Also see MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

Although Metro is not subject to local zoning ordinances, pursuant to Mitigation Measure MM-NOI-1: Construction Noise Control Plan, Metro would obtain a variance from the applicable local jurisdiction when nighttime work is required.

The project would not operate 24 hours per day for seven days a week. The project is expected to follow the operating patterns of Metro's current rail lines. The anticipated hours of operation are 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes. This would result in a reduced frequency of trains during these hours and reduced overall noise compared to peak-hour system headways of 5 minutes. Weekend system headways would be reduced compared to weekdays.

95-15 See response to Comment 95-14.

95-16 See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. See response to Comment 95-17 related to the cited Blue Zone Articles.

95-17 The cited "Blue Zones" report does not contain any comparison between high-capacity transit and widened roadways, nor does it state that transit service – let alone light rail

service – creates greater negative health outcomes than roadway expansion. Rather, the cited passage encourages active transportation, including walking, as a means of supporting community well-being and livability. The project is consistent with many of the principles described in the Blue Zones approach, including improving community connectedness.

95-18 See responses to Comments 95-8 through 95-14, which address the issues raised in this comment. Regarding health effects, see MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

95-19 The link provided for the National Geographic article on rail noise and stress in East Palestine is broken. Regardless, articles such as the National Geographic article often address general or cumulative effects of noise from various types of rail or transportation systems, including heavy freight, passenger rail, and light rail. The project is a proposed light rail system, which operates differently than heavy rail or freight systems, with shorter and lighter trains and electric propulsion (reducing noise compared to diesel-powered freight trains). These distinctions mean that impacts identified in general studies may not directly apply to the project. This comment does not dispute the contents of the Draft EIR. The Draft EIR, on page 3.6-48, explains why it is unlikely for light rail noise to result in noise-induced hearing loss, but acknowledges that increased levels in noise could increase stress at affected uses. Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs would reduce these effects.

95-20 The commenter submits an article titled, “Effects of Exposure to Road, Railway, Airport and Recreational Noise on Blood Pressure and Hypertension,” as evidence of project impacts. This comment does not dispute the contents of the Draft EIR. See response to Comment 95-19.

95-21 The commenter submits an article titled, “The Effect of Aircraft, Road, and Railway Traffic Noise on Stroke – Results of a Case-Control Study Based on Secondary Data,” as evidence of project impacts. The study referenced in the comment appears to focus on general railway noise, which often includes freight trains. Freight rail noise levels are typically higher than those from light rail transit, due to differences in propulsion systems, train length and weight, and horn usage. This comment does not dispute the contents of the Draft EIR. See response to Comment 95-19.

95-22 The commenter submits an article titled, “Transportation Noise and Risk of Tinnitus: A Nationwide Cohort Study from Denmark” as evidence of project impacts. This comment does not dispute the contents of the Draft EIR. See response to Comment 95-19.

95-23 The commenter submits an article titled, “A study of self-reported health problems of the people living near railway tracks in Raipur city,” as evidence of project impacts. This comment does not dispute the contents of the Draft EIR. See response to Comment 95-19.

95-24 See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. It is not technically feasible to correlate project-specific effects to specific health outcomes, given the complexity of factors contributing to these conditions. However, health effects related to air quality, noise, and other CEQA resources would be reduced with implementation of the proposed mitigation measures.

95-25 See responses to Comments 95-1 through 95-24.

95-26 The commenter's opposition to the project is noted. The Metro Board has selected the LPA and has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. The final decision will be made after the Metro Board reviews the Final EIR, which will include responses to all public comments, including those of the commenter.

Submission 118 Barret Burt, Ganahl Lumber

118-1 Since publication of the Draft EIR, Metro has met with Ganahl Lumber multiple times to discuss the project and its potential effects on the property. As discussed in the coordination meetings, the project would require relocation and reconstruction of a spur track in the area, but this work would be phased and scheduled to occur during weekends to reduce disruption. Based on the proposed track modifications, construction would be completed during approximately five work windows, spaced out on non-consecutive weekends across 12 to 18 months. This approach is intended to avoid the need for facility closure and to minimize interference with day-to-day operations. Therefore, construction of the project would not lead to secondary impacts, such as increased truck traffic around the facility, or other effects that would materially alter site access or functionality. Metro will continue to coordinate with Ganahl Lumber to develop strategies and construction staging plans to minimize disruptions to Ganahl Lumber's operations.

Under CEQA, economic impacts are not considered environmental impacts. However, Metro is committed to minimizing disruption to local businesses. As part of Project Feature PF-T-1: Construction Traffic Management Plan described in Section 3.1, Transportation, of the Draft EIR, the project would implement a CTMP, which would manage closures, maintain access, and coordinate with businesses. For instance, the CTMP requires Metro to ensure that "vehicle and pedestrian access will remain available from at least one entry and egress point … during construction with access to businesses maintained during normal business hours." The CTMP also requires Metro to coordinate with impacted businesses to limit disruptions.

118-2 See response to Comment 118-1.

Submission 119 William Oberholzer, Undisclosed Business in Torrance

119-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 120 Yuki Escovar, Torrance Area Chamber of Commerce

120-1 The commenter's support for the Elevated/At-Grade Alignment is noted. Metro also notes the organization's stated concern for the Trench and Hawthorne Options. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

120-2 See response to Comment 120-1.

Submission 129 Tim Morey, Life Covenant Church

129-1 The commenter's concern for impacts to sensitive receptors at the Life Covenant Church is noted. All comments have been shared with the Metro Board for their consideration. See response to Comments 129-2 through 129-8.

129-2 Metro completed a Phase I Environmental Site Assessment (ESA), published as an appendix to the Draft EIR. The Phase I ESA identified the former AMP site located at 355-455 Maple Avenue, near Life Covenant Church, as a Recognized Environmental Condition (REC), due to its past history of contamination.

However, the construction limits in this area are located within the Metro ROW and do not include the AMP site or adjacent church property. As a result, no soil disturbance is anticipated near Life Covenant Church. As described in Section 3.9-4.4 of the Draft EIR, consistent with Project Feature PF-HHM-3: Property Acquisition Phase II Site Investigation, Phase II site investigations be conducted during the preliminary engineering phase for locations where construction activity could occur and where contamination is suspected. These investigations would assess the potential for contamination in soil, groundwater, and soil vapor. If contamination is found, appropriate remediation or corrective action would be implemented under the oversight of appropriate regulatory agencies and in compliance with all applicable laws and regulations.

Although the Metro ROW is near the former AMP site, Table 3.9-2 of the Draft EIR specifies that the planned limited Phase II site investigation in this location is intended to assess potential groundwater contamination only and does not involve excavation or disturbance of the site itself. Table 3.9-2 has been revised in Section 4.13, Corrections and Additions, of the Final EIR to clarify this point.

Regarding the identification of sensitive receptors, Section 3.9, Hazards and Hazardous Materials, of the Draft EIR does not define or inventory sensitive receptors in the same manner as other resource areas, such as air quality or noise. However, the analysis does evaluate whether the project could emit hazardous materials or involve hazardous activities within one-quarter mile of schools, which is required pursuant to Public Resources Code Section 21151.4. The presence of Life Covenant Church in proximity to the Metro ROW was considered in preparation of the Draft EIR and is factored into the commitment to conduct site-specific investigations and implement appropriate best-management practices. Metro remains committed to coordinating with nearby community facilities as the project advances into future phases of design and construction.

129-3 Potential impacts associated with soil stability, erosion, flooding, and subsidence are addressed in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. As discussed in Section 3.8-4.6 of the Draft EIR, the project would incorporate Project Feature PF-GEO-1: Metro Geotechnical Design Standards, which requires compliance with Metro's Geotechnical Design Standards, as outlined in the Metro Rail Design Criteria. These standards ensure that the final design is informed by detailed geotechnical investigations conducted during the preliminary engineering phase. These investigations would assess local soil conditions, including near sensitive community facilities, such as the Life Covenant

Church, and identify any risks of subsidence, settlement, instability, or lateral deformation due to project construction or operation. Where needed, appropriate design features, such as retaining walls with integrated drainage, would be implemented to address soil stability and manage stormwater runoff, including where bridge expansion is planned near the Maple Avenue/Del Amo Boulevard intersection. These drainage systems are designed to manage groundwater and prevent water accumulation behind the walls, thereby maintaining slope and structural stability during various weather events, including heavy rains. For the foregoing reasons, the Draft EIR concludes that construction and operational impacts associated with the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option are less than significant.

129-4 The light rail under the LPA, Trench Option, and Hawthorne Option would be fully grade-separated from all roadways, thereby entirely avoiding at-grade conflicts, including potential interference with emergency access. For the Elevated/At-Grade Alignment, the frequency of the railroad crossing gate-down time would increase relative to existing conditions; however, access for emergency vehicles would remain available via alternate routes within approximately a half-mile. See MR-12: Emergency Access.

Regarding potential emergency scenarios, such as derailment, fires, or seismic events, the project includes standard design requirements and operational practices that comply with federal and state regulations. See MR-8: Light Rail and Freight Train Safety for details.

Per CEQA, the Draft EIR evaluates whether the project would result in the need for new or expanded emergency service facilities due to physical environmental changes. The analysis in Section 3.15, Public Services, concludes that the project would not create such a need. Metro remains committed to working with local emergency service providers, including those serving the area around Life Covenant Church, to ensure emergency preparedness and safety during all phases of the project.

129-5 See MR-8: Light Rail and Freight Train Safety. As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed with physical barriers, such as fencing, soundwalls, or a combination of both, to prevent unauthorized intrusion. In many areas, the existing fencing has been breached, and would be repaired under the project, which would limit unauthorized access into the Metro ROW to ensure safety near operating rail. CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore, the Draft EIR does not make any conclusions regarding this topic.

129-6 The noise analysis in the Draft EIR follows the FTA Transit Noise and Vibration Impact Assessment Manual (2018), which specifies the use of 24-hour time-averaged noise levels to assess the ambient noise environment. These levels capture all sound sources, including the occasional freight train pass-by, as part of the existing baseline. The analysis also incorporates a 10-dBA penalty for all sound occurring during the nighttime hours (10:00 p.m. to 7:00 a.m.) to account for increased sensitivity to noise during these hours. The effect of the penalty is that in the calculation of 24-hour noise, any event that occurs during the nighttime hours is equivalent to 10 of the same events during the daytime hours. This ensures the assessment reflects the potential for greater disturbance from nighttime noise events.

The 24-hour noise measurements include both periods when the freight is not operating and periods when freight is operating. Although noise from freight trains is loud and increases the 24-hour average noise levels, its infrequent occurrence during the day means that it does not dominate or skew the overall noise profile. Excluding the freight noise from the existing ambient noise conditions would not comply with FTA methodology and would misrepresent the true ambient noise environment. For additional detail, see MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

Mitigation measures and project features include Mitigation Measure MM-NOI-3: Low Impact Frogs to reduce track crossover noise, Project Feature PF-NV-2: Crossing Signal Bell Shrouds to dampen crossing signal bells, and Project Feature PF-NV-3: Gate-Down-Bell-Stop Variance to limit the duration of bell ringing. See MR-3: Operational Noise Project Features and Mitigation Measures for more information.

The LPA and Trench Option would further reduce operational noise impacts compared to the Elevated/At-Grade Alignment by eliminating the at-grade light rail crossings at 170th and 182nd Streets. By grade-separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option remove the need for audible warnings at light rail crossings, such as routine train horns and crossing bells. The Draft EIR concludes that operational noise impacts from the LPA, Trench Option, and Hawthorne Option would be less than significant; Section 4.10, Corrections and Additions, of the Final EIR confirms this determination with respect to the LPA.

New landscaping would be included along the Metro ROW to enhance the aesthetic environment and attenuate noise. The specific soundwall materials and configurations would be determined at a later phase of design.

The commenter also requests a mitigation measure limiting construction near the church during Sunday morning and Wednesday evening services, Metro acknowledges the desire to avoid disruption to sensitive uses. However, due to the scale, complexity, and duration of the project, and the need to coordinate multiple construction crews and timelines across jurisdictions, restricting work during specific weekly hours at a single location is not feasible as a general mitigation requirement. Pursuant to Mitigation Measure MM-NOI-1: Noise Control Plan, Metro would require the contractor to implement reasonable noise controls (such as noise barriers and quieter equipment) and maintain a complaint response system to address site-specific concerns, including those related to church services. However, because it is possible that construction could still exceed the FTA construction noise criteria during certain activities, these impacts are disclosed in the EIR as significant and unavoidable.

129-7 The air quality analyses in the Draft EIR were prepared in accordance with SCAQMD guidance, which include assessing localized air quality impacts at sensitive receptor locations near construction activities. The Life Covenant Church is located approximately 450 feet from the nearest project footprint perimeter. The localized emissions analysis, as shown in Table 3.4-21 of the Draft EIR, evaluated impacts on sensitive receptors within 50 feet of the construction zone. The analysis concluded that localized air quality impacts would be less than significant. Because the Life Covenant Church is well beyond the 50-foot radius used in the analysis, there is no potential for significant air quality impacts related to pollutant

concentration exposures at this location. Project Features PF-AQ-1: Metro Green Construction Policy Compliance and PF-AQ-2: SCAQMD Rule 403 Compliance mandate the use of off-road construction equipment outfitted with engines meeting Tier 4 emissions standards and require stringent best-management practices to minimize fugitive dust generation, including the application of water to disturbed ground areas and material stockpiles and covering haul trucks with tarps. These measures are expected to substantially reduce diesel particulate matter and dust emissions near the construction zone and would also be required for the LPA.

129-8 As described in Section 3.6, Noise and Vibration, of the Draft EIR, Section 3.6-5, the project would be required to implement Mitigation Measures MM-VIB-3: Pre- and Post-Construction Surveys through MM-VIB-6: Ballast Mats, which would require low impact frogs, resilient rail fasteners, and/or ballast mats. With implementation of these mitigation measures, operational vibration levels associated with the project would be reduced to below FTA operational vibration impact thresholds.

Regarding construction vibration impacts, the Draft EIR identifies temporary vibration impacts that could occur from certain activities, including pile driving, heavy equipment operation, and other high-impact construction methods. To address these impacts, Mitigation Measures MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post-Construction surveys would be required.

The construction vibration annoyance impacts of each of the alignment options studied in the Draft EIR would be significant and unavoidable. These would be temporary and linked to the use of the most vibration-intensive types of equipment (e.g., pile drivers and vibratory compactors), which may only be in use for a short period near any given property. Although construction vibration damage impacts of the LPA, the Trench Option, and the Hawthorne Option would be less than significant with mitigation, this impact would be significant and unavoidable for the Elevated/At-Grade Alignment due to the need for pile driving to reconstruct the Grant Avenue Bridge. Implementation of the Mitigation Measures MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post-Construction Surveys would reduce the construction vibration impacts to the maximum extent feasible.

The Life Covenant Church at 308 Maple Avenue in Torrance is approximately 450 feet from the nearest project footprint perimeter, beyond the screening distance for vibration impacts for construction (see Table 3.6-19 of the Draft EIR) and annoyance (see Table 3.6-21 of the Draft EIR). Vibration impacts would, therefore, not occur at Life Covenant Church.

129-9 The commenter's support for a project with appropriate mitigation is noted. All comments have been shared with the Metro Board for their consideration. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project and will coordinate with the Life Covenant Church during future phases of the project.

Submission 139 Barbara Graham, Torrance Refining Company

139-1 Metro acknowledges the facts listed about TORC. The comment is noted for the record. All comments have been shared with the Metro Board for their consideration.

139-2 Metro initiated coordination with TORC and TLC in 2022, prior to the release of the Draft EIR, and continues to coordinate with both parties.

The Draft EIR comprehensively addresses the potentially significant environmental impacts of the project. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. Also see MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety. Section 3.1, Transportation, of the Draft EIR evaluates hazards related to geometric design and emergency access. As concluded in the Draft EIR, impacts associated with such hazards would be less than significant.

To address the specific comments raised by both TLC and TORC, Metro has refined the project footprint to minimize the area of property affected by the proposed BNSF access road. In the Draft EIR, the access road alignment extended into the TORC property. In the Final EIR, the access road has been shifted to the west such that it remains entirely outside TORC's property, and within the existing Metro ROW, except where it connects to the existing BNSF access road parallel to Del Amo Boulevard. This adjustment minimizes the encroachment, preserves access for logistics and contractor activities, and maintains TORC's security perimeter. This refinement also helps reduce construction-related nuisances by moving construction activities farther from critical refining operations and eliminates the need to relocate the TLC pipeline in this area.

This minor adjustment does not result in new or substantially more severe significant environmental impacts not already disclosed in the Draft EIR. See Chapter 3, Design Refinements, and Appendix B, Select Advanced Conceptual Engineering Drawings for the Hybrid/Locally Preferred Alternative, of the Final EIR for more details on the revised access road.

While the EIR analyzes the environmental impacts associated with construction and operation of the proposed access road, some engineering details would be finalized during the Preliminary Engineering and Final Design phases. This would include finalizing utility protection measures, construction methods, and safety coordination protocols. Design and engineering would be conducted by qualified professionals with experience designing and constructing infrastructure adjacent to active refining and pipeline facilities or equivalent. Metro would continue to closely coordinate with TORC and TLC to address site-specific operational needs, utility protection measures, and compliance with all applicable health, safety, and environmental regulations.

See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-7: Utility Relocation and Hazardous Materials Safety; and MR-8: Light Rail and Freight Train Safety for more information.

139-3 Metro initiated coordination in 2022, prior to the release of the Draft EIR, and Metro continues to coordinate with TLC and TORC. Since the Draft EIR was released, the design has been refined so that the portion of the pipeline within the refinery property would not be affected. Should the Metro Board approve the project alignment along the Metro ROW, Metro would bring on design specialists as needed, to address oil and gas utility design. See response to Comment 139-2 for more information.

With respect to the refinery's flares, according to information provided by refinery staff in a February 24, 2024 meeting, a previous study was conducted for the Del Amo Boulevard bridge extension by the City of Torrance (Risk Management Professionals, 1999). That study determined that both planned and unplanned flaring would result in radiant heat levels below allowable thresholds and would not pose a hazard to the Del Amo Boulevard bridge, which is located approximately 500 feet away from the flares. This project would be more than 1,000 feet from the flares, a distance sufficient to ensure that radiant heat would not create a hazard for the project or its passengers.

In regard to the commenter's concern about restricting vehicle turning radii, the proposed maintenance access road, as refined, would be located almost entirely outside of the refinery property and would not affect the refinery's internal access roads or the unpaved areas adjacent to them. Only a small section of the proposed access road would be on the refinery property, but it would be located in an area where there are existing BNSF tracks. As such, it is not an area typically used for vehicle turning movements. Therefore, the project would not impact refinery vehicle turning movements or emergency access needs.

Given that the proposed maintenance access road has been shifted to be almost entirely outside of the refinery property, the project would not affect future utility maintenance and access needs in that area. Although there is a small section of the proposed road remaining within the refinery property boundaries, this section of the proposed roadway would not preclude utility owners from accessing or maintaining their pipelines in this area. Furthermore, there are no pipelines within the refinery's property that would need to be relocated or modified. Therefore, there would not be construction impacts within the refinery property. Utilities within the existing railroad corridor would be relocated or protected-in-place as needed; see MR-7: Utility Relocation and Hazardous Materials Safety for more information regarding how construction around utilities would be handled.

139-4 The Draft EIR evaluates the potential for significant environmental impacts related to hazardous materials, public safety, and proximity to industrial operations in Section 3.9, Hazards and Hazardous Materials. Operation of the light rail alignment through areas with existing industrial land uses along the Metro ROW would not lead to reasonably foreseeable accidental release of hazardous materials into the environment. The project alignment has been designed to maintain appropriate setbacks, and the project includes multiple safety and security design elements, including fencing, grade separations, and access control to prevent unauthorized entry. The project would comply with relevant safety standards,

including those established by the Federal Railroad Administration (FRA), the FTA, the California Public Utilities Commission (CPUC), Metro, and BNSF Railway.

The commenter states that the refinery's tank farm is located within approximately 420 feet of the Metro ROW and the two main emergency flares are located approximately 1,000 feet from the Metro ROW, which the commenter states could cause impacts on the project. However, CEQA requires an analysis of a project's impacts to the environment and typically does not require the reverse analysis (i.e., the environment's impact on the project), unless the project itself might worsen existing environmental hazards. While the project would be located near TORC, it would not exacerbate existing industrial hazards at the refinery. Thus, an evaluation of potential emergency scenarios involving the refinery's facilities and their effects on future light rail passengers is not required under CEQA. Furthermore, Metro does not anticipate flare-related heat effects to project components or passengers at this distance. Metro would work with the refinery to coordinate emergency communication systems so that in the event of an emergency, Metro could hold or detour trains to avoid traveling near the refinery.

Metro acknowledges the request for a third-party study to assess potential impacts associated with safety, security, land use, and other impacts, and has prepared a Preliminary Hazards Analysis. As discussed in response to Comment 139-2, Metro coordinated with TORC staff in February 2024 to discuss refinery operations. Based on a previously prepared study referenced by TORC staff, Metro determined that flaring would not pose a hazard for the project or its passengers given the project's distance from the flares. Furthermore, the proposed light rail would operate on a dedicated rail alignment, with no pedestrian or bicyclist access along the tracks. Passenger access to the rail line would occur exclusively at designated stations, which are located at a significant distance from the refinery's flare system. The alignment adjacent to the refinery is grade-separated and would not introduce routine pedestrian, cyclist, or vehicular access into the immediate vicinity of the flares.

Access across the railroad corridor would still be maintained at all existing crossings, and no evacuation routes would be eliminated. The entire light rail alignment, including the portion adjacent to the refinery, would be constructed and operated in accordance with applicable safety standards, including, but not limited to, those established by Metro, FTA, FRA, and CPUC. These include appropriate emergency response protocols, setbacks, and systemwide safety planning to address coordination with local agencies in the event of emergencies. See MR-8: Light Rail and Freight Train Safety.

The project would not change the refinery's access roads and, therefore, would not affect the ability of refinery employees and contractors to vacate the area during operations.

As discussed in the response to Comment 139-2, the design of the proposed maintenance access road has been refined to minimize encroachment into the refinery property and stay within the railroad corridor. With the design refinement, only a small section of the access road would encroach into the TORC property in order to connect to an existing BNSF access road that runs parallel to Del Amo Boulevard.

139-5 As described above, the proposed BNSF access has been refined to minimize encroachment into the Refinery property and stay within the railroad corridor. The project would not alter

the refinery's existing security procedures or introduce new operational uses that would interfere with the facility's regulatory obligations. The light rail guideway would remain physically separated from the refinery site, and Metro does not propose any new public access points, facilities, or station entrances in or adjacent to TORC's secured perimeter. Furthermore, the entire light rail guideway would be enclosed by a physical barrier, such as fencing, soundwalls, or a combination of both, to prevent unauthorized access. Construction of the project would occur primarily within the existing Metro ROW, except for a small section of the proposed maintenance access road near Del Amo Boulevard. The Chemical Facility Anti-Terrorism Standards (CFATS) program requirements and statutory authority, established by the Protecting and Securing Chemical Facilities from Terrorist Attacks Act, expired in 2023. Nonetheless, Metro acknowledges both the intent of the now voluntary program, as well as the likelihood that similar requirements currently apply or may be enacted at any future date. Accordingly, Metro would continue to coordinate with TORC through future phases of the project to ensure integration, verification, and validation of required information that would assist in meeting and maintaining compliance with applicable safety and security regulations during both construction and operation of the project.

Metro also notes that while construction of the project would occur primarily within the existing Metro ROW (except for a small section of proposed maintenance access road near Del Amo Boulevard), the project's adjacency to the TORC facility would necessitate ongoing coordination of safety and security planning to ensure the refinery maintains compliance with regulatory requirements. Metro remains committed to ongoing coordination with TORC to ensure that project design and construction activities are compatible with the refinery's established security measures and do not impede the facility's compliance with applicable federal regulations.

Under CEQA, the appropriate inquiry is whether the proposed project would result in or exacerbate significant environmental impacts, including through the creation of new hazards or safety risks. See Section 3.9, Hazardous Materials, of the Draft EIR, which concludes that the project would not interfere with an adopted emergency response plan or emergency evaluation plan. The project would not impede access to evacuation or disaster routes. The project would not introduce new residential or commercial uses in proximity to the refinery, nor would it change the land use designation or affect the refinery's operations or assumptions underlying its risk management. The LPA, Trench Option, and Hawthorne Option would fully grade separate light rail from all roadways, and none of the alignments studied in the Draft EIR would significantly impact emergency access; see MR-12: Emergency Access for more information. Metro understands that TORC is required to comply with specific state and federal regulations, because of the nature of its operations. However, the project would not affect TORC's operations, including, but not limited to, the use of certain types of materials at the refinery. Furthermore, the project design was refined so that the proposed maintenance access road is outside of the property boundaries and, therefore, would not affect the ability for local agencies to respond to emergencies associated with the refinery. Metro would work with the refinery to coordinate emergency communication systems so that in the event of an emergency, Metro could hold or detour trains to avoid traveling near the refinery. Such actions are incorporated into the project as Project Feature PF-PS-1: Coordination with Torrance Refining Company and Emergency Responders and is described further in Chapter 4, Corrections and Additions, of the Final EIR.

As described in Chapter 2, Project Description, of the Draft EIR, the project would be constructed primarily within Metro's existing ROW. As described above, the proposed BNSF access road has been refined to minimize encroachment into the TORC property and stay with the Metro ROW. As a legislatively created regional transportation authority, Metro is not subject to local zoning and setback requirements when implementing a project within its legal authority (see *Rapid Transit Advocates, Inc. v. Southern California Rapid Transit District* (1986) 185 Cal.App.3d 996). Nonetheless, CEQA requires the EIR to evaluate whether the project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. That analysis is provided in Section 3.2, Land Use and Planning. As discussed therein, the project would not conflict with the goals or policies of the City of Torrance General Plan or zoning provisions adopted for environmental protection purposes. Furthermore, the City of Torrance's zoning code does not dictate setback requirements from property boundaries, but rather, it defines setbacks for buildings and structures from secondary and major highways, which range from 40 to 50 feet (Torrance Municipal Code, Article 92.7.4). As shown in Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR, the access road would have been approximately 100 feet from the nearest structure. With the design refinement included in the Final EIR, the proposed access maintenance road would be located even farther away from any structures. Metro will continue to coordinate with the City of Torrance and TORC as the project advances to ensure safety, compatibility and access during implementation.

139-6 Metro has engaged in extensive public outreach, holding numerous meetings and community events to gather input from residents, businesses, and stakeholders. The EIR process has involved detailed analyses of environmental impacts and close coordination with multiple agencies. The environmental impacts of the project have been thoroughly evaluated, with a focus on mitigating significant impacts to the maximum extent feasible. Importantly, the Metro Board will not reach a final determination on the project until after the Final EIR is completed and released to the public. The Metro Board's decision will be based on the information gathered through the entire EIR process, including the comments on the Draft EIR and the responses to comments. The project timeline accounts for activities needed to ensure safe construction and operation of the project. An updated timeline for the LPA is included in Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR.

Metro has conducted a thorough analysis of all potential environmental impacts of the project and has not rushed the process to meet any artificial deadlines. The Draft EIR reflects a good faith analysis of foreseeable impacts, including those related to the project's proximity to TORC's property and TLC's property. The project has not been "piecemealed." Instead, the Draft EIR evaluates the whole of the project, including all reasonably foreseeable future phases of the project. The commenter asserts that mitigation measures related to potential security, safety, and land use were deferred. The mitigation measures identified in the Draft EIR are not impermissibly deferred. Where it was not practical or feasible to develop all details of the mitigation measure in the Draft EIR, the mitigation measures commit Metro to implementing mitigation, identify specific performance standards that the mitigation would achieve, and identify types of actions that could feasibly achieve those performance standards. Additionally, the Final EIR was not issued until all

comments, including those from TORC, were reviewed and addressed. The Metro Board will not make a final determination on the project unless and until it certifies the Final EIR.

Submission 186 Torrance Democratic Club

186-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

186-2 See MR-17: Response to Torrance Community Letter.

186-3 The commenter's opposition to the Hawthorne Option is noted. See MR-17: Response to Torrance Community Letter.

186-4 See MR-17: Response to Torrance Community Letter.

Submission 367 Right of Say/ Redondo Beach Quality of Life Coalition

367-1 Metro recognizes that individuals with increased auditory sensitivity, such as those with sensory disorders, may be particularly affected by noise and that there are other potentially vulnerable populations, including children, seniors, and people with disabilities.

Section 3.6, Noise and Vibration, of the Draft EIR, provides a detailed and project-specific analysis of noise impacts, including their potential effects on sensitive receptors like residences, consistent with CEQA and the FTA's Transit Noise and Vibration Impact Assessment Manual (2018). Metro acknowledges that increased noise levels could contribute to stress and other health effects, as noted on page 3.6-48 of the Draft EIR.

The Draft EIR also includes several mitigation measures intended to reduce noise impacts during construction and operation of the project, including Mitigation Measure MM-NOI-1: Noise Control Plan to reduce noise levels generated by construction to below the FTA construction noise criteria to the maximum extent feasible, Mitigation Measure MM-NOI-2: Soundwalls to minimize operational noise impacts along impacted segments of the Metro ROW, Mitigation Measure MM-NOI-3: Low Impact Frogs to reduce wheel noise and rail crossovers, and Mitigation Measure MM-NOI-4: Quiet Zone Establishment to establish a "quiet zone" along the Metro ROW from north of Inglewood Avenue to south of 182nd Street, to prevent routine sounding of freight horns. With the establishment of a quiet zone, freight train noise along the Metro ROW would be reduced, overall, compared to current conditions. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures.

It is not technically feasible to correlate project-specific noise impacts to specific health outcomes, given the complexity of factors contributing to these conditions. However, with implementation of the proposed mitigation measures, noise levels associated with construction and operation of the project would be reduced. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

367-2 Section 4-24.301 of the Redondo Beach Municipal Code, cited by the comment, sets forth presumed ambient noise standards for residential zones. Metro is not subject to local zoning ordinances, a fact reflected in the Redondo Beach Municipal Code. Section 4-24.604 of the Redondo Beach Municipal Code specifies that the provisions of Section 4-24.301, cited by the comment, do not apply to any activity that is preempted by state or federal law. The project is preempted from local zoning ordinances (see *Rapid Transit Advocates, Inc. v. Southern California Rapid Transit District* (1986) 185 Cal.App.3d 996). Therefore, the standards cited by the comment do not apply.

As noted above, the Draft EIR evaluates operational noise impacts in accordance with the FTA Transit Noise and Vibration Impact Assessment Manual (2018), which is the applicable and industry-accepted standard for evaluating transit noise impacts. The FTA methodology relies on Ldn (day-night average sound levels), which includes a 10-dBA (A-weighted decibel) nighttime penalty to account for increased sensitivity to nighttime noise. This method allows for a cumulative, 24-hour evaluation of project-related noise and is specifically designed for transit projects like this one. By the very nature of the FTA thresholds, which are based on existing noise levels, a less than significant impact is within the allowable level of noise that would not cause a substantial increase in noise to the community. Although, as noted in Section 4-24.604 of the Redondo Beach Municipal Code, Section 4-24.301 does not apply to the project, Metro recognizes the importance of addressing community concerns regarding nighttime noise. Accordingly, Metro has undertaken a comprehensive analysis of both construction and operational noise impacts in accordance with FTA standards and regulatory best practices, and has committed to implement stringent, enforceable noise mitigation to minimize potential disturbance to nearby residents. It is also important to clarify that the Redondo Beach Municipal Code thresholds cited by the commenter represent presumed ambient levels, which are not fixed limits on all noise-generating activity and may be exceeded by existing conditions. In cases where the existing measured noise level is higher than the presumed ambient noise level, then that becomes the exterior noise threshold.

The Draft EIR and Final EIR conclude that with implementation of mitigation measures, including MM-NOI-2: Soundwalls, MM-NOI-3: Low Impact Frogs, and MM-NOI-4: Quiet Zone Establishment [for the ROW alignments], operational impacts of the LPA, the Trench Option, and the Hawthrone Option would not exceed the FTA operational noise thresholds. Only the Elevated/At-Grade Alignment would have a significant and unavoidable impact, caused by the necessary gap in the soundwall for vehicle access and the need for warning devices at the at-grade crossing near 170th Street.

See also MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

367-3 The Draft EIR's operational noise analysis follows the Detailed Noise Analysis Procedure per the FTA's Transit Noise and Vibration Impact Assessment Manual (2018). The Detailed Noise Analysis Procedure evaluates all relevant light rail sources of noise, including light rail pass-bys, traction power substations (TPSS), special trackwork, and warning devices at crossings. The analysis also considers mitigation measures, such as soundwalls. The commenter expresses concern that the proposed soundwalls may worsen noise conditions on the west side of the Metro ROW, especially where the freight track would be shifted closer to homes.

The noise analysis explicitly accounts for this potential and incorporates the reflective properties of standard soundwalls and their effect on sensitive receptors. Where reflective noise could potentially increase impacts to nearby receptors, absorptive soundwalls, which minimize reflected noise, have been recommended to reduce noise levels to below the FTA noise criteria.

As shown on page 3.6-53 of the Draft EIR, soundwalls are proposed along both the west and east sides of the Metro ROW, from immediately south of the 182nd Street crossing to Inglewood Avenue. These barriers are designed to reduce noise for sensitive receptors on both sides of the corridor, including those adjacent to the relocated freight track. As noted, reflective noise would be addressed through absorptive soundwalls where necessary to ensure noise levels do not exceed the FTA noise criteria.

The FTA noise standards used in the analysis are based on exterior noise levels, meaning that impacts were evaluated without assumed closed windows or air conditioning. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

367-4 See response to Comment 367-3.

367-5 Noise monitoring was conducted at locations 17, 18, and 23 in the City of Redondo Beach, as shown in Figure 3.6-7 of the Draft EIR. Noise monitoring location 23 is specifically on the west side of the Metro ROW. These measurements were conducted in accordance with the FTA Transit Noise and Vibration Impact Assessment Manual (2018), which permits the use of representative measurements to establish existing noise levels for areas with similar existing noise conditions. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

367-6 To clarify, the establishment of a quiet zone, as described in Project Feature PF-NV-1: Quiet Zone Equipment Establishment and Mitigation Measure MM-NOI-4: Quiet Zone Establishment, pertains to eliminating freight horn noise at crossings and is not related to light rail noise or the project features (PF-NV-2: Crossing Signal Bell Shroud and PF-NV-3: Gate-Down-Bell-Stop-Variance) referenced in the comment. Project Features PF-NV-2: Crossing Signal Bell Shroud and PF-NV-3: Gate-Down-Bell-Stop-Variance specifically address noise from crossing signal bells near light rail at-grade crossings, (170th and 182nd Streets for the Elevated/At-Grade Alignment) but are not part of a quiet zone designation. Noise generated by light rail pass-bys would be mitigated through Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs.

Like the Trench Option, the LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment, because it eliminates the at-grade crossings at 170th and 182nd Streets. Likewise, the Hawthorne Option would fully grade separate the light rail. By grade-separating the light rail from all roadways, the LPA, the Trench Option, and the Hawthorne Option avoid the need for audible warning at light rail crossings, such as routine light rail train horns and crossing bells.

If the Elevated/At-Grade Alignment were implemented, the addition of the light rail crossing at 182nd Street would increase the frequency of the crossing gate down time relative to existing conditions but would not permanently close emergency access. All of the homes

and businesses on either side of the 182nd Street crossing would remain accessible by alternate routes within a half-mile that have grade-separated crossings and are, therefore, not affected by train frequency. While McCormick Ambulance Services currently operates near the 182nd Street at-grade crossing, McCormick, as a private business, is not restricted to this location and could adjust its base location if future needs arise. Any such relocation of McCormick Ambulance Services, or a similar private business, would likely occur within already developed commercial or industrial properties, involving leasing or minor modifications to existing structures rather than new construction and would utilize existing infrastructure.

The LPA, the Trench Option, and the Hawthorne Option, which would fully grade separate the light rail from all roadways, would eliminate any potential impacts of the light rail on emergency response time. See MR-12: Emergency Access.

367-7 See response to Comment 367-2. Metro, as the CEQA Lead Agency, has the responsibility to determine the appropriate criteria for the project and has utilized the FTA's noise impact criteria, which was specifically developed to address transit noise based on well-documented criteria and research on human response to community noise.

Additionally, see MR-2: Operational Noise Analysis Methodology and Impact Thresholds. As discussed therein, application of the FTA criteria contrasts with the "brightline" operational noise thresholds used by many local jurisdictions, which set fixed operational limits without considering existing noise levels, and in many cases, these city thresholds have already been exceeded by existing conditions. For instance, the maximum presumed ambient noise level standards established by Redondo Beach Municipal Code Section 4-24.301 for uses considered sensitive receptors range from 45 dBA for Low Density uses to 60 dBA for Residential R-5 and R-6 uses. However, as detailed in Table 3.6-17 of the Draft EIR, existing noise levels at the majority of sensitive receptor clusters in proximity to the Trench Option already exceed the foregoing maximum presumed ambient noise level standards. Thus, Metro's application of the FTA criteria to evaluate the potential for project construction and operational activities to result in substantial temporary or permanent increases in ambient noise levels is more applicable than simply assessing whether project noise levels would exceed local standards.

367-8 The commenter's preference for the Hawthorne Option followed by the High-Frequency Bus Alternative is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 399 Right of Say/ Redondo Beach Quality of Life Coalition

399-1 The commenter's observation that the City of Lawndale has a high population density and limited park space relative to other South Bay cities is noted. All comments have been shared with the Metro Board for their consideration. Under CEQA, population density and park acreage are not treated as environmental impacts, in and of themselves. However, the Draft EIR considers whether the project would result in physical environmental effects related to the availability of park space. As discussed in Section 3.15, Public Services, of the Draft EIR, Section 3.15-4.5, the project would not result in the direct removal or degradation of parks facilities in the City of Lawndale or elsewhere. The project is also not expected to

increase the use of existing parks in a way that would result in physical deterioration or require the construction or expansion of recreational facilities. Therefore, the Draft EIR concludes that the project would have a less than significant impact related to parks.

399-2 See response to Comment 399-1. Although Metro understands that some residents use the freight corridor for informal recreational activities, this use is not authorized and is not compliant with freight safety standards. The Metro ROW is not a park, but rather an active freight corridor. The use of the Metro ROW for recreation is not sanctioned and does not constitute a designated public resource under CEQA.

To enhance recreational opportunities, the project would include two multi-use recreational paths and new landscaping in areas where space allows, providing safe and accessible amenities for the community. Within Lawndale, the path would be provided between 159th and 170th Street on the west side of the freight tracks. The planned multi-use paths are designed to provide a safe and accessible environment for walking, jogging, and bicycling, and they represent an improvement over current conditions, including in Lawndale where dedicated recreational infrastructure is limited.

Additionally, in 2022, Metro adopted a Metro Tree Policy which outlines Metro's commitment to protecting trees, when possible, and replacing those that must be removed as a result of Metro construction and maintenance. For non-heritage trees, the policy specifies a replacement ratio of two trees for every tree removed. Metro's policy prioritizes planting strategies that maximize the use of native species, thereby enhancing the local ecosystem. See MR-10: Changes to Community Character.

399-3 The commenter's opposition to the Metro ROW alignments is noted. See MR-10: Changes to Community Character.

399-4 While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, and Section 3.3, Aesthetics, of the Draft EIR analyzes the project's potential to physically divide communities and to affect visual quality and character. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. A physical divide to an established community means a physical division, such as the construction of a new barrier that severs access between neighborhoods. The Metro ROW alignments would be constructed within an existing transportation corridor, rather than previously undisturbed areas. As discussed in the Draft EIR, the presence of the Elevated/At-Grade Alignment would not physically divide a community, because residents would still be able to cross the Metro ROW at all existing designated rail crossings located at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered such that any one part of the community would be isolated from the other. Operation of the LPA, Trench Option, and Hawthorne Option have even less potential to physically divide an existing community, because each would fully grade separate the light rail from all roadways. Construction would occur in phases, so not all disruptions would happen at once, reducing the potential to divide communities. A CTMP would be implemented to maintain access for vehicles, pedestrians, and cyclists throughout all phases, consistent with Metro's standard practices. For these reasons, the Draft EIR concludes construction and operation of the Elevated/At-Grade Alignment and Trench Option would not physically divide an established community, and the impacts would be

less than significant. The Hawthorne Option would similarly result in a less than significant impact during project operation and would result in a less than significant impact during construction with implementation of Mitigation Measure MM-LU-1: Temporary Crossings. MM-LU-1: Temporary Crossings requires a nearby temporary alternate crossing where the closure of crosswalks or other pedestrian roadway crossings and an alternate crossing route do not exist within 1,000 feet of the closed crossing. See also response to Comment 399-2 and MR-10: Changes to Community Character.

399-5 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. The project would not introduce ground movement that would exceed tolerances for underground infrastructure. For more information on this topic, see MR-7: Utility Relocation and Hazardous Materials Safety. For additional background, see MR-8: Light Rail and Freight Train Safety and MR-13: Soil Stability and Sinkholes.

399-6 William Green Elementary School is correctly identified in Table 3.15-9 on page 3.15-21 of the Draft EIR as being 0.13 miles (686 feet) from the Metro ROW. The commenter may be referring to William Green Park, which is utilized by the school for recreational activities and is located 350 feet from the Metro ROW at its closest point and 686 feet from the Metro ROW at its farthest point.

Construction activities would not require the acquisition of any public facilities, including educational facilities. Roadways that intersect the alignment would need to be temporarily closed or have lanes reduced to accommodate construction activities, which could impede the vehicle circulation network, though traffic would be detoured to a parallel route (for example, with a closure at 170th Street, all traffic would detour to 162nd Street or Artesia Boulevard). Construction activity would be limited to the Metro ROW and staging areas and would not result in direct physical impacts to any school. Additionally, access to the schools would be maintained during construction, and detour routes would be included pursuant to Project Feature: PF-T-1: Construction Traffic Management Plan (see Section 3.1, Transportation, of the Draft EIR). Therefore, construction activities would not result in the need for new or physically altered educational facilities, and this impact would be less than significant.

The project would not increase the demand for school facilities, requiring the provision of new or expanded educational facilities. Operation of the project would indirectly increase local access to educational facilities. However, it is anticipated that students and faculty would remain within their associated school districts, and an increase in attendance would not occur as a result of the project. Additionally, the project is included in the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as a planned transit project and is, thus, factored into demographic forecasts for future population, household, and employment growth for the cities of Lawndale, Hawthorne, Redondo Beach, and Torrance. Accordingly,

the project would not induce unplanned population growth that would impact the demand for school facilities. Therefore, no impact would occur.

399-7 See response to Comment 399-4.

399-8 The project would add new safety fencing or other barriers, such as soundwalls, to the Metro ROW. However, access across the railroad corridor would still be maintained at all existing crossings, and no evacuation routes would be eliminated.

399-9 In the previous planning stage (2018 Supplemental Alternatives Analysis), Metro studied proposed stations in the City of Lawndale, between Inglewood Avenue and Manhattan Beach Boulevard along the Metro ROW, and at Hawthorne Boulevard/166th Street. However, at the request of the City of Lawndale, Metro removed these proposed stations from further study. Metro is adhering to all CEQA requirements. Furthermore, Metro's design and planning process complies with all applicable safety regulations. See MR-8: Light Rail and Freight Train Safety.

399-10 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

399-11 The comment is noted for the record.

Submission 403 Craig St. John, Westwood Building Materials

403-1 The property identified by the commenter is identified as a potential location for a TPSS, as well as for a sump pump for the Trench Option. The Hybrid Alternative was selected by the Metro Board as the LPA, which would not require a sump pump and/or a TPSS on that property. See MR-1: Selection of Alternatives. The Draft EIR evaluated multiple options for the TPSS locations, which would be determined in the next phase of design.

403-2 The commenter's preference for an overhead design configuration of the Metro ROW alignments at Inglewood Avenue and Manhattan Beach Boulevard is noted. See MR-1: Selection of Alternatives.

403-3 Approximately 178 residential properties are located immediately adjacent to the Metro ROW, and 22 residential properties are located immediately adjacent to the Hawthorne Option. Metro has designed the project to avoid displacement of residents.

Submission 404 Craig St. John, Westwood Building Materials

404-1 See response to Comment 403-3 related to residences located adjacent to the project. Of the alignments studied in the Draft EIR, only the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact. Operational noise impacts associated with the Trench Option, Hawthorne Option, and the LPA would be reduced to less than significant with mitigation. None of the alignments analyzed in the Draft EIR would result in a significant and unavoidable operational vibration impact. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To

address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

404-2 See response to Comment 403-3.

Submission 405 Craig St. John, Westwood Building Materials

405-1 Submission 404 includes the same comments from the same commentor. See responses to Comment Letter 404.

Submission 435 Daniel Walker, Friends of Green Line

435-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

435-2 The terminus station at the Torrance Transit Center would allow the line to continue further south, should funding and approvals become available. Any future extensions would be subject to their own environmental review and planning processes. Potential extensions from the Torrance Transit Center to San Pedro, Long Beach, and the Los Angeles County/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan.

435-3 The commenter's support of the Elevated/At-Grade Alignment is noted. The Metro Board selected an LPA located in the Metro ROW. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits, and costs.

435-4 The 2023 Ridership Summary Report, published concurrently with Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). Ridership levels vary by alignment, as discussed in the report. However, travel times are similar between all alignment options.

435-5 The commenter's opposition to the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. Both the LPA and the Trench Option significantly reduce noise impacts compared to the Elevated/At-Grade Alignment, because they eliminate the at-grade light rail crossings at 170th and 182nd Streets. By grade-separating the light rail from all roadways, the LPA and the Trench Option remove the need for audible warning at light rail crossings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, and Section 4.20, Corrections and Additions, of the Final EIR, operational noise impacts of the LPA would be comparable to those of the Trench Option and would be less than significant with mitigation.

Regarding freight train noise, the alignment options along the Metro ROW, including the LPA and Trench Option, would include Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment, which are expected to reduce freight noise compared to existing conditions. See MR-3: Operational Noise Project Features and Mitigation Measures.

435-6 The commenter's support for the alignment along the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. As correctly noted by the comment, light rail vehicles are electrically powered and generally operate more quietly than diesel-powered trains. As indicated by the commenter, improvements to the relocated freight tracks under the Metro ROW assignments are anticipated to reduce noise and vibration from freight operations. Furthermore, the Metro ROW alignments include Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment, which would reduce freight noise compared to existing conditions by enabling the establishment of a quiet zone with the FRA, which would eliminate the routine use of train horns along this portion of the Metro ROW. Once all necessary safety measures are installed, the quiet zone may qualify for automatic approval under federal regulations (49 CFR 222). See MR-19: Project Benefits for additional information.

435-7 The project schedule will continue to be updated as refinements to the design, project cost estimates, and funding plan. While offering financial incentives to construction contractors for early completion is worth considering, accelerating the project would present significant challenges. These include securing additional funds, expediting the procurement process, coordinating condensed review and permit approvals from public and private entities, and managing an intensive, compressed construction period. Each of these elements requires careful planning to ensure that safety, environmental regulations, and community impacts are appropriately addressed. Metro remains committed to delivering the project as efficiently as possible while balancing the need to control costs and ensure compliance with all necessary approvals.

435-8 Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including funding availability, costs, implementation efficiency, stakeholder input, and environmental impacts. All options and alternatives remain under consideration until the Metro Board takes final action on the project and its Final EIR. The project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro remains committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery.

435-9 The project would provide a one-seat ride from Torrance to the Los Angeles International Airport (LAX) and operate as part of the Metro K line in a north-south pattern with connections to the Metro C Line, which travels east-west and provides access to Norwalk.

435-10 The commenter's support for safety enhancements to support a quiet zone is noted. All comments have been shared with the Metro Board for their consideration. The establishment of quiet zones, which eliminate the use of train horns, is governed by the FRA, not the CPUC. See response to Comment 435-6.

435-11 The proposed stations are intended to enhance regional transportation multi-modal mobility and access. The project includes two multi-use recreational paths to enhance pedestrian and bicycle connectivity. Bicycle parking would be provided at all stations. While

Metro assists in identifying potential First/Last Mile improvements during the planning and design phases, the implementation of off-site access improvements falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in this planning.

435-12 The commenter's support for a station in Lawndale is noted. All comments have been shared with the Metro Board for their consideration. In the previous planning stages, stations were proposed in Lawndale, including as part of the 2018 Supplemental Alternatives Analysis, but at the request of the City of Lawndale were removed from consideration.

435-13 The commenter's support for the project related to regional access and environmental/community benefits is noted.

435-14 See response to Comment 435-13.

Submission 453 Ed Romero, Marathon Pipe Line LLC

453-1 Metro acknowledges the location of pipelines 217A and 088C and the request not to dig within 50 feet of the identified locations without coordinating with Marathon Petroleum. Section 3.11, Utilities and Service Systems, of the Draft EIR evaluates potential impacts associated with utility conflicts. As described on page 3.11-10 of the Draft EIR, the project includes Project Feature PF-US-1: Utility Identification and Coordination, which would ensure that the locations of all utilities potentially affected by project activities are verified prior to construction. This includes conducting detailed field verification methods, such as potholing, to confirm the horizontal and vertical alignment of pipelines and other utilities. The information obtained through this process would be used in coordination with utility owners, including Marathon Pipeline, to determine appropriate measures to either protect utilities in place or relocate them as necessary. Metro would coordinate with Marathon Pipeline and Dig-Alert to provide notice prior to any excavation activities. See MR-7: Utility Relocation and Hazardous Materials Safety.

Submission 752 Mark Navarra, Jerome's Furniture

752-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

752-2 The commenter's opposition to the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Under CEQA, economic effects, such as financial effects on businesses, are not considered environmental effects. Metro has created a Business Interruption Fund for major rail projects under construction in Los Angeles County to support the business community.

Submission 1958 Right of Say

1958-1 Freight rail operations, including transportation of hazardous materials, are regulated by the FRA and must comply with stringent federal regulations related to the handling, labeling, and transport of hazardous substances. The project would not alter or increase the frequency of freight operations or the types of materials transported along the corridor. Nonetheless, Metro is committed to integrating safety into all Metro rail operations,

including designing and operating the project to ensure compatibility alongside freight operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, and Metro's Grade Crossing Safety Policy. For more information, see MR-8: Light Rail and Freight Train Safety.

1958-2 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line like those operated by Metrolink or freight rail operated by BNSF. Light rail vehicles are quieter, electrically powered trains that generate less noise and vibration compared to larger, diesel operated Metrolink trains and freight operators. As discussed in Section 3.6, Noise and Vibration, subsection 3.6-4.3.2, impacts associated with operation of the light rail and freight would be reduced to less than significant with mitigation. With respect to building damage during construction, Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, preconstruction site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged. These recommendations would be a product of and confirmed during final design and address potential subsurface hazards. See also MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

1958-3 The Final EIR includes updates to the construction duration for the LPA, which is estimated to take approximately six years to construct. Construction-related activities would proceed in phases, limiting the duration of any impacts at a given location. See MR-21: Cost Estimates and Schedule. Additionally, existing vibration levels along the stretch of the Metro ROW proposed for the Elevated/At-Grade Alignment, Trench Option, and LPA are generated through freight rail operations, not light rail transit. Metro would install new and upgraded rail infrastructure, wherever physically feasible, where freight tracks would be relocated, which would help reduce existing freight vibration levels. The project would also include implementation of Mitigation Measure MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats, which would ensure potential operational vibration impacts are reduced to a less than significant level.

1958-4 The commenter generally mentions "well documented" studies regarding geological conditions. Although specific studies were not cited by the commenter, Metro has received comments from other submissions regarding the South Bay Galleria EIR and a Ninyo & Moore study. The South Bay Galleria EIR describes the same regional geologic conditions as those presented in the Draft EIR. The South Bay Galleria EIR also describes findings from a geotechnical report that is specific to the Galleria site. While the Galleria's geotechnical report findings would not apply to this project, they recommend similar design and construction methods to those Metro would implement, such as excavating poor soils and replacing them with engineered fill in accordance with building code requirements. Regarding the Ninyo & Moore study, the information on soil conditions is consistent with the types of soils identified in Section 3.8 of the Draft EIR, as well as with the 2023

Geotechnical Data Report, which supports the Draft EIR engineering plans and includes a review of past geotechnical investigations conducted within the project area.

Additionally, the soil types described by the commenter are generally consistent with Metro's understanding of existing conditions, as discussed in Section 3.8, Geology and Soils, of the Draft EIR. These soils are common throughout Los Angeles County and are not unique to the project area. There are no unstable or seismically hazardous conditions along the corridor that would preclude safe construction or operation of the project. See MR-13: Soil Stability and Sinkholes and responses to Comments 1958-2 and 1958-5.

1958-5 As described in Section 3.6, Noise and Vibration, of the Draft EIR, the FTA has defined vibration thresholds for human annoyance and structural damage. As shown in Table 3.6-6 of the Draft EIR, the threshold for vibration annoyance is 65 vibration decibels, for "frequent events." The threshold for construction vibration damage is shown in Table 3.6-5 of the Draft EIR, which expresses vibration in terms of peak particle velocity inches per second. The analysis in the Draft EIR evaluates construction vibration impacts based on these established thresholds. For operational vibration impacts, vibration impacts are assessed in terms of human annoyance, as building damage thresholds are much greater than annoyance thresholds and are typically limited to construction activities, which generate higher peak vibration levels than freight or light rail trains. See MR-7: Utility Relocation and Hazardous Materials Safety.

1958-6 The commenter's interpretation of the vibration data is inaccurate. Vibration levels were elevated at the El Nido Park measurement location for both northbound and southbound trains, indicating that the observed levels were not solely attributable to variations in train weight. For both loaded and unloaded trains, the highest vibration levels typically occurred with the passage of the locomotive, which is generally the heaviest part of the train.

As described on page 3.6-28 of the Draft EIR, the FTA general assessment methodology does not require vibration measurements. Vibration measurements were primarily conducted to collect samples of vibration generated by the existing freight train pass-bys and not as a requirement to prepare the analysis. As described on page 3.6-31 of the Draft EIR, where higher vibration propagation was predicted compared to the predicted vibration levels, adjustments were made to calibrate the model such that it reflected higher vibration levels in the vicinity of El Nido Park.

See response to Comment 1958-2 regarding vibration mitigation and vibration effects related to annoyance and damage during operations.

The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. However, the assertion that the Hawthorne Option is necessary to reduce impacts related to hazardous and hazardous materials to less than significant is mistaken. See MR-8: Light Rail and Freight Train Safety.

Submission 1967 Right of Say

1967-1 Metro is committed to integrating safety into all Metro rail operations, and all project components would be designed and operated in compliance with applicable federal, state,

and Metro safety standards, including those governing the transport of hazardous materials. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As noted in Section 3.11, Utilities and Service Systems, the project includes Project Feature PF-US-1: Utility Identification and Coordination, which requires Metro to confirm the locations of all underground utilities in advance of construction and to closely coordinate with pipeline operators to avoid conflicts and implement protection-in-place or relocation procedures consistent with modern safety standards. It is expected that pipeline relocations could be accommodated within the existing Metro ROW, with the exact configuration, including any needed design variances, to be determined as design advances with safety as the key priority. Regarding the potential for vibration-related impacts to underground pipelines, see MR-7: Utility Relocation and Hazardous Materials Safety.

Regarding the concern about petroleum tankers operating adjacent to light rail and residential communities, the project would not increase the frequency or type of freight traffic, including hazardous materials, which continues to be regulated by the FRA and the U.S. Department of Transportation under the Hazardous Materials Transportation Act, discussed in Section 3.9-1.1 of the Draft EIR. Freight service is an existing condition and is subject to federal safety standards regardless of the project.

The Elevated/At-Grade Alignment, Trench Option, and LPA are designed to safely accommodate light rail, freight rail, and necessary separation distances with the ROW, and informed by modern design standards for track layout, elevated structures, and emergency access. There is sufficient space for the proposed light rail and freight track within the Metro ROW. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings for the Hybrid/Locally Preferred Alternative, for more details. See also MR-8: Light Rail and Freight Train Safety.

1967-2 See response to Comment 1967-1.

5.5 RESPONSES TO INDIVIDUAL COMMENTS (SUBMISSION #1- #337)

Submission 1 Erin Hoops

1-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 2 Johnny Menhennet

2-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro studied another station option in Lawndale in the 2018 Supplemental Alternatives Analysis but removed the option from further study at the request of the City of Lawndale.

Submission 3 Kyle Freitas

3-1 The commenter's support for a below-grade alignment along the Metro ROW (called Alternative 1 during public scoping and the Trench Option within the Draft EIR) is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

3-2 As described in Chapter 2, Project Description, and Section 3.6, Noise and Vibration, of the Draft EIR, all Metro ROW alignments include multi-use recreational paths along a portion of the alignment in Lawndale, as well as soundwalls in areas where noise mitigation is proposed. As discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the LPA also includes multi-use recreational paths and soundwalls.

Submission 4 Robert Kessmar

4-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

4-2 The comment that the Trench Option would provide a more constrained visual experience for passengers compared to aerial or at-grade alignments is noted. However, passenger experience is not an environmental impact under CEQA and therefore is not evaluated in the Draft EIR. Under CEQA, the analysis of aesthetic impacts focuses on changes to views from publicly accessible locations. Furthermore, as the project is located in an urbanized area, the analysis in Section 3.3, Aesthetics, of the Draft EIR, evaluates whether the project would conflict with applicable zoning or other regulations governing scenic quality. Based on the detailed analysis, set forth on pages 3.3-55 through 3.3-114 of the Draft EIR, including visual simulations, the Draft EIR concludes that none of the alignment options would conflict with applicable policies or regulations governing scenic quality. The cost estimates published in 2023 (estimated in 2022) with the Draft EIR are as follows: Elevated/At-Grade Alignment ($1.96B), Trench Option ($2.84B), Hawthorne Option ($2.96B), and LPA ($2.23B). See MR-21: Cost Estimates and Schedule.

4-3 The commenter's support for an elevated alignment is noted. All comments have been shared with the Metro Board for their consideration. All alignment options studied have some portion of the light rail track that is elevated, as described in Chapter 2, Project Description, of the Draft EIR. The LPA would be elevated between the Redondo Beach (Marine) Station to 162nd Street, where it begins to transition to at-grade. See MR-1: Selection of Alternatives.

Submission 5 Leslie Andrew Ridings

5-1 The commenter's support for the Trench Option, which would be fully grade-separated, is noted. All comments have been shared with the Metro Board for their consideration. The LPA would also fully grade separate light rail from all roadways. See MR-1: Selection of Alternatives.

5-2 The commenter's support for the Redondo Beach Transit Center Station is noted. All comments have been shared with the Metro Board for their consideration. See MR-15: Metro Ridership Forecasting Methodology.

Submission 6 Joseph Guay

6-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

6-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-9: Light Rail Security and MR-15: Metro Ridership Forecasting Methodology.

Submission 7 Joanna G

7-1 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant environmental impacts of the project. See MR-10: Changes to Community Character and MR-19: Project Benefits.

Submission 8 can be found in Section 5.4 Responses to Groups and Organizations

Submission 9 MJ Anderson

9-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

9-2 As described in Chapter 2, Project Description, of the Draft EIR, the Metro ROW alignments include a multi-use recreational path between Grant Avenue and 182nd Street on the east side of the light rail tracks, which enhance access between the Redondo Beach Transit Center to the South Bay Galleria. Metro would continue to coordinate with the South Bay Galleria in future phases of design regarding pedestrian access.

During the Green Line Extension to Torrance 2018 Supplemental Alternatives Analysis, Metro studied potential stations in the City of Lawndale between Inglewood Avenue and

Manhattan Beach Boulevard along the Metro ROW and along Hawthorne Boulevard at 166th Street. At the request of the City of Lawndale, the Metro Board of Directors (Metro Board) agreed to remove the proposed stations in Lawndale from further study.

Submission 10 Mary Ellen Martin

10-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

10-2 See response to Comment 10-1. The commenter's concerns regarding the decision-making process are noted. Metro values public input and has not made a final decision on the project. The Metro Board will consider the Final EIR, along with public comments and input received throughout the environmental review process, before deciding whether to certify the Final EIR and approve the project. That decision is anticipated in 2025.

10-3 The Draft EIR evaluated the Hawthorne Option, which travels along portions of Hawthorne Boulevard, as well as the Elevated/At-Grade Alignment, Trench Option, and project alternatives, including the 170th/182nd Grade-Separated Light Rail Transit Alternative (selected by the Metro Board as the LPA in May 2024 and referred to as the "Hybrid Alternative"). Potential noise impacts associated with Elevated/At-Grade Alignment and Options are evaluated in Section 3.6, Noise and Vibration, of the Draft EIR. Potential noise impacts associated with the LPA are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR, with additional clarifications provided in Section 4.20, Corrections and Additions, of the Final EIR. The Metro Board will consider the analyses and conclusions of the Draft EIR and Final EIR as part of its consideration of whether to certify the Final EIR and approve the project. Additionally, the recently completed Redondo Beach Transit Center is a bus transit center developed by the City of Redondo Beach; it is not a Metro project. However, the transit center project was funded, in part by local transit dollars from the Metro Call for Projects Funds, Measure R, and Measure M Local Return Transit Funds. See responses to Comments 10-1 and 10-2.

Submission 11 Margie Alexander

11-1 The potential for vibration impacts for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See response to Comment 1970-17. The predicted vibration levels at Breakwater Village are shown in Figure 3.6-B13A of Appendix 3.6-C Vibration Detail Maps. Operational vibration annoyance impacts would be mitigated to less than significant with mitigation for all Metro ROW alignments and the Hawthorne Option.

Regarding construction vibration impacts, the Draft EIR identifies temporary vibration impacts that could occur from certain activities, including pile driving, heavy equipment operation, and other high-impact construction methods. To address these impacts, Mitigation Measures MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post-Construction surveys, would be required. With implementation of these mitigation measures, potential vibration-related structural damage impacts of the Trench Option, the Hawthorne Option, and the LPA would be reduced to less than significant with mitigation.

However, the vibration-related annoyance impacts associated with construction of each of those alignments would remain significant and unavoidable, even with mitigation. These annoyance impacts would be temporary and limited to periods when the most vibration-intensive equipment (e.g., pile drivers and vibratory compactors), is in use, which would typically be for a short duration near any given property.

In contrast to the Trench Option, the Hawthorne Option, and the LPA, construction of the Elevated/At-Grade Alignment would result in significant and unavoidable vibration impacts related to both structural damage and vibration annoyance, due to the need for pile driving to reconstruct the Grant Avenue freight bridge. Although the identified mitigation measures would reduce these impacts to the maximum extent feasible, they would not eliminate them.

See MR-4: Potential Negative Health Effects related to Noise, Vibration, and Air Quality.

11-2 Metro takes the safety and well-being of nearby communities, including senior residents at Breakwater Village, very seriously. Every aspect of the project has been and would continue to be designed to address potential risks and ensure that construction and operation are conducted safely. To clarify, the proposed light rail would be at-grade adjacent to Breakwater Village. There is no trench in this segment of the ROW for all alignments studied in the Draft EIR.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13 of Chapter 4, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety, and MR-13: Soil Stability and Sinkholes.

11-3 Metro has fully evaluated the project's environmental impacts and proposed stringent mitigation measures to reduce impacts to the maximum extent feasible. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-10: Changes to Community Character.

Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR. Compliance with Project Features PF-AQ-1: Tier 4 Engine Standards and PF-AQ-2: Dust Control Best Practices would ensure that construction activities comply with South Coast Air Quality Management District and Metro standards controlling emissions and dust. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. Regional air quality would improve with implementation of the project due to a shift from passenger vehicles to light rail in the corridor. Regarding any dangers associated with moving utilities, see MR-7: Utility Relocation and Hazardous Materials Safety. Regarding property values, see MR-14: Property Values and Impacts to Businesses.

11-4 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

Submission 12 Janet Lindquist

12-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Pedestrian safety is addressed in Section 3.1, Transportation, of the Draft EIR. Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The Locally Preferred Alternative (LPA) would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists.

Submission 13 Tom Wooge

13-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

13-2 The commenter's observation on the Metro Rail system and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 14 N/A

14-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 15 Steven Miyamoto

15-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-15: Metro Ridership Forecasting Methodology. The LPA, Trench Option and Hawthorne Option would all grade separate light rail to avoid any conflicts with vehicles, pedestrians, and cyclists traveling on roadways.

Submission 16 Milan Matsumoto

16-1 The commenter's support for the Hawthorne Option, and secondary support for an elevated configuration along the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. The Elevated/At-Grade Alignment and LPA would both have an elevated segment in the north between the Redondo Beach (Marine) Station to south of 162nd Street, where it transitions down to travel at-grade. See MR-1: Selection of Alternatives.

Submission 17 Russell Czwleger

17-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 18 Dina Gallo

18-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 19 David M

19-1 The commenter's support for the Right-of-Way Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 20 Grace Peng

20-1 Relative to the Trench Option, the LPA would reduce the area that would be trenched and address many of the construction-related concerns identified by the commenter. See MR-1: Selection of Alternatives and MR-3: Operational Noise Project Features and Mitigation Measures.

20-2 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related

to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety for utility and pipeline relocation details in the Metro ROW. See MR-13: Soil Stability and Sinkholes for how construction and operation in the corridor would be handled in the context of soil conditions. See MR-3: Operational Noise Project Features and Mitigation Measures, regarding the installation of soundwalls and establishment of quiet zones.

20-3 The commenter's suggestions for ROW elevated/street-grade light rail are noted. All comments have been shared with the Metro Board for their consideration. Also, a High-Frequency Bus Alternative along parts of Hawthorne Boulevard is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

20-4 The commenter's support for the High-Frequency Bus Alternative is noted. All comments have been shared with the Metro Board for their consideration. Street improvements on local city streets are generally not within the purview of Metro.

20-5 See response to Comment 20-4.

20-6 See response to Comment 20-1. Additionally, the project would be subject to Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-4: Quiet Zone Establishment for the Metro ROW Alignments. See MR-3: Operational Noise Project Features and Mitigation Measures for more information. Soundwalls are considered for all alignments studied (both along Metro ROW and Hawthorne Blvd).

Submission 21 can be found in Section 5.3 Responses to Public Agencies

Submission 22 can be found in Section 5.3 Responses to Public Agencies

Submission 23 Adriana Heidman

23-1 As discussed in Section 3.6, Noise and Vibration, and Chapter 4, Evaluation of Alternatives of the Draft EIR, the project includes Mitigation Measure MM-NOI-2: Soundwalls to reduce noise impacts to a less than significant level with mitigation. While soundproofing measures, such as retrofitting homes with noise insulation, have been used in some contexts, such as near airports, this approach is not considered feasible or appropriate for the following reasons

> Construction noise is temporary and mobile: Construction would occur in phases along the project alignment over a multi-year period, and no single home would experience intense noise for the full construction duration. Rather, heavy construction activity would be localized to a given block or segment for limited durations, with quieter finishing work occurring thereafter. Retrofitting homes for such temporary, localized impacts is not a proportionate or effective mitigation strategy.

> Retrofitting is not an effective approach for exterior noise: Construction noise is measured and assessed using exterior noise criteria, and the most effective mitigation is achieved by reducing noise at the source (e.g., through equipment selection, barriers, and site management). Soundproofing interior spaces, such as

replacing windows or adding wall insulation, does not address outdoor noise levels and may not be effective unless doors, ventilation, and other openings are also sealed.

- Interior ventilation could be impaired: For acoustic retrofitting to meaningfully reduce noise levels, windows would need to remain closed, which may conflict with ventilation and air quality needs protected under building codes and preferred by some residents. If windows remained open, the intended goal of reducing noise impacts to sensitive receptors would not be achieved as desired, reducing the effectiveness of mitigation measures.
- Retrofitting would require extensive coordination and participation: Implementing an acoustic retrofitting program would require sending formal offers to hundreds of property owners and tenants, negotiating liability and access terms, and coordinating multiple in-unit site visits for testing, construction, and post-construction verification. Many tenants would likely be unresponsive or unwilling to permit construction inside their homes, particularly given the disruptions and potential impacts to the buildings, such as interference with existing waterproofing.
- Retrofit measures are logistically and financially infeasible on a broad scale: Installing replacement windows or conducting individualized building modifications would require property-by-property assessments of building construction type, existing window conditions, occupancy status, and owner consent. To be effective, each unit would need to be analyzed based on building age, construction type, orientation, and existing conditions. It would also require coordination with contractors, temporary relocation in some cases, and follow-up inspections. These efforts would be highly disruptive to residents and disproportionately burdensome relative to the temporary nature of the impact. Further, given the scale, complexity, and potential for low participation, such a program would be unlikely to be completed within a reasonable timeframe.
- Retrofit measures may introduce secondary impacts: Construction work to install new windows or insulation, particularly if done on an expedited basis in an occupied home, can itself create disruptions, such as noise, dust, and temporary loss of access. These impacts could exceed or compound the temporary construction noise the retrofit is intended to mitigate.

For these reasons, retrofitting homes is not proposed as a feasible mitigation measure for construction noise impacts. Such a measure would be of uncertain effectiveness for the reasons described above and therefore would not constitute appropriate mitigation under CEQA. Metro could not force tenants and homeowners to participate in such a program, further limiting the measure's ability to meaningfully reduce the impact it is intended to address. Instead, the project would implement proactive measures that reduce noise at the source, are enforceable through the Noise Control Plan, and are applicable across the entire project corridor. See MR-3: Operational Noise Project Features and Mitigation Measures.

The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings) daily. See MR-15: Metro Ridership Forecasting Methodology.

See MR-18: Homelessness.

Submission 24 Beryl Bryant

24-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option are noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

24-2 Under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. However, to address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission 25 Duane Green

25-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 26 Luis

26-1 The commenter's support of the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Potential effects to the transportation network are addressed in Section 3.1, Transportation, of the Draft EIR, and potential visual effects are addressed in Section 3.3, Aesthetics, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. It should be noted that in addition to the Trench Option, the LPA and Hawthorne Option would grade separate light rail to avoid conflicts with vehicles, pedestrians, and cyclists traveling along roadways.

Submission 27 Vincent Perez

27-1 The Hawthorne Option would locate the light rail transit tracks and station in an elevated guideway above the median of Hawthorne Boulevard. Pedestrian crossings would be maintained at existing intersections or would be added at new, signalized intersections.

Submission 28 Lena Pullen

28-1 See MR-9: Light Rail Security and MR-18: Homelessness.

28-2 As described in Chapter 2, Project Description, of the Draft EIR, the Elevated/At-Grade Alignment would have two at-grade light rail crossings at 170th and 182nd Streets, while the Trench Option would be fully grade-separated. With respect to noise, under Project Features PF-NV-2: Crossing Signal Bell Shrouds and PF-NV-3: Gate-Down-Bell-Stop Variance, Metro would shroud the crossing signal bells at 170th and 182nd Streets and apply for a gate-down-bell-stop variance to reduce the duration of bell ringing. See MR-3: Operational Noise Project Features and Mitigation Measures.

It should be noted that the LPA would significantly reduce noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade light rail crossings at 170th and 182nd Streets by locating the light rail in short trenches. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. Regarding system operations, the anticipated hours of operation are 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes. Peak-hour system headways would be 5 minutes during peak travel hours. Weekend system headways would be reduced compared to weekdays due to reduced commuter demand. See MR-1: Selection of Alternatives and MR-12: Emergency Access.

28-3 The commenter's preference for the No Project Alternative is noted. All comments have been shared with the Metro Board for their consideration. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. However, to address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission 29 Robert Sanchez

29-1 The commenter's support for the Hawthorne Option, Trench Option, and Metro ROW alignment, and the order of their preferences, is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

29-2 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 30 Tom Wooge

30-1 The analysis in Section 3.6, Noise and Vibration, of the Draft EIR, follows federal guidance, specifically the Federal Transit Administration Transit (FTA) Noise and Vibration Impact Assessment Manual (2018) to assess transit noise impacts. This same guidance was used to address potential impacts associated with the LPA. This methodology evaluates whether projected noise levels would exceed FTA's impact thresholds for sensitive receptors. The analysis ensures a consistent, objective approach to determine potential noise impacts and identify when mitigation measures are required. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

30-2 The analysis in Section 3.6, Noise and Vibration, of the Draft EIR, evaluates the potential noise impacts of both the Metro ROW alignments and the Hawthorne Option within the context of both existing noise environments. This approach considers how project-related noise would interact with and contrast against existing background levels in residential and commercial areas, including background traffic noise on Hawthorne Boulevard. The noise analysis accounts for the location of noise-sensitive land uses along both Hawthorne Boulevard and the Metro ROW. This accounts for Hawthorne Boulevard having less

residential density than along the Metro ROW. The commenter does not cite – and Metro has not identified – any scientific or medical evidence demonstrating a causal relationship between the operation of light rail transit and the onset or exacerbation of ligyrophobia (the intense fear of loud noises). In the absence of any such evidence, any attempt to evaluate this alleged psychological impact would be speculative. Moreover, ligyrophobia is typically associated with sudden or unpredictable wounds like fireworks, balloons popping or alarms, whereas light rail systems are generally quieter and predictable compared to many other urban noise sources. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Regarding the existing noise environment along the Metro ROW, existing noise sources include freight operations and local vehicular traffic. The freight horn is an existing intense source of noise which produces noise levels up to 110 dBA (a-weighted decibel). The proposed mitigation measures in the Draft EIR would mitigate potential noise impacts along the Metro ROW. In addition, the project would enable the local jurisdictions along the Metro ROW to obtain a "quiet zone" designation, which would reduce existing freight noise overall along the corridor, by eliminating routine freight horn soundings, which as noted previously, produce noise levels of up to 110 dBA. See MR-3: Operational Noise Project Features and Mitigation Measures.

30-3 CEQA does not assess beneficial impacts but evaluates specific environmental impact thresholds, as described in Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR. See MR-1: Selection of Alternatives.

30-4 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 31 Tom Wooge

31-1 As described in Section 3.2, Land Use and Planning, of the Draft EIR in Section 3.2-4.2, the project would comply with all applicable regulations and local ordinances governing construction activities to the extent feasible. Table 3.2-5, starting on page 3.2-26 of the Draft EIR, provides a detailed analysis of the Elevated/At-Grade Alignment's consistency with applicable land use plans, policies, and regulations pertinent to the project. The discussions in Table 3.2-5 of the Draft EIR would apply similarly to the Trench Option and Hawthorne Option. The Draft EIR concludes that the Elevated/At-Grade Alignment and Options would result in a less than significant impact. This same analysis applies to the LPA, as discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

As discussed in Section 3.2-4.1 of the Draft EIR, the project would not physically divide a community because residents would still be able to cross the Metro ROW at all existing designated rail crossings—i.e., the crossings at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered so as to isolate any one part of the community from the other. The alignments evaluated along the Metro ROW, including the LPA, would result in less than significant impacts related to physical division of communities. It should also be noted that the LPA would fully grade separate the light rail from all roadways.

31-2 The comment is noted for the record. All comments have been shared with the Metro Board for their consideration.

31-3 As discussed in Section 3.2, Land Use and Planning, of the Draft EIR, the project would replace or repair existing security fencing and add soundwalls in some locations, which would limit unauthorized access into the Metro ROW to ensure safety near operating rail. However, this does not constitute physical division of a community because residents would still be able to cross the Metro ROW at all existing designated crossings. See also response to Comment 31-1.

31-4 See response to Comments 31-1 and 31-3. As described in Section 3.2, Land Use and Planning, of the Draft EIR, the project would include safety barriers that would restrict the current level of unauthorized pedestrian access into the Metro ROW near active freight. Pedestrian access would still be available at the existing crossings, and the light rail would be grade-separated in all instances except in the Elevated/At-Grade Alignment crossing of 170th Street and 182nd Street, while freight crossings would be enhanced with safety improvements.

The commenter's support for the Hawthorne Option is noted. As a point of clarification, there are no pedestrian bridges planned along the Metro ROW as part of any alignment or design option. Similar to the Hawthorne Option, under the LPA and Trench Option the light rail would be fully grade-separated from all roadways. Pedestrians would cross streets at-grade and avoid any conflicts with light rail trains. See MR-1: Selection of Alternatives.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 32 Natalia Cliborn

32-1 Conforme a la Ley de Calidad Ambiental de California (CEQA), los impactos económicos tales como los cambios en los valores de las propiedades no se consideran impactos ambientales. El Borrador del Reporte de Impacto Ambiental se centra en los impactos ambientales físicos y las medidas para mitigarlos tal como lo requiere dicha ley. Para abordar cuestiones e inquietudes sobre el valor de las propiedades, Metro ha preparado más información. Consultar MR-14: "Valores de las propiedades e impactos a los comercios."

Submission 32 Natalia Cliborn

32-1 Under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission 33 Donna Perkins

33-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

33-2 The commenter's opposition to the High-Frequency Bus Alternative as a substitution for rail service is noted. All comments have been shared with the Metro Board for their consideration.

Submission 34 Matthew Hinsley

34-1 See responses to Comments 34-2 and 34-3.

34-2 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. Under the LPA, the light rail would be fully grade-separated from all roadways and would not increase vehicle delay compared to existing conditions.

34-3 Metro would implement mitigation measures directly under its control, including Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs. Additionally, Metro would install quiet zone equipment as part of Project Feature PF-NV-1: Quiet Zone Equipment Installation, which would qualify the crossings for an Automatic Federal Railroad Administration (FRA) Approval for a quiet zone. However, under federal regulations, cities must submit the quiet zone application to FRA. The Draft EIR acknowledges that implementation of quiet zones ultimately requires action by local jurisdictions. To address this, Mitigation Measure MM-NOI-4: Quiet Zone Establishment commits Metro to working with the cities to support the FRA application. See MR-3: Operational Noise Project Features and Mitigation Measures.

The Draft EIR fully discloses noise impacts with and without the implementation of quiet zones in Appendix 3.6-B of the Draft EIR, in Table 15 (page 93) and Table 16 (page 101). This is further explained in pages 3.6-100 through 3.6-104 of the Draft EIR.

Submission 35 N/A

35-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 36 Eric Homier

36-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic

Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. Under the LPA, the light rail would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-8 Light Rail and Freight Train Safety and MR-9: Light Rail Security.

36-2 The project would provide an alternative mode to single-occupant vehicle travel throughout the region in an area currently unserved by the regional rail network. While a station is proposed near 182nd Street at the Redondo Beach Transit Center, this location would provide pedestrian access to nearby neighborhoods and businesses with the opportunity to arrive by local and regional buses as well. As described in Chapter 2, Project Description, of the Draft EIR, Metro would not create additional vehicle parking at the city's recently constructed Redondo Beach Transit Center.

Section 3.6, Noise and Vibration, and Chapter 4, Evaluation of Alternatives, of the Draft EIR, analyze impacts related to noise and vibration impacts. The LPA, Trench Option and Hawthorne Option, would have less than significant noise impacts with mitigation during operations.

The LPA, Hawthorne Option, and Trench Option would all be fully grade-separated from all roadways. The Hawthorne Option would involve modifications to Hawthorne Boulevard to accommodate the support columns for the elevated guideway. This includes reducing the number of northbound left-hand turn lanes at 177th Street from two to one. For additional information, see MR-11: Traffic Delay and Level-of-Service. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses and MR-10: Changes to Community Character.

Submission 37 Johnny Menhennet

37-1 Submission 2 includes the same comment from the same commenter. See response to Comment 2-1.

Submission 38 Marvin E. Badawi

38-1 The commenter's preference for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission 39 Matt and Lori Smalling

39-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

39-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA, Trench Option and Hawthorne Option, would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security, MR-10: Changes to Community Character.

The project would add Metro light rail vehicles to the Metro ROW, not high-speed trains. High speed rail passenger trains operate at speeds over 125 miles per hour with potential to carry hundreds of passengers, while the Metro light rail vehicles would operate at speeds up to 45 miles per hour throughout the residential areas.

39-3 The width of the Metro ROW varies throughout the corridor and thus the distance between rail tracks and property lines varies along the corridor. All light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, which include space for maintenance. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, for more details on the placement of relocated freight and light rail tracks, including specific design clearances.

39-4 Metro takes the safety and well-being of nearby communities very seriously. Every aspect of the project has been and would continue to be designed to address potential risks and ensure that construction and operation are conducted safely. To clarify, the proposed light rail would be at-grade adjacent to Ruxton Ridge. There is no trench in this area for all alignments studied.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

39-5 Impacts associated with soil stability are addressed in Section 3.8, Geology and Soils, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-13: Soil Stability and Sinkholes for additional information. The project would incorporate Project Feature PF-GEO-1: Metro Geotechnical Design Standards, which ensures that the project complies with Metro's Geotechnical Design Standards as outlined in the Metro Rail Design Criteria. These standards require thorough geotechnical investigations to assess and address risks such as settlement, slope, instability, and lateral deformations, as well as detailed stability analyses of retaining walls and embankments and incorporation of reinforce or other design features as necessary to ensure long-term stability and safety. Retaining walls would be designed with drainage features to manage groundwater and prevent water accumulation behind the walls, thereby maintaining stability during various weather events, including heavy rains.

The Draft EIR includes a detailed evaluation of potential visual changes. While it does not specially isolate retaining walls as a visual element, the analysis applies the Federal Highway Administration's methodology for evaluating visual quality, based on three criteria: vividness (the memorability of the landscape), intactness (the extent to which the landscape is free from visual intrusions), and unity (the coherence and harmony of the landscape). As described in Section 3.3, Aesthetics, of the Draft EIR, the project area is already highly urbanized, with a mix of residential, industrial, and commercial land uses, as well as existing freight rail infrastructure. There are no designated scenic vistas or notable natural landscapes within the project's vicinity. Because the existing visual quality is already rated low under all three criteria, permanent visual changes introduced by the project, including structural elements such as retaining walls, not degrade the visual environment and are considered neutral in effect. With respect to potential for new shading, the creation of shade on a private property, such as reduced sunlight in a private yard, is generally not considered a significant environment unless it affects public spaces or public resources such as parks, open space, or solar access. In addition, because the position of the sun changes throughout the day and year, any shading from project features would be temporary and vary in duration, rather than causing continuous loss of light. In some cases, shade may even be beneficial, particularly during hot weather. For these reasons, shading of individual properties is not considered a significant impact.

Impacts related to alterations of drainage patterns are addressed in Section 3.10, Hydrology and Water Quality, of the Draft EIR. Each alignment option would increase impervious surfaces but would include a low-impact development (LID) drainage system designed to retain most stormwater runoff within the project footprint. This system would meet the stormwater quality design volume requirements under the MS4 Permit established by the Los Angeles Regional Water Quality Control Board (LARWQCB), minimizing flooding on-site and off-site, including in sumps, per Project Feature PF-HWQ-6: Low Impact Development (LID) BMPs per Regional Requirements. Additional runoff from the project would continue to be collected by storm drain facilities. Elevated portions of the alignment would include down drains. Discharge locations of underdrains installed along the alignment would be the same as existing discharge locations. The retainment of the majority of stormwater runoff within the project footprint and preservation of existing discharge locations reduces the potential for erosion and sedimentation to occur on or off site. Thus, the impact of the addition of impervious

surfaces in a manner which would result in substantial erosion or siltation would be less than significant. Regarding stormwater management for the Trench Option, Project Feature PF-HWQ-7: Trench Operation Runoff Collection and Treatment would ensure proper collection, treatment, and rerouting of excess runoff, which would prevent flooding, reduce strain on sump pumps and help maintain natural water absorption.

As detailed in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the LPA would have similar hydrology impacts to the Trench Option, with less than significant effects due to compliance with regional LID standards. For more information on LARWQCB requirements, see Section 3.10-1.2 of the Draft EIR.

39-6 Residences located along Ruxton Lane to the west of the Metro ROW are represented by Clusters E2 and E3 in Section 3.6, Noise and Vibration, Chapter 4, Evaluation of Alternatives of the Draft EIR. The multi-story building height was accounted for in the analysis and noise levels were predicted based on the third story of the building. The proposed source height (light rail tracks), receiver height (residences), and soundwall height and locations were all accounted for in the soundwall noise attenuation prediction per the Federal Transit Administration Noise and Vibration Impact Assessment Manual (2018). As shown on Page 3.6-52 of the Draft EIR, soundwalls are proposed along both the west and east side of the Metro ROW to mitigate light rail noise. As shown in Appendix 3.6-B of the Draft EIR, Table 4, pages 27-28, operational noise impacts to the residential buildings cited by the commenter would be less than significant with mitigation. Therefore, further mitigation is not necessary. For the Metro ROW alignments, the project would enable local cities to establish Quiet Zones with FRA, as part of Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment. See MR-3: Operational Noise Project Features and Mitigation Measures.

39-7 The project would provide an alternate mode to single-occupant vehicle travel throughout the region in an area currently unserved by the regional rail network. While a station is proposed near 182nd Street at the Redondo Beach Transit Center, this location would provide pedestrian access to nearby neighborhoods and businesses with the opportunity to arrive by local and regional buses as well. As described in Chapter 2, Project Description, of the Draft EIR, Metro would not create additional vehicle parking at the Redondo Beach Transit Center.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

The LPA would fully grade separate light rail from all roadways, and would not increase traffic congestion nor affect emergency access. See MR-12: Emergency Access. In addition, as explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

39-8 See MR-10: Changes to Community Character.

Submission 40 Donald Szerlip

40-1 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA would fully grade separate light rail from all roadways, and would not increase vehicle delay compared to existing conditions.

Hawthorne Boulevard is a typical transportation corridor within the region with four or more traffic signals within short distances. The impacts assessments in the Draft EIR associated with the Hawthorne Option accounted for the proposed redevelopment project at the South Bay Galleria site. Metro would continue to coordinate with the South Bay Galleria as applicable in future phases of design.

Submission 41 John Schreiber

41-1 Although some residents use the Metro ROW for recreational activities, this use is not authorized or compliant with freight safety standards. Pedestrian safety is addressed in Section 3.1, Transportation, and Chapter 4, Evaluation of Alternatives, of the Draft EIR. Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA, Trench Options, and Hawthorne Option light rail guideways would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists.

As discussed in Section 3.2, Land Use and Planning, of the Draft EIR, the project would replace or repair existing security fencing and add soundwalls in some locations, which would limit unauthorized access into the Metro ROW to ensure safety near operating rail. This does not constitute physically dividing a community because residents would still be able to cross the Metro ROW at all existing designated rail crossings located at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered so as to isolate any one part of the community from the other. The alignments evaluated along the Metro ROW alignments would result in less than significant impacts related to physical division of communities.

41-2 Under CEQA, the analysis of aesthetic impacts focuses on changes to views from publicly accessible locations. As the project is located in an urbanized area, the analysis in Section 3.3, Aesthetics, of the Draft EIR, evaluates whether the project would conflict with applicable zoning or other regulations governing scenic quality. This analysis considers visual character and scenic quality impacts from public vantage points but does not extend to private views or views from within residences. The detailed analysis, set forth on pages 3.3-55 through 3.3-114 of the Draft EIR, including visual simulations, concludes that none of the alignment options would conflict with applicable policies or regulations governing scenic quality. Therefore, this impact was determined to be less than

significant. As also described in the Draft EIR, there are no protected views within the resource study area. See MR-10: Changes to Community Character.

Submission 42 John Schreiber

42-1 See MR-8: Light Rail and Freight Train Safety. The project does not involve an increase in freight train traffic, nor does it alter existing freight operations, speeds, or loading patterns. Freight trains would continue to operate under existing regulatory safety requirements, including those imposed by the Federal Railroad Administration (FRA). In addition, the design of the light rail alignment would meet applicable standards for track separation and safety barriers, and the project would be coordinated with BNSF to ensure continued safe operations. Any design variances would be made in consultation with BNSF, CPUC, and other third parties such as utility owners, as applicable, with safety as the key priority.

42-2 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

Submission 43 Kevin Mitchell

43-1 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, and Section 3.3, Aesthetics, of the Draft EIR, analyzes the project's potential to physically divide communities and to affect visual quality and character. As discussed in these sections of the Draft EIR, the project would result in less than significant impacts. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

43-2 As discussed on pages 2-12 and 2-26 of the Draft EIR, freight track modifications would be necessary to implement the Metro ROW alignments. Existing freight tracks would be shifted within the Metro ROW to accommodate the light rail tracks; the distances vary depending on the location. However, the freight track modifications would not encroach into residential properties, and the project is designed to avoid displacement of residents. Additionally, the proposed freight track modifications would be completed in accordance

with applicable Federal Rail Administration regulations and Metro's stringent design criteria, ensuring the new design meets safety requirements for both freight and light rail operations. See MR-8: Light Rail and Freight Train Safety and MR-20: Proximity Impacts of Relocated Freight Tracks. Any design variances would be made in consultation with BNSF, CPUC, and other third parties such as utility owners, as applicable, with safety as the key priority. In Spring 2025, Metro conducted a survey of property boundaries. That information is reflected in the Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. Metro would continue with property owners as design progresses.

43-3 The potential for noise impacts for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. As described in those sections, construction of each alignment option, including the LPA, would result in temporary noise levels that may exceed the Federal Transit Administration (FTA) construction impact criteria at some locations, despite the implementation of Mitigation Measure MM-NOI-1: Noise Control Plan. The EIR concludes that this impact would be significant and unavoidable, consistent with CEQA's requirement to disclose residential impacts that cannot be fully mitigated. Regarding operational noise impacts, the Draft EIR identifies that the combined noise from freight and light rail operations under the Elevated/At-Grade Alignment would result in significant and unavoidable impacts at 170th Street due to the need for audible warning devices and the gap in the soundwall necessary to maintain vehicle access. In contrast, during operation the Trench Option, Hawthorne Option, and LPA would have less than significant noise impacts after mitigation. The LPA, Trench Option, and Hawthorne Option would grade separate the light rail from all roadways, eliminating the need for light rail crossing bells and gates. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Section 4.21, Corrections and Additions, of the Final EIR, the operational noise impacts of the LPA would be comparable to those of the Trench Option and would be less than significant with mitigation. See MR-1: Selection of Alternatives for additional information regarding the identification of the LPA, and MR-3: Operational Noise Project Features and Mitigation Measures for more information.

43-4 As described in Section 3.6, Noise and Vibration, of the Draft EIR, the only location where the Elevated/At-Grade Alignment would result in significant and unavoidable vibration impacts related to structural damage would occur at Grant Avenue, where pile driving would be required to construct a new freight bridge under that alignment. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys would require contractors to document any damage resulting from construction vibration and repair it. The LPA, Trench Option, and Hawthorne Option would avoid this significant and unavoidable impact, as they do not require relocation of the Grant Avenue bridge. During operations, the relocated freight track would not result in vibration levels that could cause structural damage. See MR-5: Vibration Impact Types and Impact Thresholds and MR-20: Proximity Impacts of Relocated Freight Tracks.

43-5 The commenter's opposition to Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

Submission 44 Janice Tanabe

44-1 The proposed light rail bridge would be built within Metro ROW, where there is sufficient space, and the existing freight bridge would remain unchanged. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR for more details on the proposed light rail bridge and existing freight bridge located at Artesia Boulevard.

Submission 45 can be found in Section 5.4 Responses to Groups and Organizations

Submission 46 Yumiko Omatsu

46-1 The commenter's photos show the Metro ROW in Redondo Beach and adjacent areas. The comment is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 47 Yumiko Omatsu

47-1 The commenter's photos show the Metro ROW in Redondo Beach and adjacent areas. The comment is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 48 Yumiko Omatsu

48-1 While privacy is not considered an environmental impact under CEQA, Metro understands that this may be a concern for residents and is committed to minimizing potential intrusions where feasible. During construction, activities near residential properties, including work on the berm, would be temporary and limited to specific phases of construction. Construction contractors would adhere to standard codes of conduct to ensure professional behavior on construction sites. During operation, privacy impacts from the light rail vehicles themselves are expected to be minimal. Trains would be in motion and would not stop or slow near residential properties, greatly limiting opportunities for riders or operators to observe private activities. In addition, light rail vehicles are generally enclosed and would be elevated or grade-separated, further reducing the potential for visual intrusion. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety, MR-13: Soil Stability and Sinkholes, and MR-20: Proximity Impacts of Relocated Freight Tracks.

48-2 The LPA avoids shifting the freight tracks closer to Breakwater Village, which is one reason staff recommended the Hybrid Alternative as the LPA. Potential air quality impacts,

including dust and exhaust emissions, are addressed in Section 3.4, Air Quality, of the Draft EIR, and Chapter 4, Evaluation of Alternatives, of the Draft EIR. Potential noise and vibration impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. As required by CEQA Guidelines, the Draft EIR fully analyzes potential impacts related to noise, vibration, air quality (including dust emissions), greenhouse gas (GHG) emissions, and geological conditions, and where significant impacts are identified, the Draft EIR proposes mitigation measures to reduce the potential impact to the extent feasible. For example, potential noise and vibration impacts have been addressed with mitigation measures such as soundwalls, quiet zones, resilient fasteners, and ballast mats to minimize noise and vibration impacts. Potential construction air quality impacts, including dust during construction, would be controlled through best available control measures, in accordance with Metro's Green Construction Policy and South Coast Air Quality Management District Rule 403, which would substantially reduce emissions and fugitive dust. With implementation of the mitigation measures established by the Draft EIR, construction air quality impacts of the ROW alignments and the LPA would be less than significant. Potential operational noise impacts of the LPA would also be less than significant with mitigation. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-6: Vibration Analysis During Final Design. Potential soil stability impacts are addressed in Section 3.8, Geology and Soils, of the Draft EIR. See MR-13: Soil Stability and Sinkholes for additional information.

Submission 49 James Divine

49-1 The width of the Metro ROW varies throughout the corridor and thus the distances between rail tracks and property lines varies along the corridor. Light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, which includes space for maintenance. Any design variances would be made in consultation with BNSF, CPUC, and other third parties such as utility owners, as applicable, with safety as the key priority. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, for more details on the placement of relocated freight and light rail tracks, including specific design clearances.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

49-2 See response to Comment 49-1.

Submission 50 can be found in Section 5.4 Responses to Groups and Organizations

Submission 51 Janice Tanabe

51-1 Pacific Crest Cemetery is included as Cluster F1 in Section 3.6, Noise and Vibration, of the Draft EIR. As shown on page 3.6-60 of the Draft EIR, noise impacts at this sensitive land use would be less than significant with mitigation. The mitigated hourly noise level would be approximately 55.0 dBA, L_{eq}, which is comparable to normal speech at a distance of 3 feet, as shown in Figure 3.6-1. Additionally, noise levels at Pacific Crest Cemetery would be similar to those currently generated by existing local roadways bordering the cemetery, such as Inglewood Avenue, 182nd Street, and Grant Avenue. Metro has incorporated Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs to reduce noise impacts to less than significant with mitigation, allowing for a respectful atmosphere for mourners and cemetery activities.

According to FTA Guidance, ground-borne vibration is primarily a concern within buildings, where structural elements can amplify perceptual motion. Train-generated vibration may occasionally be perceptible outdoors, but it is very rare for it to cause annoyance complaints in outdoor areas. For this reason, vibration annoyance impacts are typically not assessed for outdoor areas such as cemeteries and parks. In this case, Pacific Crest Cemetery does not include occupied structures where vibration levels would be evaluated under FTA threshold. Potential noise impacts to the cemetery and associated mitigation measures are addressed in Section 3.6-4.1.2 of the Draft EIR.

Submission 52 Eddie Jira

52-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 53 Martha Edmundson

53-1 See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security. As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed by physical barriers, such as fencing, soundwalls, or a combination of both, to prevent unauthorized access. In addition, CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic.

Submission 54 Molly Jameson

54-1 The commenter's support for the project and the Trench Option specifically is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Traffic safety is assessed in Section 3.1, Transportation, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 55 Paige Kaluderovic

55-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including construction activities. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

55-2 Metro is committed to integrating safety into all Metro rail operations. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

Submission 56 Valerie Lee

56-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, and Section 3.3, Aesthetics, of the Draft EIR, assess the project's potential to physically divide communities and to affect visual quality and character. As discussed in these sections of the Draft EIR, the project would result in less than significant impacts. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-10: Changes to Community Character and MR-11: Traffic Delay and Level-of-Service.

Submission 57 Bob Wolfe

57-1 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

57-2 See response to Comment 57-1 regarding selection of the LPA. The LPA would include a light rail station at the Redondo Beach Transit Center to allow for convenient bus/rail connections. As described in Section 2.3-1.1 of the Draft EIR, the project would include a multi-use recreational path that would provide direct access to the light rail station via Grant Avenue and 182nd Street. Bicycle parking would be provided at all stations. If the Hawthorne Option is selected for implementation, Metro would continue to coordinate with the South Bay Galleria on station access in future phases of design. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

57-3 See response to Comment 57-1. The LPA would include a light rail station at the Redondo Beach Transit Center.

57-4 The project would provide direct connection to the LAX Automated People Mover via the K Line.

57-5 See response to Comment 57-2.

57-6 Providing a signalized crossing reduces the walking distance for the many travelers who would be traveling to and from the south of the station. This is also supported by the analysis of vehicle-pedestrian collisions along the corridor, as shown in detailed Figure 3.1-

14 in the Draft EIR. Without a signalized crossing at the south end of the station, transit passengers approaching the station from the south (from around 177th Street) would be more likely to attempt to unsafely cross Hawthorne Boulevard because of the long distance to signalized crossings at Artesia Boulevard.

In the segment of Hawthorne between approximately 162nd Street and Redondo Artesia Boulevard (which has more crossings), there were far fewer collisions total than in a comparable distance from Artesia Boulevard south to 182nd Street (which has fewer crossings). The project seeks to reduce the risk of unsafe crossing behavior by providing safe crossing locations as close to the station as possible.

57-7 Section 3.1, Transportation, of the Draft EIR, describes that transit bus routes would likely continue to provide a direct connection between the proposed station and the Redondo Beach Transit Center; a transit passenger would not need to transfer through the Galleria between the two stops. During future design phases, further coordination with the South Bay Galleria would occur.

Submission 58 Lori Zaremski

58-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 59 Fred Montalto

59-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 60 can be found in Section 5.3 Responses to Public Agencies

Submission 61 Janice Tanabe

61-1 See response to Comment 45-3.

Submission 62 William and Mary Hall

62-1 The width of the Metro ROW varies throughout the corridor and thus the distances between rail tracks and property lines varies along the corridor. All light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, which includes space for maintenance. See MR-8: Light Rail and Freight Train Safety and Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, for more details on the placement of relocated freight and light rail tracks, including specific design clearances.

62-2 See response to Comment 62-1. Metro's design standards account for any maintenance needed.

62-3 Refer to response to Comment 62-1.

Submission 63 Bob Cutler

63-1 Metro has received and reviewed the article accompanying this submission. The commenter's opposition to the ROW alignments is noted for the record. All comments have been shared with the Metro Board.

The concerns expressed regarding Breakwater Village, referenced in the article, are addressed in the Draft EIR. The Breakwater Village Apartments are represented as Clusters E2 and E3 in the noise analysis set forth in Section 3.6, Noise and Vibration, of the Draft EIR. As shown in Figure 3.6-22 (Elevated/At-Grade Alignment) and Figure 3.6-26 (Trench Option), operational noise impacts at Breakwater Village would be mitigated to less than significant with mitigation. Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs would reduce operational noise at light rail crossovers. Predicted noise levels for the Elevated/At-Grade Alignment and Trench Option are provided on pages 3.6-60 and 3.6-73 of the Draft EIR for Clusters E2 and E3).

Construction noise contours for Breakwater Village are shown on page 3.6-37 of the Draft EIR. Metro would implement Mitigation Measure MM-NOI-1: Noise Control Plan to reduce construction noise and limit disturbance of sensitive receptors. See MR-3: Operational Noise Project Features and Mitigation Measures. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The LPA, Trench Option, and Hawthorne Option would not require the reconstruction of the Grant Avenue freight bridge, a major source of construction vibration.

Potential vibration impacts from operation analyzed in the Draft EIR. For the Elevated/At-Grade Alignment, vibration impacts are discussed on page 3.6-24. For the Trench Option, vibration impacts are discussed on pages 3.6-95 and 3.6-96 of the Draft EIR. The vibration impacts of the LPA are discussed on pages 4-43 to 4-44 of the Draft EIR and pages 4-88 through 4-118 of the Final EIR. Operational vibration impacts of each alignment option, including the LPA, would be reduced to less than significant with mitigation.

With respect to air quality and dust, Project Features PF-AQ-1: Use of Tier 4 Engines and PF-AQ-2: Best Practices for Dust Control would minimize the potential for significant construction air quality impacts. As detailed in Section 3.4 of the Draft EIR, the Elevated/At-Grade Alignment and Trench Option would have less than significant air quality impacts related to localized dust emissions during construction (although the Trench Option would have a significant and unavoidable construction air quality impact with respect to NOx). Construction of the LPA would result in less than significant air quality impacts, including impacts related to localized dust emissions.

The LPA avoids the need to relocate the existing freight tracks closer to Breakwater Village. This benefit is one of the reasons staff recommended the Hybrid Alternative as the LPA.

Submission 64 Mindy Fang

64-1 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 65 Ray Hollar

65-1 The alignment transitions from an elevated guideway at the Redondo Beach (Marine) Station to an at-grade configuration to provide sufficient clearance from existing overhead high voltage transmission lines located south of the station. The change in elevation follows Metro design standards, which account for passenger comfort.

Submission 66 Jan, Thomas and Amanda Kurth

66-1 The width of the Metro ROW varies throughout the corridor and thus the distances between rail tracks and property lines varies along the corridor. Light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, which includes space for maintenance. Any design variances would be made in consultation with BNSF, CPUC, and other third parties such as utility owners, as applicable, with safety as the key priority. See MR-8: Light Rail and Freight Train Safety and Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative of the Final EIR, for more details on the placement of relocated freight and light rail tracks, including specific design clearances.

66-2 See response to Comment 66-1. Metro's design standards account for any maintenance needed.

66-3 See response to Comment 66-1.

Submission 67 Jose Dennis Alabaso

67-1 The comment does not pertain to the Draft EIR or the potential environmental impacts of the project. All comments have been shared with the Metro Board for their consideration. Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR includes construction duration information for the LPA. Metro has published refined cost estimates, concurrent with the Final EIR.

Submission 68 Jan Kurth

68-1 The commenter's preference for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. The width of the Metro ROW varies throughout the corridor and thus the distances between rail tracks and property lines varies along the corridor. All light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, which includes space for maintenance. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, for more details on the placement of relocated freight and light rail tracks, including specific design clearances.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the

LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

68-2 See response to Comment 68-1. Metro has been and would continue to coordinate with all utility owners. A Draft EIR is not required or intended to provide precise utility mapping for design purposes. However, the cross-sections in the Draft EIR provide sufficient information to identify the location and general configuration of utilities within the ROW for the purposes of environmental analysis. It is important to note that some utility information, including detailed locations and specifications, is not publicly disclosed due to confidentiality and security considerations. However, the level of detail provided in the Draft EIR allows for adequate evaluation of potential environmental impacts associated with pipeline relocation, including temporary construction-related emissions, disruptions to roadway circulation, and possible service interruptions. These impacts were analyzed conservatively to account for uncertainties inherent in conceptual design.

68-3 Section 3.11-3.6 on page 3.11-18 of the Draft EIR accurately states, "There are numerous privately-owned oil pipelines located within the Resource Study Area (RSA). Owners of the oil pipelines are Crimson Pipeline, Chevron, Shell, and Plains All American. There are no publicly owned oil pipeline utility infrastructures in the RSA." Page 3.9-16 of Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, also states that "Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines run within the Metro ROW." This sentence has been added to Section 3.11-3.6 of Chapter 3, Design Refinements, Corrections and Additions, of the Final EIR. This revision does not change the meaning or conclusions of the Draft EIR.

68-4 See response to Comment 68-3.

68-5 An RSA is the specific geographic area in which impacts on a particular resource could occur and are therefore analyzed. Since each resource may have different geographic considerations, separate RSAs are identified for each resource type. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, defines the RSA as the project footprint, as it is the area needed to construct, operate, and maintain the project; this RSA includes the entire Metro ROW.

Section 3.11, Utilities and Service Systems, of the Draft EIR includes multiple RSAs to account for the different types of utilities involved. These RSAs are based on the utility providers' service areas.

68-6 The commenter's photos show the Metro ROW with various petroleum pipeline warning signs. All comments have been shared with the Metro Board for their consideration. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

68-7 See response to Comment 68-1. The terms “several,” “numerous,” and “including” are used in the Draft EIR to reflect the data available during the environmental analysis phase, which is based on ACE drawings and coordination with utility providers. As required by Project Feature PF-US-1: Utility identification and Coordination, the construction contractor would confirm the precise locations of all utilities, including petroleum pipelines, prior to construction activities. This process includes coordination with utility owners and the use of field verification methods, such as potholing, to ensure comprehensive identification of all utilities. These measures provide confidence that any potential conflicts with utilities would be addressed before construction begins. See MR-7: Utility Relocation and Hazardous Materials Safety for additional information.

68-8 See response to Comment 68-1.

Submission 70 Kevin Mitchell

70-1 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, and Section 3.3, Aesthetics, of the Draft EIR, analyzes the project’s potential to physically divide communities and to affect visual quality and character. As discussed in these sections of the Draft EIR, the project would result in less than significant impacts. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

70-2 The comment is noted for the record. All comments have been shared with the Metro Board for their consideration.

70-3 As discussed on pages 2-12 and 2-26 of the Draft EIR, freight track modifications would be necessary to implement the Metro ROW alignments. Existing freight tracks would be shifted within the Metro ROW to accommodate the light rail tracks; the distances vary depending on the location. However, the freight track modifications would not encroach into residential properties, and the project is designed to avoid displacement of residents. Additionally, the proposed freight track modifications would be completed in accordance with applicable Federal Railroad Administration regulations and Metro’s stringent design criteria, ensuring the new design meets modern safety requirements for both freight and light rail operations. See MR-8: Light Rail and Freight Train Safety and MR-20: Proximity Impacts of Relocated Freight Tracks. In Spring of 2025, Metro conducted a survey of property boundaries. That information is reflected in the Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. Metro would continue with property owners as design progresses.

70-4 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

70-5 The comment copies the oil and gas pipeline analysis from the Draft EIR. All comments have been shared with the Metro Board for their consideration.

70-6 Metro takes the safety and well-being of nearby communities very seriously. Every aspect of the project has been and would continue to be designed to address potential risks and ensure that construction and operation are conducted safely. See MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety, and MR-13 Soil Stability and Sinkholes.

70-7 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 70-1.

Submission 71 Bob Cutler

71-1 Submission 63 includes the same comments from the same commenter. See response to Comment 63-1.

Submission 72 S Martin

72-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. The comment does not raise any significant environmental issues or specific concerns related to the EIR analysis. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 73 Irene Evans

73-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 74 Todd Bassman

74-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. The 2023 Ridership Summary Report, published alongside the Draft EIR, includes ridership estimates for each alignment option. See MR-10: Changes to Community Character.

Submission 75 Yumiko Omatsu

75-1 Metro takes the safety and well-being of nearby communities very seriously. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs.

75-2 Potential noise and vibration impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; MR-6: Vibration Analysis During Final Design, and MR-7: Utility Relocation and Hazardous Materials Safety. While privacy is not considered an environmental impact under CEQA, Metro understands that this may be a concern for residents and is committed to minimizing potential intrusions where feasible. During construction, activities near residential properties, including work on the berm, would be temporary and limited to specific phases of construction. Construction contractors would adhere to standard codes of conduct to ensure professional behavior on construction sites. During operation, privacy impacts from the light rail vehicles themselves are expected to be minimal. Trains would be in motion and would not stop or slow near residential properties, greatly limiting opportunities for riders or operators to observe private activities. In addition, light rail vehicles are generally enclosed and would be elevated or grade-separated, further reducing the potential for visual intrusion.

75-3 See MR-10: Changes to Community Character.

Submission 76 Yumiko Omatsu

76-1 Submission 76 includes the same comments from the same commenter. See responses to Submission 75.

Submission 77 Courtney Allen

77-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-10: Changes to Community Character and MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 78 David Clasby

78-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

78-2 Metro has designed the project to avoid displacement of residents. See the 2023 Real Estate Acquisition Report, published concurrently with the Draft EIR, and the 2025 Real Estate Acquisition Report, published concurrently with this Final EIR for more detailed information on proposed property acquisitions. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

78-3 Metro owns the ROW, which is an existing railroad corridor, and its use is not subject to U.S. Environmental Protection Agency jurisdiction. As discussed in Section 3.6, Noise and Vibration, of the Draft EIR, Mitigation Measure MM-NOI-2: Soundwalls requires soundwalls and other source-based measure to reduce operational noise impacts to less than significant levels with mitigation for the LPA, the Trench Option and Hawthorne Option. No additional mitigation measure would be required for those alignments. Although the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact, retrofitting residences with sound-insulating windows is not considered a feasible mitigation measure. Such an approach would require property-by-property assessments, extensive coordination with property owners, significant costs, yet would still yield inconsistent and uncertain results. Metro cannot compel property owners or tenants to participate in a retrofit program, limiting its ability to ensure the measure's effectiveness. Additionally, window insulation is ineffective when windows are open, and requiring residents to keep windows closed could interfere with ventilation, comfort, and personal preference, further undermining the measure's reliability. Even with windows shut, insulation may still fail to achieve adequate noise reduction if other building components, such as unsealed doors, walls, or structural gaps, allow noise to enter. These factors make residential retrofitting an unreliable and impractical mitigation strategy. Under CEQA, mitigation measures that cannot be successfully implemented within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors, are not considered feasible. This is the case with a window retrofitting program.

Submission 79 Diane Smith

79-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. Metro is responsible for installing soundwalls for the project as required by Mitigation Measure MM-NOI-2: Soundwalls. As required by Mitigation Measure MM-NOI-2: Soundwalls would be installed where noise levels are predicted to exceed the Federal Transit Administration noise impact criteria.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. To

address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

79-2 The project does not propose to reduce any through traffic lanes on Hawthorne Boulevard. Some adjustments to left and right turn pockets are necessary to accommodate the project footprint without further widening and causing secondary impacts to the street width that would otherwise affect neighboring homes and businesses. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA light rail guideway is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions.

Submission 80 Isobel Dozier

80-1 The commenter's support for an elevated/at-grade configuration of the project in the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

80-2 Light rail has different operating requirements than freight, such as different vehicle types and power systems. Other transit vehicle technologies capable of sharing tracks with the existing freight were studied prior to the Draft EIR, and eliminated for multiple reasons. See the 2023 Alternatives Considered and Eliminated Report, published concurrently with the Draft EIR, for more details.

Regarding rebuilding the ex-Santa Fe Railway track, it is not within the scope of the project. All comments have been shared with the Metro Board for their consideration.

As described in Chapter 2, Project Description, of the Draft EIR, the Metro ROW alignments include a multi-use recreational path between Grant Avenue and 182nd Street on the east side of the light rail tracks.

Submission 81 Leslie Higginns

81-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. MR-3: Operational Noise Project Features and Mitigation Measures. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-9: Light Rail Security.

Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR, including dust control during construction. Compliance with Project Features PF-AQ-1: Tier 4 Engine Standards and PF-AQ-2: Dust Control Best Practices would ensure that

construction activities comply with South Coast Air Quality Management District and Metro standards controlling emissions and dust. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. Regional air quality would improve with implementation of the project due to a shift from passenger vehicles to light rail in the corridor.

Section 3.1, Transportation, of the Draft EIR, addresses potential transportation impacts. As detailed by Project Feature PF-T-1: Construction Traffic Management Plan, access would be maintained and disruptions reduced during construction. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions.

Submission 82 can be found in Section 5.3 Responses to Public Agencies

Submission 83 Steven Boll

83-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. The potential for noise and vibration impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The Metro ROW alignments would include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. This would eliminate routine freight train horn noise along the Metro ROW in the area. See MR-3: Operational Noise Project Features and Mitigation Measures. As described in Section 3.6, implementation of Mitigation Measures MM-VIB-3: Pre- and Post-Construction Surveys through MM-VIB-6: Ballast Mats would reduce operational vibration impacts for the Metro ROW alignments to less than significant with mitigation.

83-2 Metro has designed the project to avoid displacement of residents. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Potential impacts associated with construction noise and vibration are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The project includes extensive mitigation measures to minimize effects. See response to Comment 83-1, MR-5: Vibration Impact Types and Impact Threshold; and MR-6: Vibration Analysis During Final Design.

Construction debris and waste materials would be properly transported and disposed of in accordance with federal, state, and local regulations, as described in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR.

As discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged.

83-3 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 84 can be found in Section 5.3 Responses to Public Agencies

Submission 85 Vickie Vega

85-1 Metro has designed the project to avoid displacement of residents. See the 2023 Real Estate Acquisition Report, published concurrently with the Draft EIR, and the 2025 Real Estate Acquisition Report, published concurrently with this Final EIR for more detailed information on proposed property acquisitions. The width of the Metro ROW varies throughout the corridor and thus the distances between rail tracks and property lines varies along the corridor. All light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, which includes space for maintenance. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, for more details on the placement of relocated freight and light rail tracks, including specific design clearances.

85-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

85-3 As a point of clarification, while it is accurate that portions of the freight track in the City Torrance primarily pass through commercial and industrial areas, there are also residential properties adjacent to the existing freight track in the City of Torrance, primarily between 182nd and 190th Streets.

The Draft EIR fully assesses potential construction and operational impacts, including noise, air quality, and vibration, for all alignment options. These analyses are set forth in Section 3.6, Noise and Vibration, and Section 3.4, Air Quality, of the Draft EIR. Mitigation Measures MM-NOI-1: Noise Control Plan and MM-NOI-2: Soundwalls would be implemented to minimize noise and vibration impacts for sensitive receptors, including residents adjacent to Metro ROW. Project Feature PF-AQ-2: Dust Control Best Practices would ensure construction complies with best available control technology to control emissions and dust during construction. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

The LPA and Trench Option would significantly reduce operational noise impacts compared to the Elevated/At-Grade Alignment because they eliminate the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option, avoid the need for audible warning at light rail crossings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the operational noise impacts of the LPA would be comparable to those of the Trench Option and would be less than significant with mitigation.

The frequency of freight operations on the Metro ROW is determined by BNSF, subject to existing agreements and applicable regulatory constraints. Metro does not control the freight train schedule or operations but coordinates with BNSF to ensure continued safe and efficient use of the Metro ROW. The Draft EIR's analysis of freight train operations is based on existing operating patterns, developed in consultation with BNSF and based on observed conditions. While BNSF has the right to operate within the Metro ROW, any substantial increase in freight traffic would require major infrastructure modifications, scheduling adjustments, and regulatory approvals (e.g., from the Federal Railroad Administration (FRA) and the California Public Utilities Code (CPUC)) that are not reasonably foreseeable at this time. The project would replace freight tracks as needed, in kind, with newer tracks, but it would not increase track capacity. The demand for freight movement along this corridor has remained stable for years, and no changes to freight operation are anticipated.

Under the Metro ROW alignments, the project would upgrade existing freight crossings to be "quiet zone" ready (see Project Feature PF-NV-1: Quiet Zone Equipment Installation). Pursuant to Mitigation Measure MM-NOI-4: Quiet Zone Establishment, Metro would assist the local cities to establish a quiet zone from north of Inglewood Avenue to south of 182nd Street. The establishment of a Quiet zone would reduce overall freight train noise levels compared to existing conditions by eliminating the need for train horns, which produce noise levels of up to 110 dBA (a-weighted decibel). See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

85-4 The commenter is correct; the Metro Board of Directors is the decision-making body for the project. The Metro Board will consider certifying the Final EIR and approving the project in 2025 with consideration of all public comments and feedback received from public engagement throughout the environmental review process.

85-5 Appendix 2-A of the Draft EIR includes cross-sections showing the general location and configuration of utilities, including petroleum pipelines, within the Metro ROW. These cross-sections provide sufficient detail for environmental analysis, but are not intended to provide exact locations, depths, or specifications, as such information is not typically disclosed publicly due to confidentiality and security concerns.

The specific installation date, inspection schedule, and repair history of the fuel pipelines are managed by the pipeline operator in compliance with regulations overseen by agencies such as the California State Fire Marshal and the U.S. Department of

Transportation's Pipeline and Hazardous Materials Safety Administration. Questions about inspection and maintenance schedules, including the date of the last inspection or repair, should be directed to the pipeline operator or the relevant regulatory agency.

As described in Section 3.11, Utilities and Service Systems, of the Draft EIR, Project Feature PF-US-1: Utility Identification and Coordination requires the construction contractor to verify the locations of all utilities potentially affected by construction activities before work begins. This includes conducting field verification (e.g., potholing) and coordinating with utility providers to determine setbacks and protection or relocation measures. See MR-7: Utility Relocation and Hazardous Materials Safety for additional information.

85-6 See MR-8: Light Rail and Freight Train Safety.

85-7 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

85-8 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-10: Changes to Community Character.

85-9 Metro is aware of the Friendship Campus, which is currently under construction and located approximately 550 feet from the Metro ROW at its nearest point. The presence of this new school facility has been acknowledged in Section 4.13, Corrections and Additions, of the Final EIR. The presence of the Friendship Campus within a quarter-mile of the project footprint does not result in any new significant impact or substantially more severe significant impacts beyond what was identified in the Draft EIR.

Although the under-construction Friendship Campus was not specifically modeled in the Draft EIR, its location approximately 550 feet from the Metro ROW is beyond the distances used for identifying significant noise and vibration impacts. According to FTA guidance and the modeling presented in Section 3.6, Noise and Vibration, of the Draft EIR, groundborne vibration impacts are typically limited to areas within 100 feet of the tracks, and noise-sensitive impacts to schools are based on interior noise levels, which decrease significantly with distance. During construction, activities generating high noise or vibration levels would be temporary and intermittent, and typically limited to work areas much closer to the alignment. As described in the Draft EIR, construction vibration and noise levels attenuate rapidly with distance, and at a setback of over 500 feet, the Friendship Campus would not be expected to experience levels that exceed FTA thresholds for significance. Therefore, both construction and operational noise and vibration impacts to the Friendship Campus are expected to be less than significant with mitigation. Furthermore, the project would implement Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs to reduce noise levels, and MM-NOI-4: Quiet Zone Establishment, which would collectively reduce noise levels for affected sensitive receptors.

Nor would construction of any of the alignments cause a significant air quality impact to the Friendship Campus. Although the Trench Option would result in a significant and

unavoidable regional NOx impact, that impact is based on region-wide pollutant emissions and does not reflect localized pollutant concentrations at specific receptor sites. As explained in Section 3.4-4.11, of the Draft EIR, localized impacts from construction emissions, including those related to particulate matter (PM10 and PM2.5) and carbon monoxide (CO), would not exceed applicable South Coast Air Quality Management District (SCAQMD) significance thresholds. Therefore, the project would not expose sensitive receptors at that location to substantial pollutant concentrations during construction.

In addition, as discussed in Section 3.9-4.3 of the Draft EIR, the project includes Project Features such as PF-HHM-2: Demolition Plans, PF-AQ-1: Metro Green Construction Policy Compliance, and PF-HHM-1: Handling, Storage, and Transport of Hazardous Materials and Wastes. These features are integral components of the project and reflect standard practices Metro incorporates into its construction activities. The Draft EIR concludes that the project as proposed, including Project Features PF-HHM-2: Demolition Plans, PF-AQ-1: Metro Green Construction Policy Compliance, and PF-HHM-1: Handling, Storage, and Transport of Hazardous Materials and Wastes, impacts related to hazardous materials near existing schools would be less than significant.

For these reasons, the proximity of the under-construction Friendship Campus does not change the technical conclusions or impacts determinations presented in the Draft EIR. The analyses remain valid for all sensitive receptors within the project vicinity, including this facility.

85-10 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

85-11 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 86 can be found in Section 5.4 Responses to Groups and Organizations

Submission 87 Janet Lindquist

87-1 Submission 12 includes the same comment from the same commenter. See response to Comment 12-1.

Submission 88 Dr. Eric Homier

88-1 Submission 36 includes the same comments from the same commenter. See responses to Submission 36.

Submission 89 Eugene Balfour

89-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

89-2 See response to Comment 89-1. The LPA would be fully grade-separated from all roadways.

Submission 90 Thelma Mericle

90-1 The project simulation video is intended to provide a high-level overview of the alignments studied in the Draft EIR, with buildings shown in white to represent their general location. The video is not intended to depict the full details of existing or planned structures. Metro would preserve existing trees where possible and plant new trees and landscaping, per Metro's tree replacement policy, as described in Section 3.7, Biological Resources, of the Draft EIR. While new plantings cannot fully replace mature trees in the near-term, the policy aims to restore greenery in affected areas. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

With respect to ridership, the 2023 Ridership Report, published concurrently with the Draft EIR, projects between 11,500 to 15,600 daily transit trips (boardings) in 2045. Metro continues to expand its transit network to provide viable alternatives to car travel and reduce traffic congestion in the region. See MR-15: Metro Ridership Forecasting Methodology.

Metro prepared cost estimates in 2022 for all rail alignments and shared them with the Metro Board at the May 2024 Board meeting. The cost estimate for the LPA at the time was $2.23B. Metro is continuing to refine the cost estimate as design progresses, and will provide an update to the Metro Board when the Final EIR is completed; see MR-21: Cost Estimates and Schedule.

Submission 91 Gretchen Gerull

91-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Similar to the Hawthorne Option, the LPA and Trench Option would fully grade separate the light rail from all roadways.

As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion, and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions.

The potential for noise and vibration impacts is assessed in Section 3.6, Noise and Vibration, of the Draft EIR. The Metro ROW alignments include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. As discussed in Section 4.10, Corrections and Additions, of the Final EIR, the LPA would reduce operational noise impacts to a less than significant level with mitigation, and would include quiet zone ready improvements at the existing freight crossings, which would allow for the elimination of freight horns throughout the corridor. This is also the case for the Trench Option. See MR-3: Operational Noise Project Features and Mitigation Measures.

Metro has designed the project to avoid displacement of residents. See the 2023 Real Estate Acquisition Report, published concurrently with the Draft EIR, and the 2025 Real Estate Acquisition Report, published concurrently with this Final EIR for more detailed information on proposed property acquisitions. See MR-10: Changes to Community Character. See MR-10: Changes to Community Character.

Submission 92 Grace Peng, PhD

92-1 Submission 20 includes the same comments from the same commenter. See responses to Submission 20.

Submission 93 Mark Johnston

93-1 Freight trains today terminate at the Chevron El Segundo Refinery north of the project.

93-2 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

93-3 As discussed in Section 3-6, Noise and Vibration, of the Draft EIR, the project includes Mitigation Measure MM-NOI-2: Soundwalls to reduce noise impacts to a less than significant level with mitigation. For the Metro ROW alignments, the project would enable local cities to establish Quiet Zones with Federal Rail Administration (FRA), as part of Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures.

93-4 When the project opens, it would operate as part of the K Line, traveling north-south between the Expo/Crenshaw Station Line and the proposed station at Torrance. It would connect to the LAX/Metro Transit Station, providing service to LAX. The C (Green) Line currently travels east/west between the LAX/Metro Transit Station and the Norwalk Station.

93-5 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 94 can be found in Section 5.3 Responses to Public Agencies

Submission 95 can be found in Section 5.4 Responses to Groups and Organizations

Submission 96 Yumiko Omatsu

96-1 The commenter's photos show the Metro ROW in Redondo Beach and adjacent areas. This comment and the photos are noted. All comments have been shared with the Metro Board for their consideration.

Submission 97 Ashley Neff

97-1 The commenter's opposition to the Metro ROW alignment and the Trench Option, and support for the Hawthorne Option, is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

97-2 Washington Elementary School and Adams Middle School are located approximately 1,200 feet from the Metro ROW. At these distances, noise from light rail operations and construction activities would be attenuated to levels below thresholds of significance due to the dissipation of sound energy over distance and the presence of intervening structures that further buffer noise. Similarly, vibration generated by the project during both construction and operations would have dissipated at the distances where the schools are located. The resource study areas for both noise and vibration are described in Section 3.6-2.1, Noise and Vibration, of the Draft EIR. The maximum area of analysis considered is approximately 500 feet. The schools are well outside of this distance. Additionally, as explained Section 3.6 in the Draft EIR, the project would implement Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs to reduce noise levels, and MM-NOI-4: Quiet Zone Establishment, which would collectively reduce noise levels for affected sensitive receptors (which the foregoing schools are located beyond). It should be noted that for the ROW alignments, the Draft EIR concluded that noise impacts, including to some homes within proximity to the Metro ROW, would be significant and unavoidable, even with these mitigation measures. However, for the LPA, and the Trench Option, operational noise impacts would be reduced to less than significant with mitigation. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Section 3.4, Air Quality, of the Draft EIR, analyzes the localized pollutant emissions during construction. Construction of each alignment option under consideration would not generate emissions in excess of the South Coast Air Quality Management District (SCAQMD) localized significance thresholds. For additional details, see Section 3.4-4.3.1 of the Draft EIR and Chapter 2, Description of Locally Preferred Alternative, of the Final EIR. The localized emissions analysis presented in Table 3.4-21 of the Draft EIR evaluated sensitive receptors within 50 feet of the construction zone, which is much closer than the schools referenced in the comment. See the analyses and conclusions therein. Based on the results of the localized screening analysis, students and faculty at Washington Elementary School and Adams Middle School would not experience significant air quality impacts related to pollutant exposures. The same can be said of residents with homes adjacent to the alignment construction zone in eastern portions of Redondo Beach and in the City of Lawndale, as the localized emissions analysis utilized the most conservative and protective thresholds published by the SCAQMD.

Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA light rail guideway would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. The presence of a station could also benefit

access to schools for residents and parents. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

97-3 The commenter's preference for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. As discussed in Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR, alignments on the Metro ROW and on Hawthorne Boulevard could both result in significant impacts, though most could be mitigated to less than significant.

Submission 98 Mark Nelson

98-1 The existing Metro ROW is a current active railroad corridor and that land use would not change with implementation of the project. The potential for aesthetic impacts is addressed in Section 3.3, Aesthetic, of the Draft EIR. See MR-10: Changes to Community Character. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

98-2 The Metro ROW is not recognized or protected as a visual resource by any local, regional or state policies; as described in Section 3.3, Aesthetics, of the Draft EIR, there no visual resources within this area, and there are no unique views of the local mountains or coastline, and no protected views. The project would alter the visual character of the area, but would not degrade the visual character and quality.

The South Bay Cities Council of Governments 2002 Study identifies this portion of the Harbor Subdivision as an area where a pedestrian or bike trail could be implemented. As part of this project, multi-use recreational paths would be added in several parts of the corridor, which would provide safe paths for recreational users.

This project has been public knowledge for over 15 years: Metro first began studying a transit option within this corridor in 2008. Multiple studies have been published since then, with public outreach included with each phase of the study.

The South Bay Cities Council of Governments and BNSF do not have jurisdiction or property rights to convert the Metro ROW from its current use as a railroad corridor. Any study by these entities would be informational only.

For clarification, although the 2002 South Bay Cities Rail Study acknowledges the potential for alternative uses in the Metro ROW, the report clearly states that "Freight rail operations will continue on the Harbor Subdivision" (Section 4.1.2), Additionally, the study recognizes that any uses of the Metro ROW "must incorporate freight rail operations" Section 4.1.5). Metro is explicitly mentioned as studying the potential use of the corridor for transit, including the Green Line extension to LAX. Therefore, while a linear green space was one of several concepts considered in the study, it was never proposed as a definitive or standalone use for the Metro ROW. The study consistently emphasized the continued use of the Metro ROW for freight operations and acknowledged Metro's exploration of transit options along the corridor.

98-3 Section 3.3, Aesthetics, of the Draft EIR, includes both visual simulations and a detailed discussion of the changes in ground-level conditions and above-ground features. For

example, the visual simulations presented and discussed in Section 3-4.3.2 illustrate before-and-after views of areas along the Metro ROW, including changes to roadway surfaces, medians, and ground-level elements within the Metro ROW. These simulations are intended to provide a conservatively realistic portrayal of the project's visual impact from publicly accessible locations.

Specific to the Trench Option, pages 3.3-86 and page 3.3-88, discuss visible changes such as freight crossing gates, signage, safety fencing, the trench, and in some cases soundwalls. These elements would also apply to the trench segment of the LPA; see Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR.

Regarding the commenter's preference for native grass, landscaping for the project would comply with Metro's Tree Preservation Policy, which prioritizes native vegetation. Details regarding landscaping improvements would be further defined during the design phase. Also, Metro would engage communities as applicable in the design process.

98-4 Chapter 2, Project Description, Tables 2.4-1 through 2.4-3 of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, Table 2.4-1 of the Final EIR show the durations of the various construction activities required to build the project. As shown, there is no individual construction activity that would last the full duration of the construction period. Instead, construction activities would proceed in phases and occur at different locations along the alignment, limiting the intensity of activities in any one area at a given time.

Regarding the aesthetic impacts of construction, Section 3.3 of the Draft EIR acknowledges temporary visual changes associated with construction activities, including the presence of equipment, materials, and workers. These impacts would be temporary and would cease once construction is completed. Additionally, the project includes Project Features PF-AQ-1: Metro Green Construction Policy Compliance and PF-AQ-2: SCAQMD Rule 403 Compliance, which would ensure the project implement best management practice to limit dust and particulate matter, which would minimize any potential for visible "brown clouds." Other project features and mitigation measures that would address potential construction-related nuisances include Project Feature PF-T-1: Construction Traffic Management Plan and Mitigation Measure MM-NOI-1: Noise Control Plan. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. In addition, construction fencing would be installed prior to work beginning, which would assist limiting views into private homes.

Regarding the concern about workers being on a higher-grade berm than the commenter's wall, while privacy is not considered an environmental impact under CEQA, Metro understands that this may be a concern for residents, and is committed to minimizing potential intrusions where feasible. During construction, activities near residential properties, including work on the berm, would be temporary and limited to specific phases of construction. Construction contractors would adhere to standard codes of conduct to ensure professional behavior on construction sites. During operation, privacy impacts from the light rail vehicles themselves are expected to be minimal. Trains would be in motion and would not stop or slow near residential properties, greatly limiting opportunities for riders or operators to observe private activities. In addition, light

rail vehicles are generally enclosed and would be elevated or grade-separated, further reducing the potential for visual intrusion. Metro would continue to evaluate ways to minimize disruptions in accordance with applicable legal requirements and as part of the project's ongoing planning and outreach efforts.

98-5 The commenter's concerns about the length of the environmental review process are noted. Metro understands that major infrastructure projects can be complex and, at times, stressful to affected communities. Metro appreciates the time and effort that residents have put into participating in the public review process. All comments have been shared with the Metro Board for their consideration. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR analyzes the impacts that would occur during construction, and identifies mitigation measures that would be required to reduce impacts. See MR-10: Changes to Community Character.

98-6 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 99 Akemi Pradhan

99-1 The commenter's opposition to the Metro ROW alignment and preference for the Hawthorne Option is noted. As described in Section 3.6, Noise and Vibration, of the Draft EIR, Metro would implement mitigation measures such as Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs to reduce operation noise levels at adjacent residential properties to meet Federal Transit Administration thresholds for residential areas. See MR-3: Operational Noise Project Features and Mitigation Measures. The vibration analysis in Section 3.6, Noise and Vibration, of the Draft EIR concluded that, with implementation of Mitigation Measures MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats vibration impacts caused by the light rail and realigned freight tracks would not exceed Federal Transit Administration (FTA) thresholds for human damage or human annoyance. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

See MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety.

Metro respects the cultural and community concerns raised in the comment. See MR-10: Changes to Community Character.

Submission 100 Holly Osborne

100-1 A covered trench could be built with special ventilation located approximately every 1,000 feet. More detailed studies would be needed to confirm the design for this scenario if this was directed by the Metro Board.

Submission 101 Holly Osborne

101-1 Submission 100 includes the same comment from the same commenter. See the response to Submission 100.

Submission 102 Kylee Kirby

102-1 The commenter's opposition to the project within Lawndale is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 103 Marvin E. Badawi

103-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission 104 Joanna Velazco

104-1 The commenter's support for the Hawthorne Option is noted. As discussed in Section 3.2, Land Use and Planning, of the Draft EIR, the project would replace or repair existing security fencing and add soundwalls in some locations, which would limit unauthorized access into the Metro ROW to ensure safety near operating rail. However, this does not constitute physically dividing a community, because residents would still be able to cross the ROW at all existing designated rail crossings located at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered so as to isolate any one part of the community from the other. The Metro ROW is not recognized or protected as a scenic vista by any local, regional, or state policies. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

104-2 As part of the Elevated/At-Grade Alignment, there are two potential at-grade rail crossings located at 170th and 182nd Streets. All other streets in the project area would have light rail movement separated from vehicular and pedestrian activity with either an elevated rail structure or a below-grade trench. As described in Chapter 2, Project Description, of the Draft EIR, freight and at grade crossings would feature gates and other crossing protection, and pedestrian upgrade on both sides of the tracks and street, including a continental striped crosswalk. The LPA light rail guideway would be fully grade-separated from all roadways. See MR-1: Selection of Alternatives.

104-3 Section 3.7, Biological Resources, of the Draft EIR, discusses implementation of mitigation measures that include general protection measures to avoid and minimize impacts on

sensitive biological resources and nesting bird season restrictions, and pre-construction surveys. Potential visual impacts are addressed in Section 3.3, Aesthetics, of the Draft EIR.

Submission 105 Eugene Balfour

105-1 Submission 89 includes the same comments from the same commenter. See the response to Submission 89.

Submission 106 Tara

106-1 The Metro Board will consider certifying the Final EIR and approving the project in 2025 with consideration of all public comments and feedback received from public engagement throughout the environmental review process. There is not a voting process to approve the project.

106-2 See response to Comment 106-1. The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-9: Light Rail Security; MR-10: Changes to Community Character; and MR-18: Homelessness.

106-3 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. The Draft EIR acknowledges that light rail projects may result in localized changes to the surrounding environment and analyzes these impacts throughout the Draft EIR, including within Section 3.3, Aesthetics, 3.4, Air Quality, and 3.6, Noise and Vibration. See MR-9: Light Rail Security.

Submission 107 Tara

107-1 Submission 106 includes the same comments from the same commenter. See the response to Submission 106.

Submission 108 Aaron McCain

108-1 The commenter's support for the Metro ROW alignment and the Trench Option is noted. As described in Section 3.6, Noise and Vibration, of the Draft EIR, noise impacts for both the at-grade Elevated/At-Grade Alignment and Trench Option would be similar after mitigation, although not identical. For the Elevated/At-Grade Alignment, which includes at-grade light rail crossings at 170th and 182nd streets, soundwalls would be installed to block the line-of-sight between the train and receptors, reducing noise levels. See Mitigation Measure MM-NOI-2: Soundwalls. However, as noted on page the 3.6-50 of the Draft EIR, the Elevated/At-Grade Alignment would still result in a significant and unavoidable noise impact at two receptor clusters near the at-grade crossing at 170th Street, as the noise levels would exceed Federal Transit Administration noise impact criteria, even with mitigation. In contrast, the Trench Option would locate the train below grade for the majority of its alignment, which would reduce noise impacts to less than significant with mitigation.

The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning

at light rail crossings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the operational noise impacts of the LPA would be comparable to those of the Trench Option and would be less than significant with mitigation.

108-2 The commenter's support for the Metro ROW alignments and opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

108-3 As described in Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the Metro ROW alignments include multi-use recreational paths between 159th Street and 170th Street, between Grant Avenue and 182nd Street and between the Torrance Transit Center and Crenshaw Boulevard. Per Metro's Tree Policy, Metro would preserve existing trees, where possible, and plant new trees and landscaping.

Submission 109 Hank Ramey

109-1 The current Metro Board adopted a new operating pattern, which would provide a direct connection from Expo/Crenshaw to Torrance and Norwalk to LAX. Norwalk would be accessible from Expo/Crenshaw via transfer in the LAX area.

Submission 110 Alexandros Martinez

110-1 The current Metro Board adopted a new operating pattern, which would provide a direct connection from Expo/Crenshaw to Torrance and Norwalk to LAX. A connection between Redondo Beach and Norwalk could be made with a transfer in the LAX area.

110-2 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 111 Jan Kurth

111-1 Noise monitoring at locations 17, 18, and 23 were conducted in the City of Redondo Beach, as shown in Figure 3.6-7 in the Draft EIR. Noise monitoring location 23 is specifically located on the west side of the Metro ROW. These measurements were conducted in accordance with the Federal Transit Administration Transit (FTA) Noise and Vibration Impact Assessment Manual (2018), which permits the use of representative measurement to establish existing noise levels for areas with similar noise conditions. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

Sensitive receptors in Redondo Beach, including residential areas near the Metro ROW, are fully analyzed in the Draft EIR as Clusters E1 through E8 F1 through F19 and G1 through G15. Noise impacts in these areas would be less than significant or less than significant with mitigation, as shown in Figure 3.6-22 and Figure 3.6-23 of the Draft EIR.

Regarding the existing freight train noise, including horn noise at at-grade crossings, the project design includes quiet-zone ready crossings. This allows freight horn noise to be

eliminated via the designation of a Federal Rail Administration (FRA) quiet zone. Project Feature PF-NV-1: Quiet Zone Equipment Installation includes the installation of this quiet-zone ready equipment, and Mitigation Measure MM-NOI-4: Quiet Zone Establishment commits Metro to working with the cities to facilitate the FRA quiet zone application. Pursuant to federal regulations (49 CFR 222), if all necessary safety features are installed, the quiet zone could qualify for automatic approval. See MR-3: Operational Noise Project Features and Mitigation Measures.

With regard to concerns about structural stability near Fisk Court and the project's proximity to residential properties, the relocated freight track would be properly supported along the south side of the Metro ROW, using either a retaining wall or sloped fill consistent with existing conditions. As described in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR, pursuant to Project Feature PF-GEO-1: Metro Geotechnical Design Standards, engineering designs, including retaining walls and track support structures, would comply with Metro's safety and engineering standards, and final design would address stability and safety considerations. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-13: Soil Stability and Sinkholes and MR-20: Proximity Impacts of Relocated Freight Tracks.

111-2 Section 3.9-4.1 of the Draft EIR evaluates the potential for the project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. See the analysis therein, as well as MR-8: Light Rail and Freight Train Safety for additional information.

Submission 112 Mark Nelson

112-1 While Metro acknowledges Beach Cities Health District (BCHD) aim to promote community health, Metro cannot comment on BCHD's decisions or actions, as it is an independent entity. Therefore, questions regarding BCHD's decisions and priorities would best be directed to BCHD.

See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

112-2 The referenced study considers the potential for railway noise, particularly freight trains, to contribute to health effects through increased oxidative stress and cardiovascular risk. The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Ai Quality.

Section 3.6, Noise and Vibration, of the Draft EIR, evaluates noise impacts from the project in accordance with the Federal Transit Administration Noise and Vibration Impact Assessment Manual (2018). Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs would ensure operational noise and vibration levels remain within acceptable levels for residential areas to the maximum extent feasible.

The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade

separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells, similar to the Hawthorne Option and Trench Option. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, operational noise impacts of the LPA would be less than significant with mitigation at all locations, including residential areas.

Submission 113 Angie Souza

113-1 Metro recognizes the importance of fostering community connections and social engagement, particularly for senior residents. The design of the project aims to minimize disruption to the surrounding neighborhoods during construction and operation. As described in Section 3.6, Noise and Vibration, of the Draft EIR, the project would implement Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs, which would reduce operational noise to less than significant levels with mitigation for most sensitive receptors along the Metro ROW. See MR-3: Operational Noise Project Features and Mitigation Measures.

The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, with mitigation, the operational noise impacts of the LPA would be reduced to less than significant with mitigation at all sensitive receptors, including within residential areas.

The project is intended to enhance mobility and access, including for seniors. With convenient connections to nearby transit hubs and services, the light rail extension may improve access to local destinations, providing new opportunities for social interaction and community engagement.

See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-10: Changes to Community Character.

113-2 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission 114 Jane Alfonso

114-1 The commenter’s support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 115 William Daniel Mack

115-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro puts the highest priority on public safety and security. See MR-8 Light Rail and Freight Train Safety and MR-9: Light Rail Security.

Submission 116 Rosario

116-1 The Draft EIR analyzes the potential impacts of the project. A summary of potential impacts is included in Chapter ES, Executive Summary, of the Draft EIR. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 117 Cheryl Williamson

117-1 The project is not within the City of Inglewood. Construction would not commence until the project is approved and funded by the Metro Board.

Submission 118 can be found in Section 5.4 Responses to Groups and Organizations

Submission 119 can be found in Section 5.4 Responses to Groups and Organizations

Submission 120 can be found in Section 5.4 Responses to Groups and Organizations

Submission 121 can be found in Section 5.3 Responses to Public Agencies

Submission 122 Kevin Mitchell

122-1 The comment suggests an alternative alignment for the Hawthorne Option. The only feasible way for the alignment to transition back to the Metro ROW is through the Volvo property. The route suggested by the commenter would not be feasible as the required track geometry would not allow for the turning radius and curvature required for safe and efficient light rail operations. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

122-2 See response to Comment 122-1.

122-3 See response to Comment 122-1.

122-4 See response to Comment 122-1.

122-5 See response to Comment 122-1.

122-6 See response to Comment 122-1.

Submission 123 can be found in Section 5.3 Responses to Public Agencies

Submission 124 Jan and Thomas Kurth

124-1 The property referenced in the comment was included in the vibration analysis conducted for the Draft EIR; however, it was inadvertently not clearly described in the vibration analysis in Appendix 3.6-C, due to the aerial imagery used in the analysis, which included a wide tree canopy that obscured the building. To clarify this, Figures 3.6-C17 and, 3.6-C18, and 3.6-C19 and tables 3.6-24 and 3.6-25 have been updated, as shown in Chapter 3, Correction and Revisions, of the Final EIR. These clarifications do not change the conclusions of the Draft EIR, which concluded there would be significant and unavoidable vibration annoyance impacts during construction and that implementation of Mitigation Measures MM-VIB-3: Pre- and Post-Construction Surveys through MM-VIB-6: Ballast Mats would reduce operation vibration annoyance impacts to less than significant with mitigation.

Regarding the property lines depicted in the Draft EIR figures, the mapping was based on Metro's most current ROW information at the time of preparation. This information was sufficient to inform the Draft EIR's evaluation of environmental impacts. In Spring 2025, Metro conducted a survey of property boundaries, which is reflected in the Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. If a Metro ROW alignment is approved for implementation, Metro would continue to coordinate with property owners as design progresses.

124-2 See MR-8: Light Rail and Freight Train Safety and MR-20: Proximity Impacts of Relocated Freight Tracks.

124-3 The noted residence is included in the noise analysis as part of Cluster G7, as shown on page 3.6-53 and page 3.6-67 of the Draft EIR. To mitigate noise impacts, the project would install soundwalls along both sides of the Metro ROW, as required by Mitigation Measure MM-NOI-2: Soundwalls. Additionally, Mitigation Measure MM-NOI-3: Low Impact Frogs, requires the installation of low-impact frogs to minimize noise associated with light rail crossovers near the noted residence. Low-impact frogs work by using specialized rail components to reduce the noise and vibration caused by train wheels crossing over switches and other track components. This technology dampens the impact noise that typically occurs at crossovers. With these measures in place, noise impacts to the noted residence would be reduced to less than significant with mitigation, meaning noise levels would not exceed the Federal Transit Administration noise criteria for residential land uses. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and response to Comment 124-1.

Submission 125 Jan and Thomas Kurth

125-1 Submission 124 includes the same comments from the same commenter. See the response to Submission 124.

Submission 126 can be found in Section 5.3 Responses to Public Agencies

Submission 127 can be found in Section 5.3 Responses to Public Agencies

Submission 128 Isabel (Douvan) Shwartz

128-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

128-2 See MR-17: Response to Torrance Community Letter.

128-3 See MR-17: Response to Torrance Community Letter.

128-4 See MR-17: Response to Torrance Community Letter.

Submission 129 can be found in Section 5.4 Responses to Groups and Organizations

Submission 130 can be found in Section 5.3 Responses to Public Agencies

Submission 131 John Schreiber

131-1 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives.

131-2 The potential for aesthetics impacts for the Elevated/At-Grade Alignment and the Trench Option are addressed in Section 3.3, Aesthetics, of the Draft EIR. The potential for aesthetics impacts for the LPA are addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. None of the alignment options or alternatives would result in temporary or permanent significant aesthetic impacts.

131-3 Section 3.3, Aesthetics, of the Draft EIR evaluates baseline conditions of the existing Metro ROW as an active railroad corridor. This includes not only the current freight train operations, but also the visual characteristics inherent to a railroad corridor, such as railroad tracks and associated infrastructure. The implementation of the project would not fundamentally change the use of the Metro ROW as a transportation corridor. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-10: Changes to Community Character.

The Draft EIR provides sufficient information to assess potential impacts related to landscaping. Project Feature PF-AES-2: Metro Design Standards further commits the project to implementing Metro's design policies, which ensure high-quality landscaping and visual appeal. Section 3.3-4.3.2 of the Draft EIR provides details concerning landscaping, as relevant, in the text and corresponding visual simulations. The project's unified design elements and landscaping would contribute positive visual enhancements, such as unform landscaping landscaped public spaces. In addition, as relevant to the City of Lawndale, the 2023 Urban Design Report, published concurrently with the Draft EIR, provides that the project design would focus on preserving the open space character

along Condon Avenue by retaining mature trees, where feasible, and introducing additional shade trees to enhance the corridor's visual character. CEQA does not mandate a detailed landscape and maintenance plan at the EIR stage, and such details would be determined during final design.

See response to Comment 41-2, which explains the thresholds of significance used in Section 3.3 of the Draft EIR to assess aesthetics impacts. While the Draft EIR concludes that the change to visual quality is neutral due to the existing visual character of the Metro ROW and the anticipated appearance of the light rail system, Metro acknowledges that individual experiences of aesthetics may differ. However, through the implementation of Metro design policies to ensure a high quality in design, the project would be consistent with local policies regarding visual character and quality and would not result in a significant impact.

131-3 As noted on page 3.3-71 and several other locations within the Draft EIR's aesthetics analysis, Metro's Tree Policy requires a minimum tree replacement ratio of 2:1 (or 4:1 if the tree is considered a heritage tree). While it is true that young trees take time to reach the height of mature trees, Metro's policy prioritizes planting strategies that maximize the use of drought tolerant and native species, thereby enhancing the local ecosystem. Trees would also be replanted along the corridor to preserve and enhance the aesthetic character of the community.

131-4 Metro's Project Team has conducted many field reviews of the Metro ROW and surrounding community. The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 132 can be found in Section 5.3 Responses to Public Agencies

Submission 133 Lillian Katzenmeyer

133-1 Potential noise and vibration impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Light rail vehicles are significantly quieter than freight trains and result in far less vibration due to the weight of the vehicles. Light rail lines operate throughout Los Angeles County in close proximity to schools, parks, and residences. The presence of the light rail system does not inhibit outdoor enjoyment or activities. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-10: Changes to Community Character.

133-2 See MR-8: Light Rail and Freight Train Safety.

133-3 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys require contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site

geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged.

Metro is committed to integrating safety into all Metro rail operations. See MR-9: Light Rail Security and response to Comment 133-2.

133-4 See response to Comment 133-3. Metro acknowledges the vibration demonstrated in the linked video created by existing freight train vibration. As described in Section 3.6, Noise and Vibration, of the Draft EIR, the analysis of operational vibration impacts followed the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA, 2018). The vibration levels from light rail operations would be significantly lower than those generated by freight trains, due to the lighter weight. Operational vibration levels from the project would not exceed FTA thresholds.

133-5 Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR describes the anticipated construction durations.

While the total duration of construction could be up to six years, construction would occur in phases and activities would be distributed throughout the entire project area. This means construction would not occur continuously in any one location.

As described in Section 3.6, Noise and Vibration, of the Draft EIR, Mitigation Measure MM-NOI-1: Noise Control Plan would be implemented to control noise during construction. The Noise Control Plan would include noise reducing measures, such as noise-reducing equipment and implementing temporary barriers. The Noise Control Plan would also include noise monitoring to ensure compliance with the Federal Transit Administration's construction noise limits.

133-6 As described in Section 3.6, Noise and Vibration, of the Draft EIR, Federal Transit Administration has defined vibration thresholds for human annoyance and structural damage. As shown in Table 3.6-6, the threshold for vibration annoyance is 65 vibration decibels for "frequent events." The threshold for construction vibration damage is shown in Table 3.6-5, which expresses vibration in terms of peak particle velocity inches per second. The analysis in the Draft EIR evaluates construction vibration impacts based on these established thresholds. For operational vibration impacts, vibration impacts are assessed in terms of human annoyance, as building damage thresholds are much greater than annoyance thresholds and are typically limited to construction activities which generate higher peak vibration levels than freight or light rail trains.

The commenter's interpretation of the vibration data is inaccurate. Vibration levels were elevated at the El Nido Park measurement location for both northbound and southbound trains, indicating that the observed levels were not solely attributable to variations in train weight. For both loaded and unloaded trains, the highest vibration levels typically occurred with the passage of the locomotive, which is generally the heaviest part of the train.

As described on page 3.6-28 of the Draft EIR, the FTA general assessment methodology does not require vibration measurements. Vibration measurements were primarily conducted to collect samples of vibration generated by the existing freight train pass-bys and not as a requirement to prepare the analysis. As described on page 3.6-31, where higher vibration propagation was predicted compared to the predicted vibration levels, adjustments were made to calibrate the model such that it reflected higher vibration levels in the vicinity of El Nido Park.

See response to Comment 133-3 regarding vibration mitigation and vibration effects related to annoyance and damage during operations.

The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 134 Angelica Vicente

134-1 Metro has designed the project to avoid displacement of residents. See the 2023 Real Estate Acquisition Report, published concurrently with the Draft EIR, and the 2025 Real Estate Acquisition Report, published concurrently with this Final EIR for more detailed information on proposed property acquisitions. The Metro ROW is wide enough to accommodate both the relocated freight and the proposed light rail. Figure 2.3-4 of the Draft EIR shows an example of where the freight track would be relocated to the west within the existing Metro ROW, along with space for a multi-use recreational path up to 20 feet wide. wide.

Figure 2.3-5 in the Draft EIR accurately represents various locations between 170th Street and Artesia Boulevard, where the Metro ROW narrows to about 75 feet. Even in the narrower section, Metro has designed the project to avoid displacement of residents. In Spring 2025, Metro conducted a survey of property boundaries. That information is reflected in the Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative.

It should be noted that economic impacts are outside CEQA's purview, which focuses on impacts to the physical environment. However, Metro is committed to serving low-income and black, indigenous, and people of color communities, who make up the majority of Metro's rail ridership. The project aims to provide improved transit access for these communities. See MR-19: Project Benefits.

134-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 135 Angelica Vicente

135-1 As described in Section 3.6, Noise and Vibration, of the Draft EIR, the only location where a significant and unavoidable vibration impact related to structural damage would occur is at Grant Avenue, where the Elevated/At-Grade Alignment would relocate the freight bridge, requiring the use of high-vibration equipment such as an impact pile driver. Mitigation Measure MM-VIB-3: Pre- and Post- Construction Surveys would require contractors to document any damage resulting from construction vibration and repair it.

For the rest of the corridor, the potential for building damage under the Elevated/At-Grade Alignment would be significantly reduced because the types of construction equipment would generate lower vibration levels. Unlike the Elevated/At-Grade Alignment, the LPA, Trench Option, and Hawthorne Option, would not require reconstruction of the Grant Avenue Bridge and their vibration-related damage impacts would be less than significant with mitigation. Vibration annoyance during construction would remain significant and unavoidable for all options.

135-2 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys require contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety; and MR-13: Soil Stability and Sinkholes.

135-3 The impact counts provided in Table 3.6-24 of the Draft EIR are correct. As shown in Appendix 3.6-C of the Draft EIR, 23 residences west of the Metro ROW between 170th and Artesia were identified as experiencing operational vibration annoyance impacts. The commenter notes that there are 28 houses in this area; however, not all of these homes are directly adjacent to the Metro ROW or within the impact contour for ground-borne vibration.

Metro has designed the project to avoid displacement of residents. See the 2023 Real Estate Acquisition Report, published concurrently with the Draft EIR, and the 2025 Real Estate Acquisition Report, published concurrently with this Final EIR for more detailed information on proposed property acquisitions. for more detailed information on proposed property acquisitions.

Submission 136 Angelica Vicente

136-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-8: Light Rail and Freight Train Safety.

136-2 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for additional information.

136-3 See response to Comments 136-1 and 136-2, as well as MR-7: Utility Relocation and Hazardous Materials Safety.

136-4 The project would not expose any pipelines or other underground utilities, except briefly during early construction to relocate or protect in place. Such work would occur in advance of rail construction. See response to Comments 136-1 and 136-2, as well as MR-7: Utility Relocation and Hazardous Materials Safety.

136-5 The light rail's adjacency to BNSF freight trains would not affect the Metro light rail train operating speed, as the light rail and BNSF freight trains would operate on separate tracks.

136-6 The commenter's photos of petroleum warning signs are noted. All comments have been shared with the Metro Board for their consideration. These pipelines are included in the Advanced Conceptual Engineering that informs analysis in Section 3.9, Hazards and Hazardous Materials. See response to Comment 136-2 and MR-7: Utility Relocation and Hazardous Materials Safety.

Submission 137 Joan Marks

137-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

137-2 See MR-17: Response to Torrance Community Letter.

137-3 See response to Comment 137-2.

137-4 See response to Comment 137-2.

Submission 138 can be found in Section 5.3 Responses to Public Agencies

Submission 139 can be found in Section 5.4 Responses to Groups and Organizations

Submission 140 Jan Kurth

140-1 This comment is duplicative of Comment 111-1. See response to Comment 111-1.

140-2 The commenter's opposition to using the Metro ROW and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

140-3 See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-10: Changes to Community Character.

140-4 See MR-8: Light Rail and Freight Train Safety and MR-20: Proximity Impacts of Relocated Freight Tracks. As indicated in the article cited by the commenter, Metro appropriately suspended rail service in the area in response to the freight rail incident and provided bus bridges to ensure continued passenger service between affected stations.

140-5 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option or No Build Alternative is noted. All comments have been shared with the Metro Board for their consideration.

Submission 141 Lisa Francois

141-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

141-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

141-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

141-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

141-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

141-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

141-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 142 Luis Marroquin

142-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

142-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

142-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

142-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

142-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

142-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

142-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 143 Michael Kim

143-1 See MR-8: Light Rail and Freight Train Safety.

143-2 The commenter's support for the Hawthorne Option or High-Frequency Bus Alternative is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 144 Monique Negrete-Mitchell

144-1 The project incorporates commitments to ensure that dust and particulate matter emissions during construction are controlled. With respect to fugitive dust control, Project Feature PF-AQ-2: South Coast Air Quality Management District (SCAQMD) Rule 403 Compliance includes a suite of best management practices, such as regularly applying water to active construction areas to suppress dust, limiting vehicle speeds on unpaved surfaces to 15 mph, covering haul trucks to prevent dust from escaping during transport, and sweeping streets to prevent dust accumulation.

Regarding emissions from construction equipment, Project Feature PF-AQ-1: Metro Green Construction Policy Compliance would require that all off-road construction equipment utilize engines that meet or exceed Tier 4 emissions standards, significantly reducing particulate emissions compared to older equipment. While construction activity would be temporary, Metro recognizes the potential burden on nearby residents. For this reason, the project incorporates stringent and effective dust and emissions control measures available. The anticipated reduction in fugitive dust emissions from these practices is substantial, ranging from 36% to 91% depending on the activity, as described in Section 3.4-4.1.1 of the Draft EIR. The localized emissions analysis included in Section 3.4, Air Quality, of the Draft EIR was conducted in accordance with South Coast Air Quality Management District (SCAQMD) thresholds and evaluated impacts to sensitive receptors (e.g., residences) within 50 feet of construction activities. That analysis determined that localized PM_{10} emissions would remain below the SCAQMD's significance thresholds. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

With respect to cumulative impacts, the Draft EIR concluded that construction of the Elevated/At-Grade Alignment would result in a less-than-significant impact related to a cumulatively considerable net increase in emissions of particulate matter.

See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

144-2 The commenter's support for the Hawthorne Option or High-Frequency Bus Alternative is noted. See MR-1: Selection of Alternatives.

Submission 145 Otto Asencio

145-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

145-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

145-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

145-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

145-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

145-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

145-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 146 Ray Hollar

146-1 Metro prepared cost estimates in 2022 for all rail alignments and shared them with the Metro Board at the May 2024 Board meeting. The cost estimate for the LPA at the time was $2.23B. Metro is continuing to refine the cost estimate as design progresses, and will provide an update to the Metro Board prior to a final determination on the project; see MR-21: Cost Estimates and Schedule.

146-2 See response to Comment 146-1.

146-3 See response to Comment 146-1.

Submission 147 Tatiana Gomez

147-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

147-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

147-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

147-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

147-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

147-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

147-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 148 Sam and Eloise Elder

148-1 This commenter's support for the Hawthorne Option and High-Frequency Bus Alternative is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

148-2 The LAX/Metro Transit Center Station is expected to open in early 2025 and would connect to the K and C Lines directly, which would provide a connection to LAX.

148-3 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 149 Traci Fuentes

149-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. Section 3.6, Noise and Vibration, of the Draft EIR, includes a detailed and project-specific analysis of noise and vibration impacts and their potential effects on sensitive receptors, such as residences, consistent with CEQA and the Federal Transit Administration Noise and Vibration Impact Assessment Manual (2018). The proposed mitigation measures in the Draft EIR would mitigate potential noise impacts along the Metro ROW. In addition, the project would enable the local jurisdictions along the Metro ROW to obtain a "quiet zone" designation, which would reduce existing freight noise overall along the corridor, by eliminating freight horn soundings, which as noted previously, produces noise levels of up to 110 dBA (a-weight decibel). The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 150 Angelica Vicente

150-1 The commenter incorrectly notes that the Trench Option's operational noise impact would be significant. Table ES-2 in the Executive Summary of the Draft EIR shows that the Trench Option's operational noise impact would be less than significant with mitigation.

150-2 Yes. Metro is committed to proactive communication with communities affected by construction. As part of the project's construction management, Metro would conduct outreach to notify residents and businesses of upcoming construction activities. This outreach would include advance notice of construction schedules, duration, and potential disruptions through mailers, signage, community meetings and online updates.

150-3 Soundwalls have been successfully implemented for various Metro projects and have been demonstrated to reduce noise compared to locations with no soundwalls. An example of soundwalls that have been implemented on an active Metro light rail transit line is the Metro E Line between Military Avenue and Westwood Boulevard in the City of Los Angeles. The decibel (dB) reduction is highly dependent on the locations of the source, receptor, and wall. As noted on page 3.6-100 of the Draft EIR, "soundwalls, which according to the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual (2018), provide up to 12-dB of reduction for non-absorptive barriers and 15 dB for absorptive barriers".

Regarding earthquake safety, as described in Section 3.8, Geology, Soils and Paleontological Resources, of the Draft EIR, in accordance with Project Feature PF-GEO-1: Metro Geotechnical Design Standards, all elements of the project, including soundwalls, would be designed and constructed in accordance with Metro's geotechnical and seismic design criteria to ensure they are seismically resistant, stable, and could withstand liquefaction and its effects. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

150-4 The commenter's support for the Hawthorne Option is noted. The potential for noise impacts is assessed in Section 3.6, Noise and Vibration, of the Draft EIR. The Metro ROW alignments include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-1: Selection of Alternatives.

Submission 151 Alejandra Zuniga

151-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

151-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

151-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

151-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

151-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

151-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

151-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 152 Arohi Sharma

152-1 The commenter's support for using the Metro ROW and the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

152-2 See MR-17: Response to Torrance Community Letter.

152-3 See MR-17: Response to Torrance Community Letter.

152-4 See MR-17: Response to Torrance Community Letter.

Submission 153 Colleen Malone-Villegas

153-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives.

Although Metro understands that some residents use the freight corridor for recreational activities, this use is not authorized and is not compliant with freight safety standards. The

Metro ROW is not a park, but rather an active freight corridor. To enhance recreational opportunities, the project would include two multi-use recreational paths and new landscaping in areas where space allows, providing safe and accessible amenities for the community. See MR-10: Changes to Community Character. In addition, the LPA would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians.

As described in Section 3.6, Noise and Vibration, of the Draft EIR, the project would not result in operational vibration that could damage structures. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction, and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged.

153-2 Section 3.6, Noise and Vibration, of the Draft EIR, includes a detailed and project-specific analysis of noise impacts and their potential effects on sensitive receptors, such as residences, consistent with CEQA and the Federal Transit Administration Noise and Vibration Impact Assessment Manual (2018). As discussed on page 3.6-48 of the Draft EIR, it is unlikely for light rail noise to result in noise-induced hearing loss, but acknowledges that increased levels in noise could increase stress at affected uses. The proposed mitigation measures, including Mitigation Measures MM-NOI-2: Soundwalls, MM-NOI-3: Low Impact Frogs, and MM-NOI-4: Quiet Zone Establishment would reduce these effects.

See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 154 Blake Jung

154-1 As discussed in Section 3.7, Biological Resource, of the Draft EIR, the Resource Study Area for biological resources is not located within any areas designated within Habitat Conservation Plans or Natural Community Conservation Plannings. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

154-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. The Draft EIR considers and analyzes noise and vibration impacts in Section 3.6. See MR-1: Selection of Alternatives and MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 155 Chelsea Schreiber

155-1 The commenter's opposition to the project alignment along the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-8: Light Rail and Freight Train Safety.

155-2 Metro extends its sympathies to the commenter for their loss. Safety along the rail corridor is a top priority. Although Metro does not have specific safety features for pets,

as described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed by physical barriers, such as fencing, soundwalls, or a combination of both, to prevent unauthorized access. Although these barriers are primarily intended to restrict human intrusion, they would also serve to deter or prevent land animals from entering the guideway. In many areas, the existing fencing has been breached, and would be repaired under the project, which would limit unauthorized access into the Metro ROW to ensure safety near operating rail. See MR-8: Light Rail and Freight Train Safety. The LPA, Hawthorne Option, and Trench Option light rail guideways would all be fully grade-separated from the roadways.

155-3 See response to Comment 155-2.

155-4 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to 155-1. See MR-1: Selection of Alternatives.

Submission 156 Chris Horsman

156-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

156-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

156-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

156-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

156-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

156-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

156-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 157 Clement Alaba

157-1 The commenter's support of the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

The commenter did not identify which business would be affected or its location relative to the project. As part of the project development process, Metro prioritized minimizing acquisitions and effects to residents and businesses. The alignment options would have minimal real estate impacts to businesses, as described in the 2025 Real Estate Acquisitions Report.

Submission 158 Clement Alaba

158-1 The commenter's opposition to the project is noted. The proposed mitigation measures in the Draft EIR would mitigate potential noise impacts along the Metro ROW. In addition, the project would enable the local jurisdictions along the Metro ROW to obtain a "quiet zone" designation, which would reduce existing freight noise overall along the corridor, by

eliminating freight horn soundings, which as noted previously, produces noise levels of up to 110 dBA (a-weighted decibel). See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4 Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 159 David Barajas

159-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

159-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

159-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

159-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

159-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

159-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

159-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 160 DeNise

160-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

160-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

160-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

160-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

160-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

160-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

160-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 161 Glenn E. Stanfield

161-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

161-2 The commenter's opposition to the Trench and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 162 Gianna Mitchell

162-1 Metro recognizes that individuals with increased auditory sensitivity, such as those with sensory disorders, may be particularly affected by noise, and that there are other

potentially vulnerable populations, including children, seniors, and people with disabilities.

Section 3.6, Noise and Vibration, of the Draft EIR, provides a detailed and project-specific analysis of noise impacts, including their potential effects on sensitive receptors like residences, consistent with CEQA and the Federal Transit Administration (FTA) Noise and Vibration Impact Assessment Manual (2018). Metro acknowledges that increased noise levels could contribute to stress and other health effects, as noted on page 3.6-48 of the Draft EIR.

The Draft EIR also includes several mitigation measures intended to reduce noise impacts during construction and operation of the project, including Mitigation Measure MM-NOI-1: Noise Control Plan to reduce noise levels generated by construction to below the FTA construction noise criteria, Mitigation Measure MM-NOI-2: Soundwalls to minimize operational noise impacts along impacted segments of the Metro ROW, Mitigation Measure MM-NOI-3: Low Impact Frogs to reduce wheel noise and light rail crossovers, and Mitigation Measure MM-NOI-4: Quiet Zone Establishment to establish a "quiet zone" along the Metro ROW from north of Inglewood Avenue to south of 182nd Street, to prevent routine sounding of freight horns. With the establishment of a quiet zone, freight train noise along the Metro ROW would be reduced overall compared to current conditions. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures.

It is not technically feasible to correlate project-specific noise impacts to specific health outcomes, given the complexity of factors contributing to these conditions. However, with implementation of the proposed mitigation measures, noise levels associated with construction and operation of the project would be reduced. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

162-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 163 Janice Tanabe

163-1 The Draft EIR is not required to analyze destination points, but activity centers are discussed in the 2023 Project Need and Purpose Report, published alongside the Draft EIR. Riders at the Redondo Beach Transit Center would also be able to access the South Bay Galleria via a short walk or transit connection, and Metro would continue to assess opportunities for further enhancing connections as the design progresses.

Submission 164 Ana Maria Houck

164-1 Metro has designed the project to avoid displacement of residents. See the 2023 Real Estate Acquisition Report, published concurrently with the Draft EIR and 2025 Real Estate Acquisition Report, published concurrently with this Final EIR, for more detailed information on proposed property acquisitions. Although not anticipated, should any changes that affect private property arise, Metro would notify property owners and

perform additional environmental analysis, as required. See MR-14: Property Values and Impacts to Businesses..

Submission 165 Jimmy Gow

165-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

165-2 See MR-17: Response to Torrance Community Letter.

165-3 See MR-17: Response to Torrance Community Letter.

165-4 See MR-17: Response to Torrance Community Letter.

Submission 166 John Clifford

166-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

166-2 See MR-17: Response to Torrance Community Letter.

166-3 See MR-17: Response to Torrance Community Letter.

166-4 See MR-17: Response to Torrance Community Letter.

Submission 167 Jose Vera

167-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

167-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

167-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 168 Kevin Mitchell

168-1 The significance threshold referenced in the comment— "substantially increase hazards due to a geometric design feature"—is evaluated in Section 3.1, Transportation, of the Draft EIR. This threshold pertains to transportation safety, such as the introduction of sharp curves, dangerous intersections, or conditions that could degrade the safety of pedestrians, bicyclists, or vehicles.

The Draft EIR analyzes potential transportation safety impacts at locations such as the at-grade light rail crossings at 170th Street and 182nd Street (proposed under the "Proposed Project" in the Draft EIR). The analysis considers factors such as visibility, traffic flow, and interactions between pedestrians, vehicles, and trains. The analysis explains that the

Elevated/At-Grade Alignment would include safety improvements at at-grade light rail crossings, such as upgraded crossing gates, advanced warning signals, and physical barriers to separate different modes of travel. Based on these enhancements, the Draft EIR concludes that the Elevated/At-Grade Alignment would not substantially increase transportation hazards related to geometric design features or incompatible uses (see Draft EIR, pages 3.1-51 to 3.1-53.). Thus, the Draft EIR's analyses and conclusions of potential impacts related to substantially increasing hazards due to a geometric design feature are adequate. It should also be noted that the 170th/182nd Grade-Separated Light Rail Transit Alternative has been selected as the LPA. The LPA eliminates at-grade light rail crossings entirely, but provides a trench at the 170th and 182nd Street crossings.

Although the significance threshold mentioned pertains to transportation safety, the comment also raises concerns about freight operations and pipelines within the Metro ROW. These issues are addressed in Section 3.8, Geology and Soils, Section 3.9, Hazards and Hazardous Materials, and Section 3.11, Utilities and Service Systems of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for additional information.

168-2 See response to Comment 168-1, as well as MR-7: Utility Relocation and Hazardous Materials and MR-8: Light Rail and Freight Train Safety. Regarding the concern over changes in a "quiet neighborhood," see MR-10: Changes to Community Character and MR-3: Operational Noise Project Features and Mitigation Measures.

168-3 See MR-12: Emergency Access. The addition of the light rail service to the existing at-grade crossing at 182nd Street would increase the frequency of the railroad crossing gate down time relative to existing conditions but would not permanently close emergency access. The homes and businesses on either side of the 182nd Street railroad crossing are accessible by alternate routes within ½ mile that are grade-separated crossings and not affected by train frequency.

The LPA light rail guideway would be fully grade-separated from all roadways. There would be no change to existing emergency vehicle delays at 182nd Street.

168-4 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives; MR-8: Light Rail and Freight Train Safety; and MR-10: Changes to Community Character.

Submission 169 Phillips

169-1 The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-10: Changes to Community Character.

Submission 170 Lisa Francois

170-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

170-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

170-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

170-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

170-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

170-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

170-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 171 Carlos Cruz-Aedo

171-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

171-2 Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs. See MR-21: Cost Estimates and Schedule.

Submission 172 Mike Kim

172-1 See MR-8: Light Rail and Freight Train Safety.

172-2 The commenter's opposition to the Metro ROW alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 173 Betty Fisk

173-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission 174 Anonymous

174-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. This comment does not raise any significant environmental issues requiring a response.

Submission 175 Mark Nelson

175-1 Although Metro is not subject to local zoning ordinances, pursuant to Mitigation Measure MM-NOI-1: Construction Noise Control Plan, Metro would obtain a variance from the applicable local jurisdiction when nighttime work is required. Section 4-24.604 of the City of Redondo Beach Noise Ordinance specifies that the provisions cited by the comment do not apply to any activity that is preempted by state or federal law. State law preempts Metro from compliance with the local zoning ordinance (see Rapid Transit Advocates, Inc. v. Southern California Rapid Transit District (1986) 185 Cal.App.3d 996). Therefore, the standards cited by the comment do not apply.

The Draft EIR acknowledges that the operational noise impact of the light rail alignment along the Metro ROW with at-grade crossings at 170th and 182nd Street would result be significant and unavoidable. However, the LPA operational noise impacts would be reduced to less than significant with mitigation.

See Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR; MR-1: Selection of Alternatives; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character.

175-2 See response to Comment 175-1.

175-3 See response to Comment 175-1.

Submission 176 Lena Poland

176-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives; MR-9: Light Rail Security; MR-10: Changes to Community Character; and MR-18: Homelessness.

Submission 177 Mike Cook

177-1 The cost estimates presented in the Draft EIR are based on conceptual-level design and reflect reasonable assumptions regarding construction, operations, and maintenance. Impacts related to drainage patterns alterations are addressed in Section 3.10, Hydrology and Water Quality, of the Draft EIR. The project would increase impervious surfaces compared to existing conditions. However, most of the stormwater runoff would be retained within the project footprint, through an integrated low-impact development (LID) drainage system. This system would be designed to accommodate the stormwater quality design in volume, consistent with the MS4 Permit requirements established by the Los Angeles Regional Water Quality Control Board (LARWQCB). This system would minimize the potential for flooding both on-site and off-site, including in sumps. Maintenance of

drainage infrastructure would also comply with applicable regulatory requirements to ensure long-term functionality.

As discussed in Chapter 4, Evaluation of Alternatives, in the Draft EIR, the hydrology and water quality impacts of the LPA would be similar to those of the Trench Option. Impacts would be less than significant because this alternative would also include stormwater retention systems consistent with regional LID requirements.

177-2 The cost estimates presented in the Draft EIR are based on conceptual-level design and reflect reasonable assumptions regarding construction, operations, and maintenance. These estimates include the proposed noise and vibration mitigation measures. Triple-pane windows were not included in the cost estimate as they are not proposed for this project. Operational noise impacts would be mitigated through the use of soundwalls, low-impact frogs, and the establishment of quiet zones.

The mitigated noise level estimates included in Section 3.6, Noise and Vibration, and Appendix 3.6-B, of the Draft EIR, account for the implementation of Mitigation Measures MM-NOI-2: Soundwalls, MM-NOI-3: Low Impact Frogs, and MM-NOI-4: Quiet Zone Establishment (for the Metro ROW alignments). See MR-3: Operational Noise Project Features and Mitigation Measures. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

177-3 In January 2023, concurrent with the Draft EIR, Metro published a C Line (Green) Extension to Torrance Cost Estimates Summary. See MR-21: Cost Estimates and Schedule.

In May 2024, the Metro Board selected the Hybrid Alternative as the LPA. The LPA was not the least costly option; cost estimates presented to the Board included: Elevated/At-Grade Alignment ($1.96 billion), Trench Option ($2.84 billion), Hawthorne Option ($2.96 billion), and the LPA ($2.23 billion), as estimated in 2022. Before making a final determination on the project, the Metro Board will review the Final EIR, including all public comments and responses, and consider a range of factors including environmental impacts, cost, benefits, and community feedback.

177-4 See response to Comment 177-2.

177-5 See response to Comment 177-1.

Submission 178 Ninnette Martinez

178-1 The commenter's opposition to the project in Lawndale is noted. See MR-1: Selection of Alternatives. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-8: Light Rail and Freight Train Safety. Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA would be fully grade-separated from all roadways, thereby avoiding potential conflicts with children and other pedestrians or cyclists. In addition, the freight crossing at 182nd Street would include new

safety equipment. Although Metro had initially considered a station in the City of Lawndale, at the request of the City, that station was removed from further consideration.

178-2 Noise is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. Moreover, the LPA light rail guideway would be fully grade-separated from all roadways, thereby eliminating the need for light rail warning bells at the intersection of 170th Street by grade separating the tracks there. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 179 Ninnette Martinez

179-1 See MR-8: Light Rail and Freight Train Safety.

Submission 180 Ninnette Martinez

180-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 181 Rita Hidalgo

181-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 182 Rita Hidalgo

182-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 183 Rita Hidalgo

183-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

183-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

183-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

183-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

183-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

183-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

183-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 184 Sukrit Verma

184-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Boulevard Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

184-2 See response to Comment 184-1.

Submission 185 Tammy Harrison

185-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Regarding health effects, see MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

185-2 The potential for noise and vibration impacts of the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design.

185-3 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 186 can be found in Section 5.4 Responses to Groups and Organizations

Submission 187 Alejandro

187-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

187-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

187-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

187-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

187-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

187-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

187-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 188 Anna Maria Vicente

188-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

188-2 See MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety.

188-3 See response to Comment 188-1.

Submission 189 Betty Lam

189-1 As described in Chapter 2, Project Description, of the Draft EIR, all roadway crossings along the Metro ROW would include pedestrian safety infrastructure, such as gates and warning devices for light rail and freight. The LPA would be fully grade-separated from all roadways. Metro would provide safety enhancements for the existing at-grade freight crossing at 170th Street. See MR-8: Light Rail and Freight Train Safety.

189-2 The Metro ROW has sufficient space for the project. Refer to Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of the Final EIR for more details on the alignment near 170th Street.

189-3 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

189-4 See response to Comment 189-3. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction, and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged. Operation of the project would not result in damage to properties; see MR-5: Vibration Impact Types and Impact Thresholds and MR-13: Soil Stability and Sinkholes for more information.

189-5 The comment does not raise any significant environmental issues requiring a response.

189-6 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

189-7 See response to Comment 189-1.

189-8 See response to Comment 189-6.

189-9 Lawndale High School is approximately 1/4 mile north of the project, on the opposite side of the Interstate 405; the commenter does not clarify how the high school would be affected.

189-10 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 190 Doris Hofmann

190-1 The commenter's opposition to the project in Lawndale is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

190-2 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

190-3 Construction and operational noise and vibration levels are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-10: Changes to Community Character.

190-4 See MR-8: Light Rail and Freight Train Safety.

190-5 The project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro would continue to explore funding opportunities for the project. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery.

190-6 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 191 Rita Hidalgo

191-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 192 Manuel Hidalgo

192-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 193 Radka Samuel

193-1 The project would connect to the Redondo Beach Transit Center and the Torrance Transit Center, which are the cities' transit hubs that provide bus service throughout the region. Riders would also be able to access the rest of Los Angeles County on the rail network system.

193-2 The commenter's opposition to the project is noted. Construction and operational noise levels are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 194 Humberto Barrera

194-1 Se toma nota de la oposición del comentarista al proyecto. Todos los comentarios se han compartido con la Junta de Metro para su consideración. Consultar MR-1: "Selección de alternativas."

194-2 Los carriles-guías de la alternativa preferida a nivel local del tren ligero estarían completamente separados a desnivel de la red vial. Los niveles de ruidos causados por las actividades de construcción y operativas se abordan en la Sección 3.6, «Ruidos y vibraciones», en el Borrador del Reporte de Impacto Ambiental. La iluminación se trata en la Sección 3.3, "Estética", de dicho borrador. La posibilidad de impactos de la alternativa preferida a nivel local se aborda en el Capítulo 4, "Evaluación de las alternativas", también en dicho borrador.

Submission 194 Humberto Barrera

194-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

194-2 The LPA light rail guideway would be fully grade-separated from all roadways. Construction and operational noise levels are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. Lighting is discussed in Section 3.3, Aesthetics, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 195 Daniel G.

195-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 196 Alex Medina

196-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 197 Joanna Velazco

197-1 The commenter's opposition to a Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 198 Bryan Henry

198-1 The commenter's opposition to a Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

198-2 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions.

198-3 See response to Comment 198-1.

Submission 199 Alberto Maldonado

199-1 The commenter's opposition to the Metro ROW alignment is noted. The project would add new safety fencing or other barriers, such as soundwalls. Construction and operational noise levels are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-10: Changes to Community Character.

199-2 The LPA would be fully grade-separated from all roadways. All existing roadway crossings would be maintained so that the community would not be physically divided. See MR-1: Selection of Alternatives.

Submission 200 Megan N. Jorge

200-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 201 Chris Horsman

201-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 202 William Kolinsky

202-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 203 Anonymous

203-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Additional stations were proposed in Lawndale as part of the 2018 Supplemental Alternatives Analysis, but at the request of Lawndale were removed from consideration. Section 3.6, Noise and Vibration, and Chapter 4, Evaluation of Alternatives, of the Draft EIR, evaluates potential noise impacts of the project, options, and alternatives, and recommend Mitigation Measure MM-NOI-1: Noise Control Plan to reduce noise levels. The operational impacts would be less than significant with mitigation.

Submission 204 Jose Valenzuela

204-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 205 Jounnna Sanchez

205-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 206 Michael Stary

206-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

206-2 The project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing

project costs efficiently, while continuing to pursue additional funding sources to support project delivery.

Submission 207 Lily Navarro

207-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 208 Betty Lam

208-1 As described in Chapter 2, Project Description, of the Draft EIR, all roadway crossings along the Metro ROW would include pedestrian safety infrastructure, such as gates and warning devices for light rail and freight. The LPA would be fully grade-separated from all roadways. Metro would provide safety enhancements for the existing at-grade freight crossing at 170th Street. See MR-8: Light Rail and Freight Train Safety.

208-2 The Metro ROW has sufficient space for the project. Refer to Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of the Final EIR for more details on the alignment near 170th Street.

208-3 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

208-4 See response to Comment 208-1.

208-5 The comment does not raise any significant environmental issues requiring a response.

208-6 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

208-7 See response to Comment 208-1.

208-8 See response to Comment 208-6.

208-9 Lawndale High School is approximately 1/4 mile north of the project, across on the opposite side of the Interstate 405; the commenter does not clarify how the high school would be affected.

208-10 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 209 Blake Jung

209-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

209-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

209-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

209-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

209-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

209-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

209-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

209-8 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 210 Carlos Gomez

210-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Section 3.4, Air Quality, of the Draft EIR, analyzes impacts related to air quality. The light rail would be powered by electricity and would not generate tailpipe emissions. The commenter makes the general reference to "disruption" as a reason for opposing using the Metro ROW for the project, but does not clarify if it refers to noise, traffic, or any other topic. The Draft EIR fully evaluates potential impacts related to transportation, noise, and air pollution and proposes mitigation measures, where necessary, to reduce potentially significant impacts to the extent feasible. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-11: Traffic Delay and Level-of-Service for more information.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses and MR-10: Changes to Community Character.

Submission 211 Carmen Reyes

211-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

211-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

211-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

211-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

211-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

211-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

211-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 212 Clement Alaba

212-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

To minimize noise impacts, Metro has committed to implementing all reasonable and feasible mitigation measures. With these measures in place, operational noise impacts of the Trench Option, Hawthorne Option, and the LPA would be reduced to less than significant with mitigation. This means the anticipated change in noise levels would remain within acceptable thresholds established by the Federal Transportation Administration (FTA).

Submission 213 David Barajas

213-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

213-2 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

213-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

213-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

213-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

213-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

213-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

213-8 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 214 Doug Boswell

214-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Project effects related to air quality, noise, and soil stability are addressed in Sections 3.6, 3.4, and 3.8, respectively, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures; MR-8: Light Rail and Freight Train Safety; and MR-13: Soil Stability and Sinkholes.

Submission 215 Jacqueline Caro

215-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

215-2 Soundwalls would be implemented to mitigate noise generated by the light rail and, to some extent, noise generated by the freight trains as required by Mitigation Measures MM-NOI-2: Soundwalls. However, two primary sources of freight train noise – diesel engines and the horn – are less effectively mitigated by soundwalls due to the height of the engines and horn as well as the decibel level of the horn.

The project includes Project Feature PF-NV-1: Quiet Zone Equipment Installation, which provides that the project would include the upgrades to at-grade freight crossing necessary to allow for a quiet zone to be established. In addition, pursuant to Mitigation Measure MM-NOI-4: Quiet Zone Establishment, Metro would support the local cities in applying for the quiet zone establishment made possible by the project's upgrades to the existing freight crossings. Establishing a quiet zone would reduce freight noise overall along the Metro ROW by eliminating one of the primary sources of noise from freight trains, the horn, which produces a noise level of 110 dBA (a-weighted decibel). See MR-3: Operational Noise Project Features and Mitigation Measures.

215-3 The commenter's support for the High-Frequency Bus Alternative is noted. All comments have been shared with the Metro Board for their consideration.

215-4 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

215-5 Section 3.1, Transportation, of the Draft EIR, includes a detailed evaluation of the potential for visibility obstructions, starting on page 3.1-48. Based on the evaluation, the potential for significant impacts related to hazards associated with geometric design features, including those related to visibility obstructions would be less than significant.

As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA light rail guideway is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

215-6 Cut-through traffic would not occur from vehicles avoiding the train, as the Hawthorne Option would be elevated and fully grade-separated from vehicles.

215-7 The light rail guideway includes walkways for maintenance. Traffic lanes would not need to be shut down during operation of the Hawthorne Option.

215-8 Cost for utility relocation of both public and private utilities was included in the total cost published in the 2023 Cost Estimates Summary for all alternatives and options. See MR-21: Cost Estimates and Schedule.

Submission 216 Jimmy Gow

216-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

216-2 See MR-17: Response to Torrance Community Letter.

216-3 See MR-17: Response to Torrance Community Letter.

216-4 See MR-17: Response to Torrance Community Letter.

Submission 217 Jonathon Chue

217-1 The commenter's support of the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

217-2 See response to Comment 217-1.

217-3 Metro would continue to coordinate with the South Bay Galleria in future phases of design regarding pedestrian connections.

217-4 The LPA includes a station at the Redondo Beach Transit Center. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits, and costs.

217-5 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 218 Wendy Mretandes

218-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 219 Teresa Gutierrez

219-1 Se toma nota de la oposición del comentarista al proyecto. Todos los comentarios se han compartido con la Junta de Metro para su consideración. Consultar MR-1: "Selección de alternativas", MR-3: "Elementos del proyecto relacionados con el ruido de las operaciones y medidas de mitigación", MR-10: "Cambios en el carácter de la comunidad" y MR-12: "Acceso a los servicios de emergencia."

Submission 219 Teresa Gutierrez

219-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives, MR-3: Operational Noise Project Features and Mitigation Measures, MR-10: Changes to Community Character, and MR-12: Emergency Access.

Submission 220 Jessica L. Ray

220-1 The commenter's opposition to the project in their neighborhood is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

220-2 See MR-8: Light Rail and Freight Train Safety.

220-3 Noise is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

220-4 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 221 Juan Benitez

221-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Section 3.6, Noise and Vibration, and Chapter 4, Evaluation of Alternatives, of the Draft EIR describes the noise impacts of the project, options, and alternatives. Operational noise impacts for all alternatives and options would be reduced to less than significant or less than significant with mitigation, except the Metro Elevated/At-Grade Alignment. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft

EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. The project would connect to the existing bus system, as well as the regional rail network, expanding access to different parts of the region. See MR-10: Changes to Community Character and MR-11: Traffic Delay and Level-of-Service.

221-2 See response to Comment 221-1.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 222 Carmen M.

222-1 Se toma nota de la oposición del comentarista al proyecto. Todos los comentarios se han compartido con la Junta de Metro para su consideración. Consultar MR-1: "Selección de alternativas."

Submission 222 Carmen M.

222-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 223 Fernando

223-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

223-2 See MR-8: Light Rail and Freight Train Safety.

Submission 224 James Johnson

224-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 225 Guillermo Chavez

225-1 Noise is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 226 Macario Gastelum

226-1 The comment is illegible. See MR-1: Selection of Alternatives.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 227 Albely Cobon

227-1 Tal como se detalla en la Sección 3.6, "Ruidos y vibraciones", en el Borrador del Reporte de Impacto Ambiental, el proyecto implementaría medidas de mitigación para minimizar los impactos del ruido. Medidas de mitigación MM-NOI-2: Muros contra sonido y MM-NOI-3: Corazones de cruzamiento de bajo impacto que reducirían el ruido operativo por debajo de los umbrales de significancia para la mayoría de los receptores vulnerables, incluidos los ubicados en zonas residenciales, tanto de día como de noche. Consultar MR-3: "Elementos del proyecto relacionados con el ruido de las operaciones y medidas de mitigación" y MR-4: "Posibles efectos negativos a la salud relacionados con el ruido, las vibraciones y la calidad del aire."

Según la alternativa preferida a nivel local, la opción de trinchera y la opción de Hawthorne, los carriles-guías del tren ligero estarían completamente separados a desnivel de la red vial, eliminando así la necesidad de usar las alarmas a nivel en los cruces del tren ligero. Tal como se describe en el capítulo 4, "Evaluación de alternativas" en el Borrador del Reporte de Impacto Ambiental y en el capítulo 2, "Descripción de la alternativa preferida a nivel local" del Reporte de Impacto Ambiental Final, los impactos del ruido causado por las actividades operativas de la alternativa preferida a nivel local se reducirían a "insignificantes con mitigación" para todos los receptores vulnerables. Consultar MR-1: "Selección de alternativas."

Submission 227 Albely Cobon

227-1 As detailed in Section 3.6, Noise and Vibration, of the Draft EIR, the project would implement mitigation measures to minimize noise impacts. Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs, which would reduce operational noise to below the daytime and nighttime noise thresholds of significance for most sensitive receptors, including those in residential areas. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Under the LPA, Trench Option, and Hawthorne Option, the light rail guideway would be fully grade-separated from all roadways, eliminating the need for light rail at-grade bell crossing bells. As described in Chapter 4, Evaluation of Alternatives, in the Draft EIR, and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, operational noise impacts of the LPA would be reduced to less than significant with mitigation at all sensitive receptors. See MR-1: Selection of Alternatives.

Submission 228 Anonymous

228-1 The commenter's opposition to using the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 229 Juan Guzman

229-1 The commenter's opposition to the project is noted. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA light rail guideway is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions.

Submission 230 Ashley Guzman

230-1 The commenter's opposition to the project is noted. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 231 Arcelia Martinez

231-1 Se toma nota de la oposición del comentarista al proyecto. Tal como se explica en la página 3.1-3 del Borrador del Reporte de Impacto Ambiental, las demoras en el tráfico (frecuentemente medidas por el nivel del servicio) ya no se consideran como un criterio de impacto conforme a la Ley de Calidad Ambiental de California y, por lo tanto, este análisis y temas relacionadas no se abordan en dicho borrador. Consultar MR-11: «Demoras en el tráfico y nivel de servicio» y «Reporte detallado de transporte de 2023» publicados conjuntamente con el Borrador del Reporte de Impacto Ambiental para tratar las condiciones de tránsito. Los carriles-guías del tren ligero de la alternativa preferida a nivel local están completamente separados a desnivel de la red vial y no aumentarían las demoras de los vehículos en comparación con las condiciones existentes. El ruido se aborda en la Sección 3.6, «Ruidos y vibraciones», en el Borrador del Reporte de Impacto Ambiental. La posibilidad de impactos de la alternativa preferida a nivel local se aborda en el Capítulo 4, «Evaluación de las alternativas», también en dicho borrador. Consultar MR-1: «Selección de alternativas», MR-3: "Elementos del proyecto relacionados con el ruido de las operaciones y medidas de mitigación", MR-10: "Cambios en el carácter de la comunidad" y MR-12: "Acceso a los servicios de emergencia."

Submission 231 Arcelia Martinez

231-1 The commenter's opposition to the project is noted. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation

Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA light rail guideway is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions. Noise is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives, MR-3: Operational Noise Project Features and Mitigation Measures, MR-10: Changes to Community Character, and MR-12: Emergency Access.

Submission 232 Wendy Martinez

232-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 233 Adelina Rodriguez

233-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. All comments have been shared with the Metro Board for their consideration.

The potential for air quality and noise impacts is addressed in Sections 3.4, Air Quality, and 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 234 Frank A. Rodriguez

234-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. The potential for air quality and noise impacts is addressed in Sections 3.4, Air Quality, and 3.6, Noise and Vibration, of the Draft EIR. Metro understands the importance of maintaining a quiet environment at night, and Metro is committed to minimizing the noise impacts of the project. Metro would implement Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs to reduce nighttime noise levels at sensitive receptors along the alignment. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 235 Fredy Rojas

235-1 The commenter's opposition to Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

235-2 See MR-8: Light Rail and Freight Train Safety.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 236 Guadalupe Alvaro

236-1 Se toma nota de la oposición del comentarista a la alineación en el derecho de paso de Metro y su apoyo a la Opción de Hawthorne. Todos los comentarios se han compartido con la Junta de Metro para su consideración. Consultar MR-1: "Selección de alternativas."

Submission 236 Guadalupe Alvaro

236-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 237 Rose Molina

237-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-9: Light Rail Security.

Submission 238 William Tiernan

238-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 239 Lorena Rodriguez

239-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 240 Rebeca Aquino

240-1 The commenter's opposition to the project is noted. The potential for air quality and noise impacts is addressed in Sections 3.4, Air Quality, and 3.6, Noise and Vibration, of the Draft EIR. See MR-10: Changes to Community Character.

As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft

EIR, for a discussion of traffic conditions. The LPA is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 241 Bryan Chavez

241-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives. The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 242 Dodeo Doviz

242-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. The potential for noise and vibration impacts is addressed in Section 3.6, Noise and Vibration, of Draft EIR. The Metro ROW alignments would include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 243 Jorge Garcia N.

243-1 Se toma nota de la oposición del comentarista a la alineación en el derecho de paso de Metro y su apoyo a la Opción de Hawthorne. Consultar MR-1: "Selección de alternativas." Los posibles impactos causados por el ruido y las vibraciones se abordan en la Sección 3.6, "Ruidos y vibraciones", en el Borrador del Reporte de Impacto Ambiental. La posibilidad de impactos de la alternativa preferida a nivel local se aborda en el Capítulo 4, "Evaluación de las alternativas", también en dicho borrador. Consultar MR-3: "Elementos del proyecto relacionados con el ruido de las operaciones y medidas de mitigación" y MR-4: "Posibles efectos negativos a la salud debido al ruido, las vibraciones y la calidad del aire."

Submission 243 Jorge Garcia N.

243-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. The potential for noise and vibration impacts is addressed in Section 3.6, Noise and Vibration, of Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 244 Marychuy Orendain

244-1 Se toma nota de la oposición del comentarista al proyecto. Todos los comentarios se han compartido con la Junta de Metro para su consideración. Consultar MR-1: "Selección de alternativas."

244-2 Se toma nota de la oposición del comentarista al proyecto. Consultar la Sección 3.6 "Ruidos y vibraciones", la Sección 3.9 "Peligros y materiales peligrosos" en el Borrador del Reporte de Impacto Ambiental, MR-4: "Posibles efectos negativos a la salud relacionados con el ruido, las vibraciones y la calidad del aire"; MR-9: "Seguridad del tren ligero"; y MR-10: "Cambios en el carácter de la comunidad." La posibilidad de impactos de la alternativa preferida a nivel local se aborda en el Capítulo 4, "Evaluación de las alternativas", también en dicho borrador.

Submission 244 Marychuy Orendain

244-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

244-2 The commenter's opposition to the project is noted. See Sections 3.6, Noise and Vibration, and 3.9, Hazards and Hazardous Materials, of the Draft EIR; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-9: Light Rail Security; and MR-10: Changes to Community Character. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 245 Martha Dilger

245-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 246 Annette Owens

246-1 Metro acknowledges the historical concerns raised about infrastructure projects disproportionately affecting lower-income communities. Over the years, Metro has taken meaningful steps to ensure that its projects are equitable and benefit all residents. For this project, Metro has engaged in extensive community outreach to understand and address local concerns. The project design includes numerous features to minimize disruption and maximize safety, environmental benefits, and mobility for the surrounding neighborhoods. The Draft EIR thoroughly evaluates the potential impacts raised in this comment in Section 3.2, Land Use, Section 3.6, Noise and Vibration, Section 3.9, Hazards and Hazardous Materials, and Section 3.11, Utilities and Service Systems. As discussed in Chapter 3.0, Affected Environment and Environmental Impact Analyses, of the Draft EIR,

Metro proposes mitigation measures and project features to reduce or avoid impacts from the project.

See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality, MR-7: Utility Relocation and Hazardous Materials Safety, and MR-8: Light Rail and Freight Train Safety for additional information.

Submission 247 Traci Fuentes

247-1 The commenter's opposition to the project in Lawndale is noted. See MR-1: Selection of Alternatives. The potential for noise and vibration impacts is addressed in Section 3.6, Noise and Vibration, of Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures.

247-2 The potential for noise and vibration impacts is addressed in Section 3.6, Noise and Vibration, of Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 248 Iris Sosa

248-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 249 Frank Fuentes Jr.

249-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. The LPA would be fully grade-separated from all roadways, removing the need for light rail at-grade crossing bells and gates. None of the light rail alignment options under consideration would affect traffic waiting times at the existing at-grade freight crossings. See MR-1: Selection of Alternatives.

The potential for noise and vibration impacts is addressed in Section 3.6, Noise and Vibration, of Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. The Metro ROW alignments would include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. None of the light rail alignment options under consideration would affect traffic waiting times at the existing at-grade freight crossings. See MR-11: Traffic Delay and Level-of-Service. Moreover, the LPA would eliminate the need for light rail warning bells at the at-grade crossings by grade separating the tracks there. Therefore, the LPA, as mitigated, would have a less than significant operational noise impact with mitigation. The Trench Option and Hawthorne Option would likewise have less than significant operational noise impacts with mitigation. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

249-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. Although some residents use the Metro ROW for recreational activities, this use is not authorized or compliant with freight safety standards. The project would add multi-use recreational paths parallel to the rail tracks at several points along the alignment, which would improve the functionality of the space while ensuring public safety. See MR-10: Changes to Community Character.

Submission 250 Derrick Gregory

250-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses and MR-9: Light Rail Security.

Submission 251 Humberto Barrera Jr

251-1 Metro understands the importance of maintaining an environment conducive to professional performance and focus. As detailed in Section 3.6, Noise and Vibration, of the Draft EIR, noise levels in areas near the alignment options have been carefully modeled, and where mitigation is necessary, measures have been proposed to reduce noise impacts to less than significant where feasible. See MR-3: Operational Noise Project Features and Mitigation Measures.

The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the operational noise impacts of the LPA would be reduced to less than significant with mitigation. See MR-1: Selection of Alternatives.

Submission 252 Ana Barrera

252-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 253 Juan Almaraz

253-1 Se toma nota de la oposición del comentarista al proyecto. El ruido se aborda en la Sección 3.6, "Ruidos y vibraciones", en el Borrador del Reporte de Impacto Ambiental. La posibilidad de impactos de la alternativa preferida a nivel local se aborda en el Capítulo 4,

"Evaluación de las alternativas", también en dicho borrador. Consultar MR-1: "Selección de alternativas", MR-3: "Elementos del proyecto relacionados con el ruido de las operaciones y medidas de mitigación", MR-10: "Cambios en el carácter de la comunidad" y MR-12: "Acceso a los servicios de emergencia."

Submission 253 Juan Almaraz

253-1 The commenter's opposition to the project is noted. Noise is addressed in Section 3.6, Noise and Vibration, of Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives, MR-3: Operational Noise Project Features and Mitigation Measures, MR-10: Changes to Community Character, and MR-12: Emergency Access.

Submission 254 Oscar Barrera

254-1 Noise is addressed in Section 3.6, Noise and Vibration, of Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character.

Submission 255 Anthony Fuentes

255-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 256 Piles J. Dilger

256-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 257 Susana Barrera

257-1 The commenter's opposition to the proposed light rail extension within the City of Redondo Beach is noted. See MR-1: Selection of Alternatives.

See Section 3.6, Noise and Vibration, of the Draft EIR, for a detailed noise analysis associated with the project. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures, MR-10: Changes to Community Character, and MR-11: Traffic Delay and Level-of-Service.

Submission 258 Veronica Lopez

258-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

See MR-8: Light Rail and Freight Train Safety.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission 259 Dominic Sanchez

259-1 The commenter's opposition to a Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 260 Robert A. Salone

260-1 As demonstrated in Section 3.4, Air Quality, of the Draft EIR, operation of the proposed light rail project would have a beneficial effect on air quality within the region due to a switch from passenger vehicles to light rail transit. See Section 3.6, Noise and Vibration, of the Draft EIR; MR-3: Operational Noise Project Features and Mitigation Measures; MR-10: Changes to Community Character; and MR-18: Homelessness. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 261 Marquise Riley

261-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives. See Section 3.4, Air Quality, of the Draft EIR; Section 3.6, Noise and Vibration, of the Draft EIR; and MR-10: Changes to Community Character. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 262 Judy Wells

262-1 See Section 3.6, Noise and Vibration, of the Draft EIR; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-9: Light Rail Security. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 263 Scott

263-1 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has

prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-10: Changes to Community Character and MR-9: Light Rail Security.

263-2 The potential for air quality, noise, and vibration impacts are addressed in Sections 3.4, Air Quality, and 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures, MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality, MR-9: Light Rail Security, MR-10: Changes to Community Character.

Submission 264 Elizabeth Meister

264-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

264-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 265 Jeremy Brown

265-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 266 Jeffrey Braude

266-1 The commenter's opposition to Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

266-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 267 Jennifer Lamb

267-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 268 Andrew Nunez

268-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 269 Delfina de Leon

269-1 Se toma nota de la oposición del comentarista a la alineación en el derecho de paso de Metro. Consultar la Sección 3.6, "Ruidos y vibraciones", en el Borrador del Reporte de Impacto Ambiental y MR-10: "Cambios en el carácter de la comunidad." La posibilidad de impactos de la alternativa preferida a nivel local se aborda en el Capítulo 4, "Evaluación de las alternativas", también en dicho borrador.

Submission 269 Delfina de Leon

269-1 The commenter's opposition to the Metro ROW alignment is noted. See Section 3.6, Noise and Vibration, of the Draft EIR, and MR-10: Changes to Community Character. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 270 Rosalina Gutierrez

270-1 Se toma nota de la oposición del comentarista al proyecto. Consultar MR-1: "Selección de alternativas", MR-3: "Elementos del proyecto relacionados con el ruido de las operaciones y medidas de mitigación", MR-10: "Cambios en el carácter de la comunidad" y MR-12: "Acceso a los servicios de emergencia."

Submission 270 Rosalina Gutierrez

270-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives, MR-3: Operational Noise Project Features and Mitigation Measures, MR-10: Changes to Community Character, and MR-12: Emergency Access.

Submission 271 Dezarae Ibarra

271-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 272 Steven Duran

272-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

272-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 273 Soledad Linares

273-1 Se toma nota de la oposición del comentarista al proyecto. Consultar la Sección 3.6 "Ruidos y vibraciones" en el Borrador del Reporte de Impacto Ambiental y MR-10: "Cambios en el carácter de la comunidad." La posibilidad de impactos de la alternativa preferida a nivel local se aborda en el Capítulo 4, "Evaluación de las alternativas", en el Borrador del Reporte de Impacto Ambiental.

Submission 273 Soledad Linares

273-1 The commenter's opposition to the project is noted. See Section 3.6, Noise and Vibration, of the Draft EIR, and MR-10: Changes to Community Character. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 274 Ma Del Rosario Almaraz

274-1 Se toma nota de la oposición del comentarista al proyecto. Consultar la Sección 3.1 "Transporte" y la Sección 3.6 "Ruidos y vibraciones" en el Borrador del Reporte de Impacto Ambiental.

Tal como se explica en la página 3.1-3 del Borrador del Reporte de Impacto Ambiental, las demoras en el tráfico (frecuentemente medidas por el nivel del servicio) ya no se consideran como un criterio de impacto conforme a la Ley de Calidad Ambiental de California y, por lo tanto, este análisis y temas relacionadas no se abordan en dicho borrador. Consultar MR-11: "Demoras en el tráfico y nivel de servicio" y "Reporte detallado de transporte de 2023" publicados conjuntamente con el Borrador del Reporte de Impacto Ambiental para tratar las condiciones de tránsito. La posibilidad de impactos de la alternativa preferida a nivel local se aborda en el Capítulo 4, "Evaluación de las alternativas", en el Borrador del Reporte de Impacto Ambiental. La alternativa preferida a nivel local está completamente separada a desnivel de la red vial y no aumentaría las demoras de los vehículos en comparación con las condiciones existentes.

Submission 274 Ma Del Rosario Almaraz

274-1 The commenter's opposition to the project is noted. See Section 3.1, Transportation, of the Draft EIR and Section 3.6, Noise and Vibration of the Draft EIR.

As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The potential for LPA impacts is addressed in

Chapter 4, Evaluation of Alternatives, of the Draft EIR. The LPA is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions.

Submission 275 Jennifer Lee

275-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives.

The LPA would be fully grade-separated from all roadways, and would not increase traffic congestion. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

Section 3.6, Noise and Vibration, of the Draft EIR, analyzes changes in noise as a result of project implementation. With mitigation, the LPA, Trench Option and Hawthorne Option would not result in significant and unavoidable operational noise impacts. In contrast the Elevated/At-Grade Alignment, would require light rail warning bells at at-grade crossings, which is identified as the source of its significant, unmitigable noise impacts. These crossings would be grade-separated under the LPA, Trench Option, and Hawthorne Option, thereby avoiding the need for light rail warning bells. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-10: Changes to Community Character.

275-1 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. See MR-9: Light Rail Security.

Submission 276 Pedro Garcia

276-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. The Metro ROW alignments would include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. This would eliminate routine freight train horn noise along the Metro ROW in the area. The LPA, Trench Option, and Hawthorne Option, would reduce operational noise impacts to less than significant with mitigation. This is because unlike the Elevated/At-Grade Alignment, these alignments would avoid need for light rail warning bells at at-grade crossings, as they would fully grade separate the light rail tracks.

The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 277 Luz Barrera

277-1 Se toma nota de la oposición del comentarista a la alineación en el derecho de paso de Metro. Consultar MR-1: "Selección de alternativas." Los posibles impactos del ruido se abordan en la Sección 3.6, "Ruidos y vibraciones", en el Borrador del Reporte de Impacto Ambiental. Consultar MR-3: "Elementos del proyecto relacionados con el ruido de las operaciones y medidas de mitigación." Las alineaciones en el derecho paso de Metro incluirían modernizaciones de los actuales cruces del tren de carga, lo cual permitiría que la Administración Federal de Ferrocarriles establezca una zona de silencio. Esto eliminaría el ruido rutinario causado por las bocinas del tren de carga a lo largo del derecho de paso de Metro en el área. Con medidas de mitigación, la alternativa preferida a nivel local, la opción de trinchera y la opción de Hawthorne evitarían los impactos significativos e inevitables del ruido causado por las actividades operativas de una alineación elevada/a nivel ya que eliminaría la necesidad de usar alarmas de alerta en los cruces del tren ligero porque estaría completamente separado a desnivel de la red vial. La posibilidad de impactos de la alternativa preferida a nivel local se aborda en el Capítulo 4, "Evaluación de las alternativas", en el Borrador del Reporte de Impacto Ambiental.

Submission 277 Luz Barrera

277-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. The Metro ROW alignments would include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. This would eliminate routine freight train horn noise along the Metro ROW in the area. With mitigation, the LPA, Trench Option, and Hawthorne Option, would avoid the significant an unavoidable operational noise impact associated with the Elevated/At-Grade Alignment, as they would eliminate the need for light rail crossing warning bells, as they would fully grade separate the light rail from roadways. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 278 Kelly Kolinske

278-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

278-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 279 Teresa Lopez

279-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 280 Marisa Cunanan

280-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. The Metro ROW alignments would include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. This would eliminate routine freight train horn noise along the Metro ROW in the area. With mitigation, the LPA, Trench Option, and Hawthorne Option, would avoid the significant and unavoidable operational noise impact associated with the Elevated/At-Grade Alignment, as they would not require light rail crossing warning bells because they would fully grade separate the light rail from all roadways. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 281 Ninnette Martinez

281-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives; MR-8: Light Rail and Freight Train Safety; and MR-9: Light Rail Security.

Submission 282 Isabel Fernandez

282-1 The commenter's opposition to the train is noted. See MR-1: Selection of Alternatives. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. The Metro ROW alignments would include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. This would eliminate routine freight train horn noise along the Metro ROW in the area. With mitigation, the LPA, Trench Option, and Hawthorne Option, would avoid the significant and unavoidable operational noise impact associated with the Elevated/At-Grade Alignment because they would not require light rail crossing warning bells, as they would fully grade separate the light rail from all roadways. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 283 Darry

283-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

The following commenter made their comment in Spanish. Its response is given first in Spanish. An English translation follows.

Propuesta 284 Connie Santana

284-1 Se toma nota de la oposición del comentarista al proyecto. Consultar MR-1: "Selección de alternativas", MR-3: "Elementos del proyecto relacionados con el ruido de las operaciones y medidas de mitigación", MR-10: "Cambios en el carácter de la comunidad" y MR-12: "Acceso a los servicios de emergencia."

Submission 284 Connie Santana

284-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives, MR-3: Operational Noise Project Features and Mitigation Measures, MR-10: Changes to Community Character, and MR-12: Emergency Access.

Submission 285 Enrique Flores

285-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 286 Justin Huh

286-1 Metro understands the importance of maintaining a quiet environment for those who work night shifts, and Metro is committed to minimizing the noise impacts of the project. As described in Section 3.6, Noise and Vibration, of the Draft EIR, Metro would implement Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs to reduce daytime and nighttime noise impacts at sensitive receptors along the alignment to less than significant levels with mitigation where feasible. In addition, the LPA and Trench Option significantly reduce noise impacts compared to the Elevated/At-Grade Alignment because they eliminate the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option remove the need for audible warning at light rail crossings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, operational noise impacts of the LPA would be reduced to less than significant levels with mitigation at all sensitive receptors.

Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction, and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged.

See MR-1: Selection of Alternatives; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration and Air Quality; and MR-10: Changes to Community Character.

286-2 The commenter's preference for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

286-3 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. For clarification, the project is not configured as a subway.

Submission 287 Brandon Crockett

287-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 288 Kevin Crockett

288-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 289 Nilo Caraan

289-1 This comment is illegible. No response can be provided.

Submission 290 Mike Margiore

290-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

290-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. In addition, the LPA would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

290-3 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 291 Alex Ochoa

291-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 292 Valeria Krocak

292-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 293 Cristian Montiel

293-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets, and thus eliminates the need for light rail crossing warning devices. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR and determines that operational noise impacts would be reduced to less than significant with mitigation (including the establishment of a quiet zone). The project would enable the local jurisdictions along the Metro ROW to obtain a "quiet zone" designation, which would reduce existing freight noise overall along the corridor, by eliminating freight horn soundings, which typically produces noise levels of up to 110 dBA (a-weighted decibel). See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

293-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 294 Charles Ellingson

294-1 The potential for noise and vibration impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design.

Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR, including dust control during construction. Compliance with Project Features PF-AQ-1: Tier 4 Engine Standards and PF-AQ-2: Dust Control Best Practices would ensure that construction activities comply with South Coast Air Quality Management District and Metro standards controlling emissions and dust. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. Regional air quality would improve with implementation of the project due to a shift from passenger vehicles to light rail in the corridor.

Although some residents use the Metro ROW for recreational activities, this use is not authorized or compliant with freight safety standards. The project would add multi-use

recreational paths parallel to the rail tracks at several points along the alignment, which would improve the functionality of the space while ensuring public safety. See MR-10: Changes to Community Character.

Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. In addition, the LPA would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security. See MR-12: Emergency Access.

Submission 295 Chelsea Schreiber

295-1 Metro has undertaken extensive community outreach for potential transit service along the Metro ROW for well over a decade. Metro's outreach program also accommodates the needs of residents with limited English proficiency. Most recently, in advance of the Metro Board of Director's selection of the LPA in May 2024, Metro distributed 32,000 flyers to residents, property owners, and businesses within a one-mile radius of all alignments under study to notify the community of the LPA selection. Additionally, at the request of the City of Lawndale, Metro sent flyers to every resident within Lawndale. All outreach notifications are provided in both English and Spanish. Documentation on the outreach conducted during the environmental review process is available on the Metro project Dropbox, by visiting metro.net/clineext/#documents.

295-2 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 296 Viet Truong

296-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

296-2 The commenter's support for the Hawthorne Option and opposition to the Trench Option is noted. All comments have been shared with the Metro Board for their consideration.

296-3 The Torrance Transit Center was selected as the terminus to facilitate regional connectivity through existing and planned bus services. While Metro assists in identifying potential First/Last Mile (FLM) improvements during the planning and design phases, the implementation of FLM elements falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in First/Last Mile planning. Future opportunities to enhance access to key destinations such as the Del Amo Fashion Center may be considered through local transit planning efforts.

Submission 297 Michael Kim

297-1 See MR-8: Light Rail and Freight Train Safety. The freight incident noted in the comment was not on the Metro ROW.

Metro retains qualified civil and structural engineering professionals (both in-house and contracted consultants) who have extensive experience designing and implementing complex rail infrastructure projects. Metro also coordinates closely with BNSF Railway, which operates freight service on the line, to ensure that any design and construction involving freight infrastructure meets or exceeds applicable safety criteria. Any freight track segments affected by the project would be reconstructed in compliance with all applicable safety standards, including the Metro Rail Design Criteria (MRDC), California Public Utilities Commission (CPUC), and the Federal Rail Administration (FRA) standards. The project would not increase the frequency of freight operations on the Metro ROW. Metro also coordinates closely with BNSF Railway to ensure that any design and construction involving freight infrastructure meets or exceeds applicable safety criteria.

297-2 See response to Comment 297-1 and MR-8: Light Rail and Freight Train Safety. The project would not "squeeze" infrastructure into the corridor at the expense of safety. There is sufficient ROW to accommodate all necessary project elements, including light rail and freight tracks, protective barriers, and maintenance access, while meeting or exceeding safety clearance. Relocated freight tracks would also be reconstructed using modern materials and methods, improving overall safety and reliability relative to the aging infrastructure currently in place. Metro and its experienced design team would continue to work closely with BNSF and regulatory agencies to ensure that both light rail and freight rail components of the project are designed and constructed safely.

It is also important to clarify that the project is a light rail transit system, and not a commuter rail system like Metrolink. Unlike commuter rail systems, light rail vehicles are smaller, lighter, and operate at lower speeds, with more frequent stops. These operational characteristics inherently reduce risks and potential impacts compared to heavier rail systems. The project is designed to coexist safely alongside the freight line within the Metro ROW, with both systems operating independently.

297-3 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 298 Adam Korp

298-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

298-2 Metro has undertaken extensive community outreach for potential transit service along the Metro ROW for over a decade. Most recently, in advance of the Metro Board of Director's selection of the LPA in May 2024, Metro distributed over 32,000 flyers to residents, property owners, and businesses within a one-mile radius of all alignments under study. Additionally, at the request of the City of Lawndale, Metro sent flyers to

every resident within Lawndale. Documentation on the outreach activities conducted during the environmental review process is available on the Metro project Dropbox, by visiting metro.net/clineext/#documents.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, and Section 3.3, Aesthetics, of the Draft EIR, analyze the project's potential to physically divide communities and to affect community character. As discussed in these sections of the Draft EIR, the project would result in less than significant impacts. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

298-3 See MR-8: Light Rail and Freight Train Safety.

298-4 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for additional information. Where retaining walls are required, they would be designed and constructed in compliance with Project Feature PF-GEO-1: Metro Geotechnical Design Standards to ensure soil stability.

298-5 Impacts associated with soil stability are addressed in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-13: Soil Stability and Sinkholes for additional information.

The Draft EIR includes a detailed evaluation of potential visual changes. Although it does not specifically isolate retaining walls as a visual element, the assessment uses the Federal Highway Administration's methodology for evaluating visual quality, based on three criteria: vividness (the memorability of the landscape), intactness (the extent to which the landscape is free from visual intrusions), and unity (the coherence and harmony of the landscape). As described in Section 3.3, Aesthetics of the Draft EIR, the project area is already highly urbanized, with a mix of residential, industrial, and commercial land uses, as well as the existing freight rail corridor. There are no designated scenic vistas or notable natural landscapes within the project's vicinity. Because the existing visual quality is

already rated low under all three criteria, permanent visual changes introduced by the project, including structural elements such as walls, would not degrade the visual environment and are considered neutral in effect.

With respect to potential shading, the creation of shade on private property, such as reduced sunlight in private yards, is generally not considered a significant environmental impact unless it affects public spaces or public resources such as parks, open space, or solar access. In addition, because the position of the sun changes throughout the day and year, any shading from the project features would be temporary and vary in duration, rather than causing continuous loss of light. Furthermore, the scale of retaining walls and soundwalls would generally be similar to the surrounding environment, and would therefore not generally be a substantial introduction of shade. Accordingly, shading of individual residences would not constitute a significant impact.

Impacts related to alterations of drainage patterns are addressed in Section 3.10, Hydrology and Water Quality, of the Draft EIR. Each alignment option would increase impervious surfaces but would include a low-impact development (LID) drainage system designed to retain most stormwater runoff within the project footprint. This system would meet the stormwater quality design volume requirements under the MS4 Permit established by the Los Angeles Regional Water Quality Control Board, minimizing flooding on-site and off-site, including in sumps, per Project Feature PF-HWQ-6: Low Impact Development (LID) BMPs per Regional Requirements. Additional runoff from the project would continue to be collected by storm drain facilities. Elevated portions of the alignment would include down drains. Discharge locations of underdrains installed along the alignment would be the same as existing discharge locations. The retainment of the majority of stormwater runoff within the project footprint and preservation of existing discharge locations reduces the potential for erosion and sedimentation to occur on or off site. Thus, the impact of the addition of impervious surfaces in a manner which would result in substantial erosion or siltation would be less than significant. Regarding stormwater management for the Trench Option, Project Feature PF-HWQ-7: Trench Operation Runoff Collection and Treatment would ensure proper collection, treatment, and rerouting of excess runoff, which would prevent flooding, reduce strain on sump pumps and help maintain natural water absorption.

As detailed in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the LPA would have similar hydrology impacts to the Trench Option, with less than significant impacts. The project would comply with regional LID standards. For more information on Los Angeles Regional Water Quality Control Board (LARWQCB) requirements, see Section 3.10-1.2 of the Draft EIR.

298-6 Residences located along Ruxton Lane to the west of the Metro ROW are represented by Clusters E2 and E3 in Section 3.6, Noise and Vibration, of the Draft EIR. The multi-story building height was accounted for in the analysis and noise levels were predicted based on the third story of the building. The proposed source height (light rail tracks), receiver height (residences), and soundwall height and locations were all accounted for in the soundwall noise attenuation prediction per the Federal Transit Administration Noise and Vibration Impact Assessment Manual (2018). As shown on Page 3.6-52 of the Draft EIR, soundwalls are proposed along both the west and east side of the Metro ROW to mitigate

light rail noise. As shown in Appendix 3.6-B of the Draft EIR, Table 4, pages 27-28, impacts to the residential buildings cited by the commenter would be less than significant with mitigation. For the Metro ROW alignments, the project would enable local cities to establish Quiet Zones with FRA, as part of Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment. See MR-3: Operational Noise Project Features and Mitigation Measures.

298-7 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. LPA would be fully grade-separated from all roadways, and would not increase traffic congestion nor affect emergency access. See MR-11: Traffic Delay and Level-of-Service; the 2023 Transportation Detail Report, published concurrently with the Draft EIR; and MR-12: Emergency Access.

298-8 See response to Comment 298-2.

298-9 Cost is one of several factors Metro considers when evaluating alignment options, but it is not the sole determining factor. The Metro Board selected the Hybrid Alternative as the LPA based on a range of considerations, including each alternative's ability to meet the project objectives, minimize environmental impacts, and respond to community input. However, this selection does not constitute project approval. All alternatives, including the No Project Alternative, remain under consideration until the Final EIR is certified and the Metro Board takes final action on the project. Metro understands and takes seriously concerns related to potential environmental impacts of the project to adjacent land uses. These issues are evaluated in multiple sections of the Draft EIR, including Section 3.2 (Land Use), Section 3.3 (Aesthetics), and Section 3.6 (Noise and Vibration). See MR-1: Selection of Alternatives, MR-10: Changes to Community Character, and MR-21: Cost Estimates and Schedule.

298-10 See response to Comments 298-1 through 298-9.

Submission 299 Jennifer Dowd

299-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

299-2 While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, and Section 3.3, Aesthetics, of the Draft EIR, analyze the project's potential to physically divide communities and to affect community character. As discussed in these sections of the Draft EIR, the project would result in less than significant impacts. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

299-3 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the

Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The incident referenced by the commenter occurred on the Metrolink Ventura County Line in a curved, single-track segment where a passenger train and freight train were operating on the same track and collided due to operator error. In contrast, the project is being designed so that the freight and light rail vehicles will not share tracks. The project proposes separate infrastructure to maintain physical and operational separation between the freight and light rail systems, eliminating the type of conflict that contributed to the Metrolink collision. Furthermore, the Public Safety Improvement Act of 2008, which was passed directly in response to the collision, requires positive train control (PTC), a system to be implemented ensuring vastly safer monitoring and controlling of train movements. As such, the conditions that led to that incident do not apply. See also MR-8: Light Rail and Freight Train Safety.

299-4 Residences located along Ruxton Lane to the west of the Metro ROW are represented by Clusters E2 and E3 in Section 3.6, Noise and Vibration, of the Draft EIR. The multi-story building height was accounted for in the analysis and noise levels were predicted based on the third story of the building. The proposed source height (light rail tracks), receiver height (residences), and soundwall height and locations were all accounted for in the soundwall noise attenuation prediction per the Federal Transit Administration Noise and Vibration Impact Assessment Manual (2018). As shown on Page 3.6-52 of the Draft EIR, soundwalls are proposed along both the west and east side of the Metro ROW to mitigate light rail noise. As shown in Appendix 3.6-B of the Draft EIR, Table 4, pages 27-28, impacts to the residential buildings cited by the commenter would be less than significant with mitigation. For the Metro ROW alignments, the project would enable local cities to establish Quiet Zones with FRA, as part of Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment. See MR-3: Operational Noise Project Features and Mitigation Measures.

Impacts associated with soil stability are addressed in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR. The project would incorporate Project Feature PF-GEO-1: Metro Geotechnical Design Standards, which ensures that the project complies with Metro's Geotechnical Design Standards as outlined in the Metro Rail Design Criteria. These standards require thorough geotechnical investigations to assess and address risks such as settlement, slope, instability, and lateral deformations, as well as detailed stability analyses of retaining walls and embankments and incorporation of reinforce or other design features as necessary to ensure long-term stability and safety. Retaining walls would be designed with drainage features to manage groundwater and prevent water accumulation behind the walls, thereby maintaining stability during various weather events, including heavy rains.

299-5 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See response to Comments 299-1 through 299-4.

Submission 300 Bryan Lee

300-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

300-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

300-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

300-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

300-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

300-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

300-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 301 Blake Jung

301-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

301-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

301-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

301-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

301-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

301-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

301-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 302 Alejandro

302-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

302-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

302-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

302-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

302-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

302-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

302-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 303 Zein Obagi

303-1 The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The commenter makes a general reference to residents sleeping with their windows open during nights when “South Bay air quality is good,” but does not explicitly state a concern that residents would no longer be able to do so due to increases in air

pollutant emissions or noise attributable to the project. Nonetheless, the commenter's reference to air quality is assumed to refer to air quality levels following project completion. Noise is also assumed to be among the commenter's concerns.

The noise standards used in the analysis in Section 3.6, Noise and Vibration, of the Draft EIR, are based on exterior noise levels, meaning that impacts were evaluated without assumed closed windows or air conditioning. As concluded in the Draft EIR, operational air quality impacts would be less than significant, and, with implementation of the proposed mitigation measures, operational noise impacts of each alignment option, other than the Elevated/At-Grade Alignment would be less than significant with mitigation. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

It should be noted that as Metro's light rail does not result in emissions from the vehicles or other infrastructure along the tracks, there would be no change in air quality akin to that of freight rail emissions. Unlike freight rail, which is powered by diesel along this corridor, the proposed light rail would be powered by electricity with overhead contact wires, which do not emit air pollutants.

303-2 See response to Comment 303-1. The anticipated hours of operation are 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes. This would result in a reduced frequency of trains during these hours and reduced overall noise compared to peak-hour system headways of 5 minutes. Weekend system headways would be reduced compared to weekdays.

303-3 See response to Comment 303-1.

Submission 304 Yumiko Omatsu

304-1 Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design.

Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA light rail guideway would be fully grade-separated from all roadways, thereby avoiding potential conflicts for pedestrians and emergency vehicles. See MR-8: Light Rail and Freight Train Safety, MR-9: Light Rail Security, MR-10: Changes to Community Character, and MR-12: Emergency Access.

304-2 The width of the Metro ROW varies throughout the corridor and thus the distances between rail tracks and property lines varies along the corridor. All light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, which includes space for maintenance. Existing utilities would be protected in place or relocated within the Metro ROW. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of the Final EIR for more details on design.

See MR-7: Utility Relocation and Hazardous Materials Safety.

Submission 305 Wayne Craig

305-1 The commenter's opposition to the ROW alignment is noted for the record. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Metro takes the safety and well-being of nearby communities very seriously. Every aspect of the project has been and would continue to be designed to address potential risks and ensure that construction and operation are conducted safely. The Draft EIR evaluates potential impacts on the environment in accordance with the CEQA Guidelines. Where potentially significant impacts are identified, the Draft EIR sets forth mitigation measures to reduce the potential impact to the extent feasible. In cases where mitigation would not reduce the impact to a less than significant level, such is disclosed in the Draft EIR. See Sections 3.4, Air Quality, Section 3.6., Noise and Vibration, 3.8, Geology and Soils, and Section 3.9, Hazardous Materials, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Also see MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-8: Light Rail and Freight Train Safety. With respect to issues related to ground settlement, see MR-13: Soil Stability and Sinkholes. See MR-7: Utility Relocation and Hazardous Materials Safety.

305-2 The commenter's support for an underground alignment on Hawthorne Boulevard is noted. A fully underground alignment along Hawthorne Boulevard has not been carried forward because it would be infeasible and would not substantially reduce any of the significant impacts of the alignment options and alternatives studied in the Draft EIR. Constructing a fully underground alignment would require extensive tunneling beneath an active, heavily developed corridor, leading to significant engineering challenges, major utility relocations, and substantial disruption to existing infrastructure. In addition, the cost of a fully underground alignment would far exceed available funding for the project. See MR-1: Selection of Alternatives.

305-3 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

305-4 The comment regarding the benefits from the project and preference for the Hawthorne option is noted. All comments have been shared with the Metro Board for their consideration.

305-5 The commenter's opposition to the Metro ROW Alignment is noted. All comments have been shared with the Metro Board for their consideration.

305-6 The commenter's preference for a station at the South Bay Galleria is noted. All comments have been shared with the Metro Board for their consideration.

305-7 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings) daily. See MR-15: Metro Ridership Forecasting Methodology.

305-8 The commenter's support for Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 306 Velia Gomez

306-1 The commenter's support for the Hawthorne Option opposition to the Metro ROW alignment and is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

The commenter's opposition to the Metro ROW alignment is noted. Potential noise and vibration impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design.

Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. In addition, the LPA light rail guideway would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. The LPA would be fully grade-separated from all roadways, thereby avoiding potential conflicts for pedestrians and emergency vehicles. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security. See MR-12: Emergency Access.

Submission 307 Tony Galva

307-1 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-10: Changes to Community Character.

Of the alignments studied in the Draft EIR, only the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact. Operational noise

impacts associated with the Trench Option, Hawthorne Option, and the LPA would be reduced to less than significant with mitigation. None of the alignments analyzed in the Draft EIR would result in a significant and unavoidable operational vibration impact.

307-2 The commenter's preference for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 308 Chelsea Schrieber

308-1 The commenter's opposition to the project is noted. Section 3.7, Biological Resources, of the Draft EIR, analyzes the removal and replacement of trees along the Metro ROW on sensitive biological resources. Impacts were determined to be less than significant with mitigation. As discussed in Section 3.7-3.5 of the Draft EIR, the Metro Tree Policy outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the replacement ratio is two trees for every tree removed. This policy also prioritizes planting strategies that maximize the use of native species. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

308-2 The commenter's opposition to the Metro ROW alignment is noted. The Draft EIR evaluates potential impacts on the environment in accordance with CEQA and the CEQA Guidelines. Where potentially significant impacts are identified, the Draft EIR sets forth mitigation measures to reduce the potential impact to the extent feasible. In cases where mitigation would not reduce the impact to a level of less than significant, the impact is disclosed in the Draft EIR as significant and unavoidable. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Air quality is addressed in Section 3.4, Air Quality, of the Draft EIR, including the consideration of dust control during construction. Compliance with Project Features PF-AQ-1: Tier 4 Engine Standards and PF-AQ-2: Dust Control Best Practices would ensure that construction activities comply with South Coast Air Quality Management District and Metro standards controlling emissions and dust. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. Regional air quality would improve with implementation of the project due to a shift from passenger vehicles to light rail in the corridor. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

The proposed project features and mitigation measures established by the Draft EIR are designed to protect the health and well-being of all residents, whether human or otherwise, to the greatest extent feasible.

308-3 While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, and Section 3.3, Aesthetics, of the Draft EIR, assess the project's potential to physically divide communities and to affect visual quality and

character. As discussed in these sections of the Draft EIR, the project would result in less than significant impacts. See MR-10: Changes to Community Character and MR-11: Traffic Delay and Level-of-Service.

308-4 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

308-5 See response to Comment 308-3.

Submission 309 Ted Hofmann

309-1 The LPA would be fully grade-separated from all roadways and would not increase traffic congestion nor affect emergency access. See MR-11: Traffic Delay and Level-of-Service; the 2023 Transportation Detail Report, published concurrently with the Draft EIR; and MR-12: Emergency Access. In addition, as explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

309-2 As described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1: Construction Traffic Management Plan requires contractors to develop a construction management traffic plan (CMTP), which would include coordination with local businesses and residents as well as relevant jurisdictions to manage access and the effects of temporary closures and identify reasonable accommodations or alternatives, which could include limiting construction hours, providing alternate routes or temporary easements, or other strategies. This would occur following the selection of an LPA and certification of the Final EIR, but prior to the initiation of localized construction activities. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

During construction of the project, traffic lanes on Hawthorne Boulevard may need to be closed up to and including full roadway closures but access to property must be maintained and would be addressed through the CTMP. Following completion, Hawthorne Boulevard would be restored to the same number of lanes throughout, with limited exceptions such as the loss of one of two northbound left turn lanes at the intersection with Artesia Boulevard. See response to Comment 309-1.

309-3 As described in Section 3.2, Land Use and Planning, of the Draft EIR, the project would comply with all applicable regulations and local ordinances governing construction activities to the extent feasible. Metro does not have the authority to set a construction moratorium for local agencies.

Submission 310 Ted Hofmann

310-1 See MR-10: Changes to Community Character. The proposed overhead contact system (OCS) is a standard and proven technology used in most light rail systems around the world. The OCS infrastructure would include poles and wires, which are necessary to provide power for the operation of the light rail vehicles. Although there are emerging alternatives to OCS technology, such as on-board batteries and ground-level power supply

systems, these technologies are currently not as reliable or cost-effective as OCS for large-scale, high-capacity transit systems. Additionally, implementing such technologies could require greater construction impacts and higher long-term maintenance costs, and they may not yet be suitable for Metro's operational needs.

As discussed in Section 3.3, Aesthetics, of the Draft EIR, the visual impacts of the project, including the OCS, were evaluated in terms of their compatibility with the existing visual baseline. The baseline conditions include an active transportation corridor with transportation-related infrastructure such as freight tracks, signal equipment, and utility poles, as well as existing overhead power transmission lines that are already part of the visual character of the Metro ROW and surrounding areas. Overall, the introduction of the OCS infrastructure would be consistent with the existing industrial and transportation-related visual elements within the corridor and would not substantially degrade the area's visual quality. Additionally, the OCS would be designed in accordance with Metro's design standards, which aim to integrate infrastructure into the surrounding environment and achieve a high quality of design. For a more detailed discussion, see the analysis of potential impacts to visual character and quality in Section 3.3-4.2 and associated visual simulations provided in the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

310-2 The visual character analysis and before and after visual simulation of this portion of the Hawthorne Option near the I-405/Hawthorne Boulevard intersection can be found on page 3.3-99 and page 3.3-100 of the Draft EIR. See also response to Comment 310-1. See MR-1: Selection of Alternatives.

310-3 As discussed in Section 3.3, Aesthetics, the visual effects of the project, including the Hawthorne Option, were evaluated in terms of their compatibility with, and whether they would substantially degrade, the existing visual baseline.

Hawthorne Boulevard is located within a highly urbanized area characterized by transportation infrastructure, including a major north-south thoroughfare. The Draft EIR acknowledges that the elevated light rail tracks and light rail trains would introduce new visible vertical features that would block views to the northwest from motorists and pedestrians along Hawthorne Boulevard. However, the elevated features would not block any long-range views of prominent visual features, such as unique views of the mountains or coastline or protected views. The I-405 Bridge above Hawthorne Boulevard is an existing structure that already blocks north-facing views. The elevated structure would be consistent with other urban infrastructure in the area, such as the I-405 Freeway, existing utility lines, and Hawthorne Boulevard as a major transportation corridor.

See also response to Comment 310-2.

Submission 311 Ted Hofmann

311-1 Project Feature PF-US-1: Utility Identification and Coordination, described on page 3.11-10 of the Draft EIR would ensure proper utility identification and coordination to construction activities.

311-2 See MR-7: Utility Relocation and Hazardous Materials Safety.

Submission 312 Ted Hofmann

312-1 The Metro Board has the ability to select any project option or alternative described in the Draft EIR, including the No Build Alternative or High-Frequency Bus Alternative. See MR-1: Selection of Alternatives.

312-2 All public comments received during the environmental review process—from the initial Scoping period through the Draft EIR comment period—were shared with the Metro Board prior to its selection of the Hybrid Alternative as the LPA in May 2024. At that time, the Metro Board directed staff to proceed with preparation of the Final EIR, including responses to all public comments received on the Draft EIR with respect to any alignment. The Metro Board also directed staff to further refine anticipated costs and funding for the LPA.

The Metro Board will consider certification of the Final EIR and a decision on whether to approve the project in 2025. That decision would take into account the environmental analysis presented in the Final EIR as well as all public comments and feedback received throughout the environmental review process. No final decision on the alignment or project approval has been made.

Submission 314 George Gillen

314-1 Section 3.3, Visual and Aesthetics, of the Draft EIR analyzes visual impacts. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. The potential for changes in property value to indirectly cause such impacts is too speculative to evaluate meaningfully under CEQA. For instance, it is not reasonably foreseeable that property value changes alone would result in specific, identifiable physical alterations to homes or neighborhoods that would affect the aesthetic environment. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-10: Changes to Community Character and MR-14: Property Values and Impacts to Businesses.

314-2 Metro is committed to integrating safety into all Metro rail operations. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

314-3 See response to Comment 314-1. Also, as noted on page 3.3-71 and several other locations within the Draft EIR's aesthetics analysis. Metro's Tree Policy requires a minimum tree replacement ratio of 2:1 (or 4:1 if the tree is considered a heritage tree), and the planting of California-native or other drought-tolerant trees. Trees would also be replanted along the corridor to preserve and enhance the aesthetic character of the community.

Submission 315 Glen Brackenridge

315-1 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous

Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, these clarifications do not change the Draft EIR's conclusion that impacts related to oil and gas pipelines would be less than significant. With respect to the potential for explosions or fires, train operations occur above the ground at a safe distance from pipelines and, thus, do not directly create conditions for fires and explosions.

See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for additional information.

Submission 316 Glen Brackenridge

316-1 This project is not subject to NEPA as it requires no federal action. Should the project evolve in such a way that requires federal action, any necessary NEPA review would be explored at that time.

316-2 It is important to note that CEQA does not prohibit environmental impacts but requires that they be thoroughly studied and mitigated where feasible. In compliance with CEQA, the Draft EIR assessed potential impacts and identified mitigation measures and alternatives to reduce those impacts to less than significant levels where feasible. Noise impacts of the LPA during operation would be less than significant with mitigation. Under CEQA, an agency may approve a project with significant and unavoidable environmental impacts, provided the agency has adopted all feasible mitigation measures or alternatives to reduce those impacts and adopt a statement of overriding considerations finding that the project's benefits outweigh its significant and unavoidable environmental impacts (Pub. Resources Code, Section 21081(b); CEQA Guidelines, Section 15091-15093).

As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

See MR-10: Changes to Community Character.

As noted on page 3.3-71 and several other locations within the Draft EIR's aesthetics analysis, Metro's Tree Policy requires a minimum tree replacement ratio of 2:1 (or 4:1 if the tree is considered a heritage tree), and the planting of California-native or other drought-tolerant trees. Trees would also be replanted along the corridor to preserve and enhance the aesthetic character of the community.

Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

316-3 As an operating rail transportation corridor, the Metro ROW is not specifically protected by any applicable local general plans, planning and zoning codes, or other regulations; the Metro ROW is not considered to be a "natural resource."

316-4 As discussed in, Section 3.7, Biological Resources, of the Draft EIR, 10 special-status wildlife species were determined to have potential to occur in the resource study area for the Metro ROW alignments. California gnatcatcher was identified as having a low potential to occur due to absence of suitable habitat. Therefore, the species is not expected to occur. This has been explicitly stated in Section 4.11, Corrections, and Additions, of this Final EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

316-5 To clarify, all light rail alignments analyzed in the Draft EIR would comply with applicable environmental regulations. The commenter's preference for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 317 Glen Brackenridge

317-1 Metro has designed the project to avoid displacement of residents. . See the 2023 Real Estate Acquisition Report, published concurrently with the Draft EIR, and the 2025 Real Estate Acquisition Report, published concurrently with this Final EIR for more detailed information on proposed property acquisitions. In some areas along the Metro ROW, property owners have built out past their property lines and encroached into Metro ROW. An EIR is required to evaluate the potential physical environmental impacts of a proposed project. CEQA does not require an EIR to evaluate or disclose the legal process of property acquisition, including the use of eminent domain. Decisions regarding property acquisition, including whether and how eminent domain may be used, are made after project approval and are governed by separate legal procedures. These procedures ensure that property owners are afforded due process and just compensation, consistent with applicable state and federal laws. Accordingly, the topic of eminent domain is outside the scope of environmental review under CEQA. Also see MR-14: Property Values and Impacts to Businesses.

If property acquisition is required, Metro would comply with all applicable laws and procedures, including the California Relocation Assistance Act (Government Code Section 7260 et seq.) and Metro's real estate policies. Before making a final determination on the project, the Metro Board will review the Final EIR, including all public comments and responses, and consider a range of factors including environmental impacts, cost, benefits, and community feedback.

Submission 318 Glen Brackenridge

318-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning

at light rail crossings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the operational noise impacts of the LPA would be comparable to those of the Trench Option and would be less than significant with mitigation.

The noise analysis in the Draft EIR follows the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), which specifies the use of 24-hour time-averaged noise levels to assess the ambient noise environment. These levels capture all sound sources, including the occasional freight train pass-by, as part of the existing baseline. The analysis also incorporates a 10-dBA (a-weighted decibel) penalty for all sound occurring during the nighttime hours (10:00 p.m. to 7:00 a.m.) to account for increased sensitivity to noise during these hours. The effect of the penalty is that in the calculation of 24-hour noise, any event that occurs during the nighttime hours, is equivalent to 10 of the same events during the daytime hours. This ensures the assessment reflects the potential for greater disturbance from nighttime noise events. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds for information regarding the noise methodology.

Although noise from freight trains is loud and increases the 24-hour average noise levels, its infrequent occurrence during the day means that it does not dominate or skew the overall noise profile. Excluding the freight noise from the existing ambient noise conditions would not comply with FTA methodology and would misrepresent the true ambient noise environment. The 24-hour noise measurements include both periods when the freight is not operating and periods where freight is operating.

Existing noise conditions along Hawthorne Boulevard are shown on pages 3.6-25 and 3.6-26 of the Draft EIR (see noise monitoring locations 4, 6, 7, 8, 9, 11, 14, 15, 16, 19, 21, 22, 25 and 26). While Hawthorne Boulevard has higher ambient noise level due to traffic, residential neighborhoods near both alignments have comparable noise levels. (see page 3.6-23 for noise measured ambient noise levels at each noise monitoring location). See MR-2: Operational Noise Analysis Methodology and Impact Thresholds for information regarding the noise methodology.

Submission 319 Glen Brackenridge

319-1 As discussed in Section 3.2, Land Use and Planning, of the Draft EIR, the project would not physically divide a community because residents would still be able to cross the Metro ROW at all existing designated rail crossings located at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered so as to isolate any one part of the community from the other. Although some residents use the Metro ROW for recreational activities or cross the tracks outside of designated crossings areas, this use is not authorized or compliant with freight safety standards.

The language quoted by the comment is from the threshold of significance that asks whether a project “would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a *state scenic highway*”.

As discussed in Section 3.3-3.2 of the Draft EIR, the closest state-designated scenic highway is 10 miles away. Further, scenic resources are generally defined as significant natural or cultural features, such as trees designated as heritage trees or features located within a designated scenic vista. The Metro ROW itself is not a designated scenic resource. However, as discussed in Section 3.3-4.3 of the Draft EIR, a segment of the Metro ROW in Lawndale does provide a green buffer used recreationally by the community. While the project may alter the current visual character of the ROW, the design would integrate landscaping and other features to maintain compatibility with the community's urban and residential environment. Additionally, the project would include two multi-use recreational paths to enhance the pedestrian and bicycle connectivity, which would serve as new community amenities. The project would also provide high-quality landscaping, including replacement trees, in accordance with the Metro Tree Policy. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-10: Changes to Community Character.

319-2 See response to Comment 319-1.

Submission 320 Glen Brackenridge

320-1 While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, and Section 3.3, Aesthetics, of the Draft EIR, analyzes the project's potential to physically divide communities and to affect visual quality and character. As discussed in these sections of the Draft EIR, the project would result in less than significant impacts. The LPA would be fully grade-separated from all roadways. Pedestrians would cross streets at-grade and avoid any conflicts with light rail trains. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 321 Glen Brackenridge

321-1 The light rail guideway under the LPA and the Trench Option would be fully grade-separated from all roadways, and would not increase traffic congestion nor affect emergency access. See MR-12: Emergency Access. For the Elevated/At-Grade Alignment, the frequency of the railroad crossing gate down time would increase relative to existing conditions, but it would not result in the permanent closure of emergency access. All homes and businesses on either side of the 182nd Street railroad crossing are accessible by alternate routes within ½ mile that are grade-separated crossings and therefore not affected by train frequency.

321-2 See response to Comment 321-1.

Submission 322 Glen Brackenridge

322-1 Cost for utility relocation of both public and private utilities was included in the total cost published in the 2023 Cost Estimates Summary for all alternatives and options. See MR-21: Cost Estimates and Schedule.

Submission 323 James Tucker

323-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

323-2 The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. According to the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual (2018), light rail trains along an aerial guideway may generate slightly higher noise levels, compared to ground-level operations, with a +4 dBA adjustment applied in the analysis. This adjustment accounts for the increased noise due to the elevation and the lack of intervening structures to block sound. However, while elevated tracks could allow noise to carry further in some cases, the screening distance for potential noise impacts is 350 feet from the light rail line. Within this distance, all sensitive receptors have been fully assessed and mitigation applied where necessary to address potential impacts.

323-3 The commenter's preference for the Metro ROW alignment is noted. The project would include two new multi-purpose paths, which would provide new opportunities for outdoor activities and community enjoyment. For further information regarding multi-purpose path, see Chapter 2, Project Description, of the Draft EIR. Additionally, one of the project objectives is to provide First/Last Mile facilities to connect neighborhoods to station areas. Metro would continue to engage with the community to identify opportunities for improving station access and connectivity.

The Redondo Beach Transit Center Station would be adjacent to the city's Redondo Beach Transit Center, and would be connected via pedestrian pathways, ramps, and stairs. Metro has proposed a multi-use recreational path between Grant Avenue and 182nd Street that would provide access to the Redondo Beach Transit Center Station.

323-4 The project is designed to enhance regional access by linking the proposed light rail system with the existing bus network, ensuring convenient transfers for passengers, and improving overall mobility throughout the region. By extending light rail from our existing Redondo Beach (Marine) Station to the new Torrance Transit Center, the project would create new, direct connections between the regional transit network and local transit hubs, such as Redondo Beach Transit Center and Mary K. Giordano Regional Transit Center in Torrance.

Submission 324 Jamison Hughes

324-1 The commenter's opposition to the ROW alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

324-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. The project is intended to enhance mobility and provide improved transit options while minimizing potential impacts on the surrounding community. See MR-19: Project Benefits.

324-3 The commenter's concerns are noted. In the previous planning stages, stations were proposed in Lawndale, including as part of the 2018 Supplemental Alternatives Analysis, but at the request of Lawndale were removed from consideration.

The potential for impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. Regarding construction vibration impacts, the Draft EIR identifies temporary vibration impacts related to structural damage and annoyance that could occur from certain activities. To address these impacts, Mitigation Measures MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post-Construction surveys, would be required. With implementation of these mitigation measures, potential vibration-related structural damage impacts of the LPA, Trench Option, and Hawthorne Option would be reduced to less than significant with mitigation. However, the Elevated/At-Grade Alignment would result in significant and unavoidable construction vibration-related damage impact, even with implementation of these measures. This is due to the need for pile driving to reconstruct the Grant Avenue Bridge, which is not required for the LPA, Trench Option, or Hawthorne Option.

The Draft EIR further discloses that the construction vibration annoyance impacts of each alignment studied would be significant and unavoidable. These annoyance impacts would be temporary and limited to periods when the most vibration intensive types of equipment (e.g., pile drivers and vibratory compactors), is in use, typically for a short duration near any given property. Unlike the LPA, Trench Option, and Hawthorne Option, construction of the related to both structural damage and vibration annoyance,

Regarding operational vibration impacts, those impacts were assessed in accordance with the Federal Transportation Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA, 2018), which is the industry standard for evaluating noise and vibration impacts from transit projects. This guidance provides a well-established and widely accepted framework for determining the potential effects of noise and vibration on sensitive receptors, including residential properties. Mitigation measures include MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats. Operational vibration annoyance impacts would be less than significant with mitigation for the project.

As discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged.

See also MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures; MR-5: Vibration Impact Types and Impact Thresholds, MR-13: Soil Stability and Sinkholes.

324-4 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

324-5 The commenter's opposition to using the Metro ROW for the project is noted. See MR-10: Changes to Community Character and MR-19: Project Benefits.

Submission 325 Jan Kurth

325-1 Although CEQA does not require a separate "Human Health Impact Study," the Draft EIR thoroughly evaluates the potential environmental conditions that could affect human health, including air quality, noise, and hazardous materials.

The commenter suggests that the Draft EIR only briefly mentions potential health effects. For instance, analysis for Section 3.4, Air Quality, of the Draft EIR provides a detailed discussion of the potential health effects of regulated pollutants, including carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), particulate matter (PM), sulfur dioxide (SO_2), and lead (Pb). The analysis also evaluates toxic air contaminants (TACs), including diesel particulate matter, and applies health-based thresholds established by the South Coast Air Quality Management District (SCAQMD) to determine potential health risks. The findings conclude that the project's emissions would remain below levels associated with significant health impacts. Although construction of the Trench Option would result in a significant and unavoidable air quality impact due to unmitigable exceedances of the SCAQMD regional emissions threshold for NOx, this impact is primarily due to emissions from haul truck trips, which would travel more than 20 miles along the regional roadway network. As a result, most emissions would not occur in proximity to the communities near the construction area.

Similarly, analysis for Section 3.6, Noise and Vibration, of the Draft EIR discusses potential health effects of noise exposure, including stress-related impacts at sensitive receptors. The analysis also references federal occupational safety standards to demonstrate that operational noise levels would not reach thresholds associated with hearing loss. Mitigation measures have been incorporated where necessary to minimize noise-related effects.

Analysis for Section 3.9, Hazardous Materials, of the Draft EIR also provides a detailed evaluation of potential health risks associated with hazardous substances. The EIR identifies potential sources of hazardous materials within the project area, including contaminated sites, soil or groundwater contamination, and the potential for accidental hazardous material releases during construction. The analysis considers applicable regulatory frameworks, such as the Resource Conservation and Recovery Act (RCRA), the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), and California's hazardous waste regulations, which are designed to protect human health and the environment from exposure to hazardous substances. The EIR identifies potential exposure pathways, such as inhalation, ingestion, and dermal contact, and determines whether the project could result in conditions that pose a risk to public health. The findings conclude that, with compliance with existing regulations and adherence to the project features (PMs), which include requirements such as proper handling, storage, and

disposal of hazardous materials, the project would not result in significant health risks related to hazardous substances.

In addition to these analyses, analysis of health impacts is implicit in several of the topics addressed EIR including, the evaluation of hydrology and water quality, which considers potential deleterious effects to a region's water supplies and the analysis of geology and soil impacts, which considers a project's potential to result in injuries or death due to placement of new structures along active faults, within seismically active regions, or on unsuitable soil.

The comment incorrectly associates human health risk assessments with the energy analysis. There is no nexus between potential energy effects associated with implementing the project and effects on human health that would need to be studied in human health impact studies, including regarding exposures to hazardous materials. The distribution of energy, itself, does not directly produce emissions or hazardous materials on-site that could affect nearby residents. Instead, energy would be supplied through the electricity grid, where emissions from power generation are regulated by state and federal standards, including California's Renewable Portfolio Standard that minimizes public health risks from energy-related emissions through decreasing reliance on fossil fuels. Potential energy impacts are evaluated in Section 3.12, Energy, of the Draft EIR. The one mention of "human health" on Page 3.12-10 of the Draft EIR occurs in the context of the Metro Green Construction Policy, which aims to reduce emissions from construction activities through the use of cleaner equipment and practices. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

For additional information, see MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

325-2 Under both the LPA and the Trench Option, the light rail guideway would be fully grade-separated from all roadways, and would not increase traffic congestion nor affect emergency access. See MR-12: Emergency Access. For the Elevated/At-Grade Alignment, the frequency of the railroad crossing gate down time would increase relative to existing conditions but it would not result in the permanent closure of emergency access. All homes and businesses on either side of the 182nd Street railroad crossing are accessible by alternate routes within ½ mile that are grade-separated crossings and therefore not affected by train frequency. See MR-12: Emergency Access.

The LPA construction duration is estimated to be approximately six years. See MR-21: Cost Estimates and Schedule for additional information. Although the total duration of project construction would be longer than five years, this accounts for construction of the entire alignment and sources would not be active in a specific location for five years or more. The LPA includes grade-separating the light rail at 170th Street and 182nd Street using two short trenches. The excavation required for the LPA would be significantly less extensive than that required for the Trench Option. Additionally, this excavation would occur during an early stage of construction and would be limited in duration. The localized emissions analysis provided in the Draft EIR, which focuses on emissions from sources located within the construction sites, determined that the Trench Option would not exceed the localized thresholds of significance. This would also apply to the LPA, including

the trench segment of the LPA, which would be smaller than that of the Trench Option. See Section 4.21, Corrections and Additions, of the Final EIR.

The Draft EIR determined that all construction activities required for the Trench Option, not just solely trenching, would have a significant and unavoidable impact with regards to air quality during construction. While the Metro Board selected the Hybrid Alternative as the LPA in May 2024, should the Trench Option be pursued, Mitigation Measure MM-AQ-1: Zero or Near Zero Emissions Haul Trucks, described in Section 3.4.5, would be implemented to reduce impacts to the extent feasible.

The EIR was prepared under state law and a federal conformity analysis is not required. Should the project seek federal funding, the project would be required to comply with all applicable federal requirements. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

325-3 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. In addition, the LPA light rail guideway would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-12: Emergency Access.

325-4 While the Draft EIR acknowledges that increased noise levels could contribute to stress, it explains that light rail noise is unlikely to result in noise-induced hearing loss (see page 3.6-48). Similarly, construction noise, as discussed on page 3.6-34, is unlikely to cause hearing loss but may temporarily increase stress levels for nearby sensitive receptors. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including noise effects. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

325-5 See response to Comment 325-4. The link provided in the comment appears to refer to a private or personal email resource and is not accessible to Metro. If you intended to reference specific information or a publicly available document, please provide additional details or an accessible link so Metro can review and respond appropriately.

325-6 See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

325-7 Metro appreciates the time and effort that residents have put into participating in the public review process. Metro has conducted extensive outreach to ensure that community members are informed about the project and have opportunities to provide input. Metro is committed to planning and constructing projects and operating and maintaining facilities and vehicles in a manner that would protect human health and the environment. See response to Comment 325-5. Chapter 4, Evaluation of Alternatives, of the Draft EIR considers a reasonable range of project alternatives that are capable of achieving most of the project's basic objectives while avoiding or minimizing one or more of its significant environmental effects.

325-8 See response to Comment 325-5.

325-9 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 326 Jerome Chang

326-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

326-2 This commenter's preference for rapid buses is noted. All comments have been shared with the Metro Board for their consideration. The Draft EIR included evaluation of a High Frequency Bus Alternative. See MR-1: Selection of Alternatives.

Submission 327 Jose Jimenez

327-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

327-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

327-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

327-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

327-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

327-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

327-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 328 Julie Young

328-1 The Draft EIR thoroughly analyzes the relocation of the existing freight tracks; this includes the analysis set forth in Section 3.9, Hazards and Hazardous Materials, which is based, in part, on the design in Appendix 2-A, Select ACE Drawings, of the Draft EIR. The locations and depths of existing utilities are included in and informs the conceptual engineering. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for additional information.7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for additional information.

328-2 The Elevated/At-Grade Alignment would result in significant and unavoidable noise impacts at two sensitive receptors clusters near the at-grade crossing at 170th Street, where noise levels would exceed the Federal Transit Administration noise impact criteria, even after implementation of mitigation. For all other clusters, impacts would either be less than significant or less than significant with mitigation. By grade separating the light rail tracks, the LPA, Trench Option, and Hawthorne Option, remove the need for audible warnings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, operational noise impacts of the LPA would be

comparable to those of the Trench Option and would be less than significant with mitigation. As described in Section 3.6, Noise and Vibration, of the Draft EIR, the operational noise impacts of the Hawthorne Option would also be less than significant with mitigation.

See also MR-10: Changes to Community Character.

328-3 This comment does not raise any significant environmental issues requiring a response. All comments have been shared with the Metro Board for their consideration.

328-4 The commenter's reluctance to use Metro transit services is noted. This comment does not raise any significant environmental issues requiring a response. All comments have been shared with the Metro Board for their consideration.

328-5 The commenter's support for the High-Frequency Bus Alternative is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 329 Lily Kua

329-1 The commenter's opposition to the project is noted. Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. In addition, the LPA, Trench Option, and Hawthorne Option would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-8: Light Rail and Freight Train Safety.

329-2 The project under consideration is a light rail transit line, not a commuter train. Light rail vehicles are quieter, electrically powered trains that generate less noise and vibration compared to larger, diesel-powered commuter trains.

Section 3.4, Air Quality, of the Draft EIR, provides a detailed analysis of potential air quality impacts from light rail operations and construction. Section 3.6, Noise and Vibration, of the Draft EIR, provides a detailed analysis of potential noise and vibration impacts from light rail operations and construction. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction, and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

329-3 Metro has carefully considered potential noise and vibration impacts. See response to Comment 329-2 and MR-10: Changes to Community Character.

329-4 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and response to Comment 329-2.

Submission 330 Angeline Souza

330-1 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. In addition, the LPA would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. The See MR-8: Light Rail and Freight Train Safety. In addition, there is sufficient space for the proposed light rail and freight track within the Metro ROW. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, for more details.

330-2 See response to Comment 330-1, as well as MR-8: Light Rail and Freight Train Safety and MR-20: Proximity Impacts of Relocated Freight Tracks.

330-3 See response to Comment 330-1.

Submission 331 Bryan Henry

331-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

331-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

331-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

331-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

331-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

331-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

331-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 332 Dana Icaza

332-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. Section 3.1, Transportation, of the Draft EIR addresses potential transportation impacts, including pedestrian, bicycle, and vehicle conflicts. As described in Section 3.1-4.3 of the Draft EIR, the project would not substantially increase hazards due to incompatible uses, because it would incorporate signalized pedestrian crossings, physical barriers, warning systems, and clear signage. Furthermore, the Draft EIR's 170th/182nd Grade-Separated Light Rail Transit Alternative has been selected by the Metro Board as the LPA. Similar to the Trench Option and Hawthorne Option, the LPA would fully grade separate the light rail from all roadways, thereby eliminating the potential for conflicts associated with light rail crossings at grade. See MR-8: Light Rail and Freight Train Safety for additional information.

Submission 333 Doug Boswell

333-1 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment and the Trench Option is noted. See MR-1: Selection of Alternatives.

Section 3.6, Noise and Vibration, of the Draft EIR analyzed impacts related to vibrations and concluded that the Metro ROW alignment would result in significant and unavoidable impacts related to vibration damage during construction. The same impacts, however, would be less than significant with mitigation for the Trench Option and Hawthorne Option. As explained in the Draft EIR, operational vibration impacts are generally associated with annoyance, not damage, and the analysis of building damage is typically limited to construction activity. The Draft EIR concluded that operational vibration impacts would be less than significant with mitigation for the Metro ROW alignments. Operational vibrations from the project are not expected to cause damage, as vibrations from light rail are unlikely to exceed damage thresholds for residential structures. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-5: Vibration Impact Types and Impact Thresholds.

Submission 334 Dre Nicole Amundson

334-1 The commenter's opposition to the ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

334-2 The comment does not raise significant environmental issues or address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

334-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

334-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

334-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

334-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

334-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

334-8 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

334-9 The commenter's support for the Hawthorne Option is noted. The selection of the LPA reflects a balance of community feedback, technical analysis, and cost considerations. However, no final decision has been made, and all alignment options and alternatives evaluated in the Draft EIR remain under consideration. The Metro Board will carefully review the Final EIR, including all public comments and responses, before deciding whether to certify the Final EIR and which project alignment, if any, to approve.

Submission 335 Janice Tanabe

335-1 Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR, including dust control during construction. Compliance with Project Features PF-AQ-1: Tier 4 Engine Standards and PF-AQ-2: Dust Control Best Practices would ensure that construction activities comply with South Coast Air Quality Management District and Metro standards controlling emissions and dust. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. The air quality analysis in the Draft EIR includes an assessment of localized emissions that would be generated from construction sites, which accounted for dust that would be generated. The localized air quality impacts were found to be less than significant when compared to the applicable South Coast Air Quality Management District (SCAQMD) thresholds, which were set at levels to prevent the occurrence of substantial dust concentrations reaching sensitive receptors that could cause adverse health effects. The localized impacts analysis used the most conservative receptor distance to be as protective as possible of the health of nearby residents. Regional air quality would improve with implementation of the project due to a shift from passenger vehicles to light rail in the corridor. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 336 Janice Tanabe

336-1 See MR-13: Soil Stability and Sinkholes and MR-8: Light Rail and Freight Train Safety. Additionally, regarding the potential for spills, the project would include Project Feature PF-HHM-1: Handling, Storage, and Transport of Hazardous Materials and Wastes, which requires the contractor to provide Metro with a hazardous waste and hazardous materials management plan. The plan must be completed in accordance with Metro contractor specifications and in compliance with the Clean Water Act Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and storage of hazardous materials during construction and operation. The Draft EIR concludes in Section 3.9-4.1 that the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction or operation, and a less than significant impact would occur.

Submission 337 John Schreiber

337-1 The commenter's support for the Hawthorne Option and opposition to the Metro ROW Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

337-2 Metro is committed to integrating safety into all Metro rail operations. See MR-8: Light Rail and Freight Train Safety.

See MR-7: Utility Relocation and Hazardous Materials Safety.

337-3 See response to Comment 337-2 and MR-8: Light Rail and Freight Train Safety.

337-4 See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

5.5 RESPONSES TO INDIVIDUAL COMMENTS (SUBMISSION #338- #663)

Submission 338 Mark Nelson

338-1 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. See MR-9: Light Rail Security.

Submission 339 Mark Nelson

339-1 See response to Comment 338-1. It should also be noted that assertion that the presence of a Metro light rail line would attract criminal activity such as child abduction is not supported by evidence. The project does not include features that would increase such risks.

Submission 340 Mark Nelson

340-1 See response to Comment 338-1.

340-2 See response to Comment 338-1. The commenter provided several links to crimes that occurred on Metro's system. The comment has been provided to the Metro Board for their consideration; articles cited in the comment are included in the administrative record.

Submission 341 Michael Garlan

341-1 The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option avoid the need for audible warning at light rail crossings, such as routine train horns and crossing bells.

For freight operations, Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment would be implemented to reduce freight noise at the 182nd crossing by eliminating routine train horn at that crossing.

Noise generated by light rail and relocated freight operations was included in the predicted noise levels for the Elevated/At-Grade Alignment and the Trench Option. The analysis found that even with grade-separated light rail crossing, the combined light rail and freight relocation noise would still affect clusters F2, F3, and F5. However, as shown on page 3.6-53 (Elevated/At-Grade Alignment) and page 3.6-67 (Trench Option) of the Draft EIR, these impacts would be reduced to less than significant with mitigation, including the establishment of a Federal Railroad Administration quiet zone. As described in Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the LPAs operational noise impacts would be comparable to those of the Elevated/At-Grade Alignment and Trench Option, meaning operational noise impacts of the LPA would be less than significant with mitigation.

See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

341-2 See response to Comment 341-1. The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of Draft EIR. The noise standards used in the analysis in Section 3.6, Noise and Vibration, of the Draft EIR, are based on exterior noise levels, meaning that impacts were evaluated without assumed closed windows or air conditioning. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 342 Michelle Hughes

342-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. In the previous planning stages, stations were proposed in Lawndale as part of the 2018 Supplemental Alternatives Analysis, but at the request of Lawndale were removed from consideration. See MR-10: Changes to Community Character.

342-2 Metro recognizes that construction activities could be disruptive and has included project features and mitigation measures to minimize these disruptions and impacts as much as feasible. Construction noise impacts are analyzed in detail in Section 3.6, Noise and Vibration, of the Draft EIR. Although construction noise is expected to be temporary, it has been identified as a significant and unavoidable impact. To reduce these effects, Metro would implement Mitigation Measure MM-NOI-1: Noise Control Plan.

Regarding construction traffic impacts, as described in Section 3.1, Transportation, of the Draft EIR, the project includes Project Feature PF-T-1: Construction Traffic Management Plan, which would be submitted to the local cities and include measures manage construction-related traffic, such as establishing detour routes, providing advance notice and signage, maintaining access for residents, businesses, and emergency services, and scheduling deliveries and pick-ups during non-peak hours.

342-3 The LPA is similar to the Elevated/At-Grade Alignment, except the light rail would be grade-separated from all roadways, thereby avoiding the need for audible light rail warnings such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, operational noise impacts of the LPA would be reduced to less than significant with mitigation at all sensitive receptors, including families with young children, elderly residents, and those working from home. See Section 3.6, Noise and Vibration, of the Draft EIR and MR-3: Operational Noise Project Features and Mitigation Measures.

342-4 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-

Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

See response to Comments 342-2 and 342-3.

342-5 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See response to Comments 342-2 through 342-4.

Submission 343 Monique Negrete-Mitchell

343-1 Submission 98 includes the same comments from the same commenter. See responses to Comment Letter 98.

Submission 344 Morgan Schultz

344-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives.

Potential noise and vibration impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design.

Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR. Compliance with Project Features PF-AQ-1: Tier 4 Engine Standards and PF-AQ-2: Dust Control Best Practices would ensure that construction activities comply with South Coast Air Quality Management District and Metro standards controlling emissions and dust. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. Regional air quality would improve with implementation of the project due to a shift from passenger vehicles to light rail in the corridor.

Potential water quality impacts are addressed in Section 3.10, Hydrology and Water Quality, of the Draft EIR. The project would not result in significant impacts on water quality.

See MR-19: Project Benefits for additional information regarding Metro's commitment to equity. Metro is committed to integrating safety into all Metro rail operations. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

344-2 See MR-10: Changes to Community Character and MR-19: Project Benefits.

344-3 Metro is committed to equity and would continue to prepare inclusive outreach and engagement strategies. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality, MR-13: Soil Stability and Sinkholes and response to Comment 344-1, and MR-20: Proximity Impacts of Relocated Freight Tracks.

344-4 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. See response to Comment 344-1.

344-5 See MR-8: Light Rail and Freight Train Safety. As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed by physical barriers, such as fencing or soundwalls, or a combination of both, to prevent unauthorized access. While these barriers are primarily intended to restrict human intrusion, they would also serve to deter or prevent land animals from entering the guideway. In many areas, the existing fencing has been breached, and would be repaired under the project, which would limit unauthorized access into the Metro ROW relative to existing conditions.

344-6 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. The Draft EIR does not analyze a "Torrance Boulevard Option," but rather an option on Hawthorne Boulevard.

Submission 345 Paul Miller

345-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

345-2 The commenter's opposition to the Hawthorne Option is noted. To clarify, the Hawthorne Option would not result in the widening of Hawthorne Boulevard. However, no additional bike path or pedestrian improvements are proposed for the Hawthorne Option. As noted in the comment, construction for the Hawthorne Option would take longer than alignments using the Metro ROW. Potential greenhouse gas emission impacts are addressed in Section 3.5, Greenhouse Gas Emissions, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-21: Cost Estimates and Schedule.

345-3 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

The Draft EIR analyzes the long-term air quality effects of operating the Hawthorne Option and concludes that it would result in a net decrease in regional air pollutant emissions, as passenger vehicle trips would be displaced by the new light rail line. Table 3.4-20 of the Draft EIR summarizes these reductions.

Regarding vehicle idling, the primary pollutant of concern related to idling is CO. CO concentrations in the South Coast Air Basin have been well below federal and state standards for over two decades and the region has been designated as attainment/maintenance of the CO standards since 2007. Regarding CO "hot spots," Caltrans developed a methodology, the Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) (Caltrans, 2010; available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/co-protocol-searchable-a11y.pdf) for assessing CO hot spots at intersections. According to the CO Protocol, a detailed CO hot-spot analysis is not required unless background CO concentrations, traffic volumes, or other conditions approach those in existence in 2003, when CO attainment was demonstrated. For the Hawthorne Option, these conditions would not be met due to the following:

> Lower background CO concentrations: Current maximum 1- and 8-hour CO concentrations (1.8 and 1.5 ppm, respectively) are substantially below the levels observed in 2003 during the attainment demonstration (10.8 ppm and 9.9 ppm respectively). Compare Draft EIR Table 3.4-13 with Table 4-4 of the 2003 Air Quality Management Plan (AQMP) Attainment Demonstration.

> Lower traffic volumes: Traffic volumes at intersections in the project area do not exceed 10,000 vehicles per hour, which is well below the peak modeled volume of 10,601 vehicles per hour used in the attainment demonstration.

> Improved vehicle emissions technology: Since 2003, advancements in vehicle emission controls have significantly reduced CO emissions, further lowering the potential for hot-spot formation.

> Comparable modeling protocols: The CO Protocol requires receptor locations to be modeled at least three meters (10 feet) from the roadway edge. The project's receptor locations meet or exceed this distance, ensuring conditions are consistent with or less impactful than those evaluated in the attainment demonstration.

Because CO concentrations, traffic volumes, and vehicle emissions technology have improved significantly since the attainment demonstration, there is no potential for the project to exceed the CO concentration thresholds set by the CO Protocol. Therefore, a detailed CO hot-spot analysis was not required, and localized operational air quality impacts related to vehicle idling are not anticipated along Hawthorne Boulevard if the Hawthorne Option is implemented. The removal of the landscape buffer would not result in elevated CO concentrations reaching nearby residents based on the factors discussed above.

In 2022, Metro adopted a Metro Tree Policy which outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the policy requires a replacement

ratio of two trees for every tree removed. As described in the 2023 Urban Design Report, published concurrently with the Draft EIR, should the Hawthorne Option be pursued, south of Artesia Boulevard, the center median and landscaping would be maintained, with vertical columns installed the median where needed.

The project, including the Hawthorne Option, would result in greater accessibility to public transportation, thus a reduction of on-road vehicle trips and vehicle miles traveled. See Sections 3.4, Air Quality, and 3.5, Greenhouse Gas Emissions, of the Draft EIR.

345-4 During construction, some lanes would need to be temporarily closed on Hawthorne Boulevard. However, as described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1: Construction Traffic Management Plan requires contractors to develop a construction management traffic plan. Metro and its contractors would coordinate with local businesses and residents as well as relevant jurisdictions to manage access and the effects of temporary closures and identify reasonable accommodations or alternatives, which could include limiting construction hours, providing alternate routes or temporary easements, or other strategies. These are identified as part of the preliminary engineering work and addressed in the development of the Construction Traffic Management Plan

345-5 See response to Comment 343-3.

345-6 The commenter's support for the Metro ROW alignment is noted. The LPA provides grade separations for all light rail crossings to eliminate light rail bell use. It also includes "quiet zone ready" improvements to existing freight rail, such as the elimination of freight horns. Crossing signal bells would continue to generate a minimum noise level of 75 dBA (a-weighted decibel) at 10 feet per American Railway Engineering and Maintenance of Way requirements.

345-7 See response to Comments 345-1 through 345-6.

Submission 346 Ray Hollar

346-1 Under CEQA, potential economic effects including residential real estate would not constitute an effect to the physical environment and therefore do not need to be analyzed. The Draft EIR uses land use classifications in several analyses, collected from the cities' general plans, which include categories such as commercial businesses and residential housing. The analysis typically focuses on impacts to sensitive land uses, and specific business types were not considered.

346-2 See response to Comment 346-1.

346-3 See response to Comments 346-1. Despite residential rental properties functioning as sources of income, they are generally classified based on their zoning designation rather than their function as a business. As noted in the comment, much of Lawndale is zoned R-2, which is a residential zoning designation. Under this zoning, residential properties are considered residential use, not commercial businesses. Local zoning ordinances are legally binding and dictate the permissible uses of a property. The Draft EIR evaluates potential impacts to residential areas, including rental properties, under the appropriate

environmental topics such as noise, air quality, and construction impacts, and includes mitigation measures where applicable.

Commercial businesses would not be compensated during construction unless they are entitled to compensation under federal and state laws governing property acquisition and regulatory takings. Metro would continue to coordinate with affected parties to minimize disruptions wherever feasible.

Submission 347 Ray Hollar

347-1 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses, which discusses studies regarding the effects of nearby light rail stations on property values.

Submission 348 George Gillen

348-1 Consistent with the standard approach for EIRs, which are prepared pursuant to the requirements of the CEQA Guidelines, the Draft EIR evaluates potential impacts on the physical environment in accordance with the standards of significance established by the CEQA Guidelines Appendix G environmental checklist. Such should be noted by the commenter, as specific references to effects on physical human health are primarily limited in CEQA Guidelines Appendix G to Section III, Air Quality (question 'c') and Section IX, Hazards and Hazardous Materials (questions 'a,' 'b,' and 'c'). As such, consistent with Appendix G of the CEQA Guidelines, the Draft EIR explicitly evaluates the potential for the project to result in impacts on physical human health in Section 3.4, Air Quality, and Section 3.9, Hazards and Hazardous Materials, as well as, to a limited extent, in Section 3.11, Utilities and Service Systems (see Section 3.11.1.1 for an analysis on disposal of contaminated soils). These analyses assess potential for interaction with hazardous materials during construction and operation, and any related impacts, including cumulative impacts, are fully disclosed and addressed. Furthermore, although specific references to effects on physical human health are primarily limited to Sections III and IX of Appendix G, it is important to also note that several environmental issue areas required for analysis under CEQA also relate to human health. For example, analysis of noise-level increases generated by a project evaluates potential impacts on sensitive noise receptors, which accounts for the mental strain a project's noise effects has on residents and/or those at schools, hospitals, places of worship, and outdoor recreation areas in the project's vicinity. The evaluation of hydrology and water quality effects considers potential deleterious effects to a region's water supplies, including drinking water, which, in turn, accounts for effects to human health. Further, analysis of geology and soil impacts considers a project's potential to result in injuries or death due to placement of new structures along active faults, within seismically active regions, or on unsuitable soil. Analyses of the foregoing potential impacts, among others, are provided in the applicable technical sections of the Draft EIR. As such, the Draft EIR adequately analyzes the potential for the project to substantially affect human health, both directly and indirectly.

Additionally, the comment incorrectly associates human health risk assessments with the energy analysis. There is no nexus between potential energy effects associated with implementing the project and effects on human health that would need to be studied in human health impact studies, including regarding exposures to hazardous materials. The distribution of energy itself does not directly produce emissions or hazardous materials on-site that could affect nearby residents. Instead, energy would be supplied through the electricity grid, where emissions from power generation are regulated by state and federal standards, including California's Renewable Portfolio Standard that minimizes public health risks from energy-related emissions through decreasing reliance on fossil fuels. Potential energy impacts are evaluated in Section 3.12, Energy, of the Draft EIR. The one mention of "human health" on Page 3.12-10 of the Draft EIR occurs in the context of the Metro Green Construction Policy, which aims to reduce emissions from construction activities through the use of cleaner equipment and practices.

348-2 This comment is duplicative of Comment 325-1. See responses to Comments 325-1 and 348-1.

348-3 The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The LPA and the Trench Option would be fully grade-separated from all roadways, and would not increase traffic congestion nor affect emergency access. See MR-12: Emergency Access. For the Elevated/At-Grade Alignment, the frequency of the railroad crossing gate down time would increase relative to existing conditions, but it would not result in the permanent closure of emergency access. All homes and businesses on either side of the 182nd Street railroad crossing are accessible by alternate routes within a half mile that are grade-separated crossings and therefore not affected by train frequency.

The LPA construction duration is estimated to be six years. See MR-21: Cost Estimates and Schedule for additional information. The LPA includes grade separating the light rail at 170th Street and 182nd Street using two short trenches. The excavation required for the LPA would be significantly less extensive than that required for the Trench Option. Additionally, this excavation would occur during an early stage of construction and would be limited in duration. The localized emissions analysis provided in the Draft EIR, which focuses on emissions from sources located within the construction sites, determined that air quality impacts would be less than significant. See Section 4.21, Corrections and Additions, of the Final EIR for more details on the LPA construction emissions.

The Draft EIR determined that all construction activities required for the Trench Option, not just solely trenching, would have a significant and unavoidable impact with regards to air quality during construction. While the Metro Board selected the Hybrid Alternative as the LPA in May 2024, should the Trench Option be pursued, Mitigation Measure MM-AQ-1: Zero or Near Zero Emissions Haul Trucks, described in Section 3.4.5, would be implemented to reduce impacts to the extent feasible.

Regarding the duration of construction activities, the United States Environmental Protection Agency (USEPA) conformity rule requires that construction emissions persisting for longer than five years at a particular location be fully analyzed. The Draft EIR discloses a comprehensive analysis of the emissions that would be generated during construction of

the project in accordance with CEQA requirements. Furthermore, although the total duration of project construction would be longer than five years, this accounts for construction of the entire alignment and sources would not be active in a specific location for five years or more.

348-4 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including noise effects. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

348-5 See response to Comment 348-4. The link provided in the comment appears to refer to a private or personal email resource and is not accessible to Metro. If you intended to reference specific information or a publicly available document, please provide additional details or an accessible link so Metro can review and respond appropriately.

348-6 Metro is committed to planning and constructing projects and operating and maintaining facilities and vehicles in a manner that would protect human health and the environment. See Response to Comment 348-1.

348-7 See response to Comment 348-6.

348-8 See response to Comment 348-4. Chapter 4, Evaluation of Alternatives, of the Draft EIR considers a reasonable range of project alternatives that are capable of achieving most of the project's basic objectives while avoiding or minimizing one or more of its environmental effects.

348-9 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 349 Roy Bolling

349-1 Potential lighting impacts are discussed in Section 3.3, Aesthetics, of the Draft EIR. As stated in Section 3.3-2.4, Project Feature PF-AES-2: Metro Design Standards would require all lighting be compliant with Metro Design Standards. The lighting would also comply with applicable lighting regulations, if any, that would be verified during the permitting process relative to each jurisdiction the project traverses, and would be hooded, angled away from adjacent land uses. Lighting industry standards and best practices for transit project lighting in light-sensitive or residential areas would be followed, in compliance with Metro design Standards.

349-2 As indicated by the comment, Section 3.6. Noise and Vibration, of the Draft EIR, discloses that each alignment option would result in potentially significant construction-related noise and vibration annoyance and vibration damage impacts. To address these impacts, the project would implement Mitigation Measures MM NOI-1: Noise Control Plan, MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post- Construction Surveys. While implementation of these measures would reduce the construction noise and vibration impacts to the maximum extent feasible, some noise and vibration impacts during construction would remain significant and

unavoidable. These impacts would be temporary and would cease upon the completion of construction activities. Of the alignment options studied, only the Elevated/At-Grade Alignment would result in a significant and unavoidable vibration damage impact.

For operational noise, the project includes Mitigation Measure MM-NOI-2: Soundwalls to reduce noise impacts to a less than significant level with mitigation. For the Metro ROW alignments, the project would enable local cities to establish Quiet Zones with the Federal Railroad Administration, as part of Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment. See MR-3: Operational Noise Project Features and Mitigation Measures, MR-5: Vibration Impact Types and Impact Thresholds, and MR-6: Vibration Analysis During Final Design. With respect to operational vibration impacts, as detailed on pages 3.6-105 through 3.6-109, with mitigation, operational vibration levels would not exceed the thresholds that could cause structural damage to buildings, including heavily cantilevered structures.

It is important to clarify that there is no "passing" of an EIR. Instead, the Metro Board of Directors will consider the Final EIR, including all environmental impacts identified and the comments received during the Draft EIR's public comment period, and decide whether to approve the project. If the Board approves the project, it must also adopt all feasible mitigation measures necessary to reduce the significant environmental impacts identified in the EIR. If any significant impacts cannot be reduced to less than significant levels through feasible mitigation measures or alternatives, the Metro Board would need to adopt a Statement of Overriding Considerations. This statement would acknowledge the significant and unavoidable environmental impacts and explain why the benefits of the project outweigh those impacts.

349-3 Impacts associated with soil stability are addressed in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR. The project would incorporate Project Feature PF-GEO-1: Metro Geotechnical Design Standards, which ensures that the project complies with Metro's Geotechnical Design Standards as outlined in the Metro Rail Design Criteria (MRDC). These standards require thorough geotechnical investigations to assess and address risks such as settlement, slope, instability, and lateral deformations, as well as detailed stability analyses of retaining walls and embankments and incorporation of design features, as necessary, to ensure long-term stability and safety. Retaining walls would be designed with drainage features to manage groundwater and prevent water accumulation behind the walls, thereby maintaining stability during various weather events, including heavy rains. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-13: Soil Stability and Sinkholes.

349-4 See response to Comment 349-3.

349-5 The commenter's support for the Hawthorne Option and bus transit is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 350 Ruby

350-1 Metro welcomes and appreciates all public input received throughout the environmental review and project development process. Comments submitted during the public comment period on the Draft EIR that raise significant environmental issues or otherwise address the adequacy of the Draft EIR are responded to in the Final EIR as required by CEQA. However, all public comments – whether or not they were made during the Draft EIR's public comment period or raise specific environmental issues – are shared with the Metro Board of Directors for consideration. The final decision on whether to approve the project is a policy determination made by the Board, which takes into account both the environmental analysis and the full range of community perspectives, values, and concerns raised throughout the planning process.

350-2 Responses to all comments received on the Draft EIR, regardless of the commenting method, are published with the Final EIR. Metro also published responses to Frequently Asked Questions on the project website, metro.net/clineext during the public comment period to support community understanding and engagement. All comments – whether submitted as a comment on the Draft EIR or otherwise – are part of the administrative record and will be considered by the Metro Board prior to any decision on the project.

Submission 351 Ryan Rodriguez

351-1 The commenter's opposition to implementing the project along the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro puts the highest priority on public safety and security. With respect to the potential for explosions, train operations occur above the ground at a safe distance from pipelines and, thus, would not directly create conditions for explosions. Additionally, Section 4.13, Corrections and Additions, of the Final EIR addresses potential impacts related to oil and gas pipelines by amplifying the analysis in Section 3.9-4.2.1 of the Draft EIR through clarifications of the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety.

Submission 352 Stanley Hiroshi Wada

352-1 The commenter's concerns about the frequency and duration of light rail operations near their home are noted. The project is expected to operate similarly to other Metro lines, with anticipated service hours from approximately 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes. Peak-hour system headways would be 5 minutes during peak travel hours. Weekend system headways would be reduced compared to weekdays due to reduced commuter demand. It is important to note that light rail vehicles are electrically powered and significantly quieter than freight trains, which are currently the primary source of rail noise in the corridor.

The potential for operational noise impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The project includes Mitigation Measure MM-NOI-2: Soundwalls to reduce noise impacts to a less than significant level with mitigation. For the Metro ROW alignments, the project would enable local cities to establish Quiet Zones with the Federal Railroad Administration, as part of Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment. See MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells.

See MR-10: Changes to Community Character.

352-2 Metro puts the highest priority on public safety and security. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety. See MR-8: Light Rail and Freight Train Safety. The LPA would be fully grade-separated from all roadways. The freight track would remain at-grade, but the project would include new pedestrian safety infrastructure, such as gates, which would improve safety compared to existing conditions, where no pedestrian safety infrastructure exists.

352-3 See responses to Comments 352-1 and 352-2.

352-4 CEQA requires the EIR to evaluate and disclose potential environmental impacts, and where necessary, incorporate mitigation measures to reduce significant effects. The comment does not raise any concerns regarding the adequacy of the EIR or significant environmental issues, requiring further response. However, for informational purposes only, it is noted that the legal framework governing public infrastructure projects, including this one, establishes clear regulatory processes and does not impose personal liability on individual decision-makers for actions taken in their official capacities. The project would be developed in compliance with all applicable federal, state, and local regulations, including Metro's own design and safety standards, and the standards of California Public Utilities Commission and the Federal Railroad Administration.

352-5 See responses to Comment 352-1 and MR-4: Potential Negative Health Effects Related to Noise, Vibration and Air Quality.

352-6 See response to Comment 352-2.

352-7 See responses to Comments 352-1 and 352-2. All comments are shared with the Metro Board for their consideration in certifying the EIR. CEQA lawsuits challenging the adequacy of an EIR must be filed within 30 days of the filing of a Notice of Determination (NOD), or approval of the Final EIR, if an NOD is not filed, within 180 days from the date of the agency's decision to carry out or approve the project. Metro, as a public agency, follows all applicable federal, state, and local laws and regulations in the planning, approval, and implementation of transportation projects. There is no legal requirement to respond to comments within 14 days or any other specific time period. Nor is there a requirement to

respond to demands outside of the CEQA Process. Non-response does not imply agreement or acceptance of personal liability, or any other type of liability. The project is being developed in accordance with all relevant laws, and the environmental analysis has been conducted following CEQA's established framework to identify and mitigate potential environmental effects.

Submission 353 Jeanne Bellemin

353-1 The commenter's interest in providing native species shelter and resources is noted. Section 3.7, Biological Resource, of the Draft EIR, discusses implementation of mitigation measures that include general protection measures to avoid and minimize impacts on sensitive biological resources and nesting bird season restrictions, and pre-construction surveys. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

353-2 As discussed in Section 3.7-3.5, Biological Resources, of the Draft EIR, the Metro Tree Policy outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the replacement ratio is two trees for every tree removed. This policy also prioritizes planting strategies that maximize the use of native species. As further detailed in the project's 2023 Urban Design Report, published concurrently with the Draft EIR, Southern California native trees, shrubs and groundcovers would be selected for the project's landscaping based on site-specific conditions and micro-climates. Unique landscape colors, textures and forms, would be considered to highlight and response to the light rail station's location and its adjacent area.

353-3 See response to Comment 353-2.

353-4 See response to Comment 353-2.

Submission 354 Mr. & Mrs. G. Floratos

354-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 355 Anonymous

355-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 356 can be found in Section 5.3 Responses to Public Agencies

Submission 357 April Kubachka

357-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

357-2 See MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-9: Light Rail Security; See MR-10: Changes to Community Character; MR-11: Traffic Delay and Level-of-Service; and MR-19: Project Benefits.

357-3 The commenter makes the claim that the Draft EIR's impact analyses rely upon "made up or skewed data" is not supported by any specific evidence. The Draft EIR's impact analyses are based on established methodologies, technical studies prepared by qualified subject matter experts, and data from reputable sources. All assumptions, methodologies, and data sources are documented in the Draft EIR and its appendices, consistent with CEQA. The Draft EIR's impact analysis applies significance thresholds that are informed by the CEQA Guidelines and tailored to the specific context of the project. The threshold referenced in the comment is found in Section 3.1, Transportation of the Draft EIR, and evaluates whether the project design could introduce risks, such as those from sharp curves or incompatible uses, which could affect transportation safety. The Draft EIR concludes that the project would not substantially increase such hazards, based on site-specific conditions, project design features, and the incorporation of safety improvements. The LPA would further reduce potential risks by fully grade separating the light rail system, thereby eliminating at-grade light rail crossings.

Metro puts the highest priority on public safety and security. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety.

357-4 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 358 can be found in Section 5.3 Responses to Agency Comments

Submission 359 Keith Kubachka

359-1 The commenter's opposition to the Metro ROW Alignment is noted. All comments have been shared with the Metro Board for their consideration.

359-2 CEQA requires analysis of physical environmental impacts, such as air quality, noise, and aesthetics, which are evaluated in detail throughout the Draft EIR. Social conditions such as crime and revitalization outcomes are outside the scope of CEQA analysis. However, Metro is committed to ensuring the safety of its transit system. See MR-9: Light Rail Security.

359-3 As described in subsections 3.6.5 and 3.6-6 of the Draft EIR, Mitigation Measure MM-VIB-3: Pre and Post Construction Surveys would determine whether construction causes any damage and remediate it. The Draft EIR analyzes light rail train operations per Federal Railroad Administration guidelines and determines operational vibration would not cause damage to nearby structures. See MR-13: Soil Stability and Sinkholes.

359-4 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 360 Lesley Phillips

360-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. As described in Chapter 2, Project Description, of the Draft EIR, the light rail guideway would be fully enclosed with physical barriers, such as fencing, soundwalls, or a combination of both. These barriers would prevent unauthorized access to prevent both people and animals from entering the tracks. For more information regarding the project's rail safety, see MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

360-2 See MR-3: Operational Noise Project Features and Mitigation Measures. The LPA would significantly reduce noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade light rail crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells.

Submission 361 Mark Nelson

361-1 See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells.

Submission 362 Michael Kim

362-1 The commenter's support for the No Project Alternative is noted. See MR-1: Selection of Alternatives. While the commenter expresses concerns about project staffing, Metro is advancing this project with dedicated teams of experienced professionals, including engineers, planners, and safety experts, who would continue to work in coordination with regulatory agencies, contractors, and local jurisdictions to ensure safe and effective project implementation. In addition to Metro's own design and safety standards, Metro is working in coordination with the standards of California Public Utilities Commission (CPUC) and the Federal Railroad Administration (FRA) to ensure that the project follows all safety standards. See MR-8: Light Rail and Freight Train Safety.

362-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. Safety is a top priority for Metro. See MR-8: Light Rail and Freight Train Safety.

Submission 363 Randall Abram

363-1 There are several existing Metro rail lines that run adjacent to a freight line, including the existing Metro C Line (Green) in El Segundo and Redondo Beach. See MR-8: Light Rail and Freight Train Safety.

363-2 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 364 Ray Hollar

364-1 CEQA guidelines requires a Draft EIR to include in its summary "Areas of controversy known to the lead agency including issues raised by agencies and the public; and Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects."

Areas of controversy are based on issues raised during scoping, other feedback from the community, and issues not resolved by the Draft EIR. Metro records all feedback received through official channels and does its best to summarize any areas of controversy. Parking is no longer permissible as a CEQA impact criterion and is not addressed in the Draft EIR. Metro understands that parking is often a point of concern for communities. See the 2023 Transportation Detail Report, published concurrently with the Draft EIR, as well as the Draft EIR Executive Summary for a discussion of lost parking spaces.

Submission 365 Ray Hollar

365-1 Submission 65 includes the same comment from the same commenter. See response to Comment 65-1.

365-2 The transition the commenter refers to is necessary in order to avoid high-power utility lines, as explained in response to Comment 365-1, and is not proposed as a cost-savings measure.

Submission 366 Ray Hollar

366-1 The commenter requested information on the meaning of user benefits in the context of taking the train versus driving a car. Metro's technical team provided clarification by email on March 1, 2023, so that the commenter could effectively comment on the methodology behind the user benefits, explaining that Metro uses the Federal Transit Administration's (FTA) definition and method[1] for calculating user benefits, which reflects the improvements in regional mobility which is measured by the weighted in- and out-of-vehicle changes in travel-time for users of the regional transit system caused by the implementation of the proposed new project. This methodology does factor in waiting for transit as well as travel time to the project, whether by car or other means of transportation, such as walking or bus

366-2 The commenter provided their assessment of how Metro should calculate user benefits and shared their conclusions with Metro in the comment. In order to clarify the methodology used by Metro so the commenter could comment more specifically on Metro's methodology, the Metro's technical team included in the March 1, 2023 clarification email an explanation that FTA has a specific methodology for calculating user

[1] https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FY12_Evaluation_Process(2).pdf

benefits. Per the FTA, user benefits consider all components of travel such as drive time, access time, wait time, time in the vehicle, egress time, etc. The total region or systemwide changes are estimated and expresses as minutes of system user benefits. In Metro's email response, an example of a user benefits calculation was provided for further understanding.

366-3 In response to Metro's clarification email, the commenter discussed the differences between their methodology for calculating user benefits and Metro's. Metro would continue to use the definition and methodology provided by the FTA for calculating user benefits, as it is the industry standard.

366-4 In response to Metro's clarification email, the commenter requested budget, and a breakdown of components used for Metro's user benefit per project trip. User benefit is a measure of the combined savings for existing as well as new riders from all modes, not just for a trip-by-trip basis, so this value cannot be provided in the context of user benefits.

366-5 In response to Metro's clarification email, the commenter asked about Metro's confidence in its ridership modeling methodology in the context of the COVID-19 pandemic's impact on rail ridership and transit ridership recovery toward pre-pandemic values. As a global pandemic scenario is infrequent, the model does not consider future pandemic scenarios in the ridership projections. See MR-15: Metro Ridership Forecasting Methodology.

Submission 367 can be found in Section 5.4 Responses to Groups and Organizations

Submission 368 Karen Ruby

368-1 The commenter's opposition to using the Metro ROW for the project is noted. See MR-1: Selection of Alternatives. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option avoid the need for audible warning at light rail crossings, such as routine train horns and crossing bells. See MR-10: Changes to Community Character.

368-2 While the freight train passes by about twice a day, light rail systems are electrically powered and generate lower noise and vibration levels than freight, which are heavier and typically diesel-powered. The anticipated hours of operation are 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes. This would result in a reduced frequency of trains during these hours and reduced overall noise compared to peak-hour system headways of 5 minutes.

368-3 Metro puts the highest priority on public safety and security. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality, MR-8: Light Rail and Freight Train Safety, and MR-9: Light Rail Security.

368-4 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

368-5 The project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery.

368-6 See response to Comment 368-1.

368-7 Metro understands the importance of maintaining an environment conducive to professional and educational performance and focus for residents of all ages. Noise levels in areas near the alignment options have been carefully modeled, and where mitigation is necessary, measures have been proposed to reduce noise impacts to less than significant where possible.

The Hybrid Alternative, referred to in the Draft EIR as the 170th/182nd Light Rail Transit Alternative in the Draft EIR, has been selected as the LPA for the purposes of the Final EIR. The Hybrid Alternative eliminates at-grade crossings at 170th and 182nd Streets, thereby removing the need for audible light rail at-grade warnings, including light train horns and crossing bells, which significantly reduces noise impacts compared to the Proposed Project. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the operational noise and vibration impacts of the Hybrid Alternative would be comparable to those of the Trench Option and would be less than significant with mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration and Air Quality. See MR-4 for more information regarding health effects from noise and vibration.

368-8 See response to Comment 368-2.

Submission 369 Theodore Otvos

369-1 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives.

Section 3.6. Noise and Vibration, of the Draft EIR, discloses that each Metro ROW alignment option would result in potentially significant construction-related noise and vibration impacts. To address these impacts, the project would implement Mitigation Measures MM NOI-1: Noise Control Plan, MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post- Construction Surveys. While implementation of these measures would reduce the construction noise and vibration impacts to the maximum extent feasible, some noise and vibration impacts during construction would remain significant and unavoidable. These impacts would be temporary and would cease upon the completion of construction activities.

For operational noise and vibration, the project includes Mitigation Measure MM-NOI-2: Soundwalls to reduce noise impacts to a less than significant level with mitigation. For the Metro ROW alignments, the project would enable local cities to establish Quiet Zones with the Federal Railroad Administration, as part of Project Feature PF-NV-1: Quiet Zone

Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment. See MR-3: Operational Noise Project Features and Mitigation Measures; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

See MR-10: Changes to Community Character.

Submission 370 Theodore Otvos

370-1 The commenter's support for the Hawthorne Option and opposition to implementing project along the Metro ROW alignment is noted. See MR-1: Selection of Alternatives.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety.

Submission 371 Yumiko Omatsu

371-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives.

There is sufficient space for the proposed light rail and freight track within the Metro ROW. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings- Locally Preferred Alternative, for more details. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant.

The Draft EIR fully assesses potential construction and operational impacts, including noise, air quality, and vibration, for all alignment options. These analyses are set forth in Section 3.6, Noise and Vibration, and Section 3.4, Air Quality, of the Draft EIR. Mitigation Measures MM-NOI-1: Noise Control Plan and MM-NOI-2: Soundwalls would be implemented to minimize noise and vibration impacts for sensitive receptors, including residents adjacent to Metro ROW. Project Feature PF-AQ-2: Dust Control Best Practices would ensure construction complies with best available control technology to control emissions and dust during construction. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Safety is a top priority for Metro. Metro puts the highest priority on public safety and security. MR-9: Light Rail Security.

Submission 372 Adam Karp

372-1 Submission 372 includes the same comments from the same commenter. See responses to Comments 298-1 through 298-10.

Submission 373 Monique Negrete-Mitchell

373-1 While overall construction would occur over multiple years, work at any given location would be temporary, and would shift over time as construction progresses through different aspects and locations of the project.

See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

373-2 The Draft EIR has identified significant and unavoidable impacts during construction for all rail alignment options and alternatives studied along the Metro ROW and Hawthorne Boulevard related to noise and vibration. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the LPA (the 170th/182nd Grade-Separated Light Rail Transit Alternative) would have significant and unavoidable construction impacts related to noise and vibration. Under CEQA, when a project has significant and unavoidable impacts, the Lead Agency (here, Metro), may not approve the project unless it finds that the benefits of the project outweigh the significant and unavoidable impacts. See also MR-1: Selection of Alternatives, and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

373-3 The commenter's support for the Hawthorne Option is noted. As outlined in the Executive Summary of the Draft EIR, the Elevated/At-Grade Alignment would result in significant and unavoidable noise impacts during both construction and operation. In contrast, the Hawthorne Option would result in a significant and unavoidable noise impact only during construction. The LPA would also result in a significant noise impact during construction

but is expected to have a less-than-significant noise impact during operation, because the light rail system would be fully grade-separated. Additionally, while the establishment of a quiet zone (intended to reduce noise from freight rail operations), is the responsibility of the local cities, the project would provide all the necessary upgrades at freight crossings needed to support the establishment of a quiet zone, should the cities choose to pursue it.

373-4 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety for more information.

With respect to soil conditions related to clay conditions, Section 3.8-3.2, Local Geology, of the Draft EIR describes the geologic units underlying the RSA, which consist of Quaternary deposits composed (from the bottom to the surface) of the 1,400-foot-thick early Pleistocene-aged San Pedro formation, the 1,000-foot-thick late Pleistocene Lakewood formation and older sand dunes, and approximately 300 feet of Holocene-aged alluvium, which is capped by aeolian (i.e., wind-blown) deposits. As detailed in Section 3.8-3.2 of the Draft EIR, the San Pedro formation is primarily stiff clay with interbedded sand and gravel. The Lakewood formation is dense to very dense sand, clayey sand, silty sand (interbedded with very stiff to hard silty to sandy clay), and clayey silt. The Pleistocene old alluvium (map symbol Qoa) moderately consolidated, moderately dissected clay, silt, sand and gravel, and sand dune (eolian) deposits (Qoe) are primarily composed of medium-dense to very dense, well-sorted, medium- to coarse-grained sand with some silt and silty sand. Thus, the Draft EIR acknowledges the presence of clay within the RSA. Pursuant to Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and constructions recommendations to address existing soil conditions and ensure surrounding structures are not damaged. The geotechnical report recommendations would be incorporated into the project plans and specifications, which would prevent potential impacts related to soil conditions, including clay, from occurring, should such conditions be present. Regarding the potential for sinkholes, see MR-13: Soil Stability and Sinkholes.

373-5 Section 3.6, Noise and Vibration, of the Draft EIR, analyzes potential impacts related to vibration and concludes that all the Metro ROW alignments and Hawthorne alignment would result in significant and unavoidable impacts related to vibration damage during construction. The same impacts, however, would be less than significant with mitigation for the LPA, Trench Option, and Hawthorne Option. See MR-13: Soil Stability and Sinkholes for additional information.

373-6 While privacy is not considered an environmental impact under CEQA, Metro understands that this may be a concern for residents, and is committed to minimizing potential

intrusions where feasible. During construction, activities near residential properties, including work on the berm, would be temporary and limited to specific phases of construction. Construction contractors would adhere to standard codes of conduct to ensure professional behavior on construction sites. During operation, privacy impacts from the light rail vehicles themselves are expected to be minimal. Trains would be in motion and would not stop or slow near residential properties, greatly limiting opportunities for riders or operators to observe private activities. In addition, light rail vehicles are generally enclosed and would be elevated or grade-separated, further reducing the potential for visual intrusion. Metro would continue to evaluate ways to minimize disruptions in accordance with applicable legal requirements and as part of the project's ongoing planning and outreach efforts.

373-7 The estimate of 101 dump trucks per day refers to project-wide construction activities and does not reflect the volume of trucks or equipment at a single location along the alignment. Detailed information on construction scheduling would be provided to the community in advance of any construction activities, if the project is approved for implementation.

As described in the Draft EIR's construction analyses, the project includes project features and would implement mitigation measures to address construction-related disruptions and impacts, including noise, dust, and vibration. Even with implementation of construction Mitigation Measures MM-NOI-1: Noise Control Plan and MM VIB-1: Vibration Control Plan through MM-VIB-3: Pre- and Post-Construction Surveys, construction of the project would result in significant and unavoidable noise and vibration impacts. In the event the Metro Board decides to approve the project, it would be required to adopt a Statement of Overriding Consideration, finding that the project's benefits outweigh its significant and unavoidable environmental impacts.

Regarding privacy, see response to Comment 373-6.

373-8 See response to comment 373-6.

373-9 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 374 Angelica Vicente

374-1 No traction power substations located on private property would be within residential property. Section 2.3-4.4.2, Traction Power Substations, of the Draft EIR, provides a description of the location of each proposed traction power substation (TPSS). See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR, Select Advanced Conceptual Engineering Drawings and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings- Locally Preferred Alternative, for more detailed information on the location of the traction power substations.

Submission 375 Holly Osborne

375-1 Structures that would be potentially affected by construction and operational vibration in the vicinity of Breakwater Village have been correctly identified and identified impacts mitigated. Importantly, mitigation is applied to the rail tracks, which would mitigate effects for all surrounding sensitive uses and not solely at individual residences. Regardless of the specific unit count, the analysis is applied for the entire row of structures. Mitigating the effect at the source is the most effective way to reduce vibration propagation to nearby sensitive uses.

Based on the general assessment conducted for the Draft EIR, only a construction vibration impact would potentially occur at this location and operational impact contours would not extend beyond the Metro ROW. The operational analysis considers both the potential shift of freight rail tracks and the addition of light rail transit tracks to result in vibration annoyance. As described in Section 3.6, Noise and Vibration, of the Draft EIR, Section 3.6-5, the project would be required to implement vibration mitigation measures MM-VIB-3: Pre- and Post-Construction Surveys through MM-VIB-6: Ballast Mats, which would require low impact frogs, resilient rail fasteners, and/or ballast mats. Operational vibration impacts would be reduced to less than the Federal Transportation Administration (FTA) vibration annoyance impact threshold and would be less than significant with mitigation.

375-2 This townhouse was mistakenly counted as two units, based on aerial imagery. The total count of residences affected was updated to 268 in Section 4.10, Corrections and Additions, of the Final EIR. This correction does not change the conclusions of the Draft EIR, as the analysis and mitigation measures remain applicable to the revised total. See response to Comment 375-1.

375-3 The Draft EIR identified seven structures along the west side of the Metro ROW between Grant Avenue and Artesia Boulevard that would be potentially impacted by groundborne vibration damage during construction based on aerial imagery. Breakwater Village fronting the Metro ROW appears to be only one structure. As the structure has an approximately 400 foot long frontage along the Metro ROW, two analytical points were added for this one structure to ensure potential vibration was evaluated adequately at different points of the building. It is important to note that only the structures immediately adjacent to the Metro ROW were identified as affected in the analysis. Regardless of the specific unit count, the vibration analysis correctly analyzed the potential for vibration damage impacts at the identified structures. The construction vibration contours were assessed for the entire building structure, in accordance with the FTA Transit Noise and Vibration Impact Assessment Manual (FTA, 2018). The specific number of units is not required to be identified because the concern is damage to the building structure, not specific units; therefore, the conclusions of the Draft EIR are still valid.

375-4 See response to Comment 375-3.

375-5 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Section 3.6, Noise and Vibration,

of the Draft EIR, analyzed the project's potential impacts on structures, and concluded that with mitigation measures, the majority of structural damage impacts from construction vibration would be mitigated to below the threshold for the Elevated/At-Grade Alignment. However, it would not be possible to fully mitigate vibration impacts at one structure adjacent to the Grant Avenue freight bridge reconstruction, and therefore there would be a significant and unavoidable impact related to vibration damage during construction for the Elevated/At-Grade Alignment. The Trench Option and LPA would not require the Grant Avenue freight bridge to be reconstructed, and the impact would be less than significant with mitigation. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR and Chapter 4, Corrections and Additions, of the Final EIR. See MR-5: Vibration Impact Types and Impact Thresholds and MR-6: Vibration Analysis During Final Design.

375-6 See response to Comment 375-3.

Submission 376 Steve & Michelle Polcari

376-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration.

Submission 377 Blake Jung

377-1 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Potential noise and vibration impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design.

377-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

377-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

377-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

377-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

377-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

377-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

377-8 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 378 Conor Sullivan

378-1 It is unclear what is meant by "P1/18 Utilities," as used in the comment. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety. Consistent with Appendix G of the CEQA Guidelines, the analysis in Section 3.11, Utilities and Service Systems, of the Draft EIR appropriately focuses on the potential physical environmental effects that could be caused by relocation or construction of new or expanded natural gas and oil facilities. Based on this criterion, the Draft EIR concludes that none of the project options would result in significant impacts, as indicated on pages 3.11-20, 3.11-22, and 3.11-24 of the Draft EIR. This determination reflects the inclusion of project features, such as PF-US-1: Utility Identification and Coordination, which would ensure proper utility identification, coordination, and relocation measures prior to construction. For more information, refer to MR-7: Utility Relocation and Hazardous Materials Safety.

Hazards related to privately owned pipelines, including the risk of fire and explosion, are analyzed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR. As detailed on pages 3.9-35 through 3.9-40 of the Draft EIR, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment. Moreover, the project would comply with all applicable laws, including State regulations specifically designed to prevent gas explosions. (See Draft EIR, p. 3.9-3.) These laws include stringent standards for utility relocation and construction near gas pipelines, which would be adhered to throughout the project's implementation. As noted above, additions related to the risk of fire and explosion due to pipelines were added to Chapter 4, Corrections and Additions, of the Final EIR.

Regarding the commenter's suggestion to remove pipelines as part of the project, CEQA requires that the analysis evaluate the project's potential to cause new or worsened environmental impacts, rather than addressing pre-existing conditions. The Draft EIR concludes that the project would not increase the risk of hazards associated with gas pipelines to a level that constitutes a significant impact. Therefore, no additional mitigation, including pipeline removal, is required under CEQA.

378-2 See response to Comment 378-1.

378-3 The Draft EIR evaluates reasonably foreseeable risks associated with construction activities, including excavation work, and identifies project features and measures to minimize those risks. Construction would be subject to extensive safety requirements under federal, state, and local regulations, including worker safety standards, soil stability

and excavation protocols, and public safety measures. While human error can never be entirely eliminated, adherence to these strict regulatory standards, combined with Metro's construction management practices, would minimize the likelihood and severity of potential incidents. As such, the Draft EIR appropriately evaluates the project's construction-related risks consistent with CEQA requirements. See response to Comment 378-1, as well as MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety; and MR-13: Soil Stability and Sinkholes.

378-4 See response to Comment 378-1.

378-5 While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, of the Draft EIR, analyzes the project's potential to physically divide communities. The project would result in less than significant impacts. Under the LPA, Trench Option and Hawthorne Option, the light rail guideway would be fully grade-separated from all roadways. Pedestrians would cross streets at-grade and avoid any conflicts with light rail trains. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

378-6 The commenter's opposition to the project in Lawndale is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

378-7 The commenter's opposition to the project is noted. Metro is committed to equity and would continue to prepare inclusive outreach and engagement strategies as Metro advances the project. See MR-19: Project Benefits.

Submission 379 David Bailey

379-1 The commenter's support for the project, and for the Metro ROW alignment, is noted. See MR-1: Selection of Alternatives. The same transit lines would serve all alignments, with stops at either the South Bay Galleria station for the Hawthorne Option or the Redondo Beach Transit Center Station for the Metro ROW alignments.

Submission 380 Denise

380-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

380-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

380-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

380-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

380-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

380-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

380-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 381 Doug Boswell

381-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

381-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). The Hawthorne Option would generate slightly higher ridership. See MR-15: Metro Ridership Forecasting Methodology.

Submission 382 Frank Fuentes

382-1 The commenter's opposition to the Metro ROW alignments and preference for the Hawthorne Option is noted. Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA) and Metro's Grade Crossing Safety Policy. In addition, similar to the Hawthorne and Trench Options, the LPA's light rail guideway would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-9: Light Rail Security.

Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives, MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 383 Ian Stern

383-1 Metro understands the importance of minimizing noise impacts during sensitive nighttime hours, including for families with children. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. Along the Metro ROW, the LPA and Trench Option significantly reduce noise impacts compared to the Elevated/At-Grade Alignment because they eliminate the at-grade crossings at 170th and 182nd Streets. In addition, the Metro ROW alignments would enable the local jurisdictions along the Metro ROW to obtain a "quiet zone" designation, which would reduce existing freight noise overall along the corridor, by eliminating freight horn soundings, which typically produces noise levels of up to 110 dBA (a-weighted decibel). See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

383-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. In

addition, similar to the Trench and Hawthorne Options, the LPA would fully grade separate the light rail from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

383-3 See response to Comment 383-1.

Submission 384 Ignatius Lin

384-1 The commenter's support for a station within the City of Lawndale is noted. In the previous planning stages, stations were proposed in Lawndale, including as part of the 2018 Supplemental Alternatives Analysis, but at the request of Lawndale was removed from consideration.

384-2 There is sufficient space for the proposed light rail and freight track at-grade within the Metro ROW. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings-Locally Preferred Alternative, for more details regarding the alignment and design considerations in this area.

It should be noted that, as shown in Draft EIR, Table 4.2-1, *Summary of Alternatives Considered and Rejected*, Metro considered a deep-bore tunnel alignment during scoping for the Draft EIR. However, this alignment was not selected for further study due to significantly higher costs, real estate needs, and the potential for increased significant impacts.

384-3 The commenter's support for the Hawthorne Option, and secondarily for the Trench Option, and opposition to an at-grade or elevated project in Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 385 James Hill

385-1 The commenter's support for using the Metro ROW and the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

385-2 See response to Comment 385-1.

385-3 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

385-4 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 386 Janice Tanabe

386-1 Section 3.11, Utilities and Service Systems, does not evaluate impacts to emergency response times, as those are evaluated in Section 3.1, Transportation, of the Draft EIR.

Similar to the Trench and Hawthorne Options, the LPA light rail guideway would be fully grade-separated from all roadways. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. There would be no change to existing emergency vehicle delays at 182nd Street. For the Elevated/At-Grade Alignment, the addition of the light rail service to the existing at-grade crossing at 182nd Street would increase the frequency of the railroad crossing gate down time relative to existing conditions but would not permanently close emergency access. The homes and businesses on either side of the 182nd Street railroad crossing would remain accessible by alternate routes within ½ mile that are grade-separated crossings and not affected by train frequency. With respect to emergency access during construction, as discussed in Section 3.1-4.4 of the Draft EIR, construction traffic management plans under Project Feature PF-T-1: Construction Traffic Management Plan would ensure that adequate emergency access is maintained. See MR-12: Emergency Access.

386-2 See response to Comment 386-1.

Submission 387 Jeanette McGuire

387-1 Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives, MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety, and MR-13: Soil Stability and Sinkholes.

Finally, also see MR-10: Changes to Community Character and MR-20: Proximity Impacts of Relocated Freight Tracks.

387-2 The commenter's opposition to the Metro ROW alignment, and support for the Hawthorne Option, is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

387-3 Metro carefully considered the potential environmental impacts of the project in the Draft EIR. As described in Chapter 3, Environmental Impacts, of the Draft EIR, Metro analyzed potential environmental impacts to various resource areas, including air quality, noise and vibration, and transportation. Mitigation measures have been proposed to reduce or

avoid significant impacts to a less than significant level where feasible. The Metro Board will consider the conclusions of the EIR, as well as all public comments received, when deciding whether to approve the project.

Submission 388 Jennifer Chung

388-1 The commenter's support for using the Metro ROW and the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

388-2 See response to Comment 152-1.

388-3 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

388-4 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 389 Karen

389-1 The commenter's opposition to the project in Lawndale is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. See also MR-10: Changes to Community Character.

389-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. In addition, the LPA would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. The light rail under the Trench Option and Hawthorne Option would also be grade-separated. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

Submission 390 Karen Ruby

390-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

390-2 The Draft EIR was published in 2023. Analysis was conducted from 2020 through 2022 and is based on the most recent available data. The source years of data range from the 1990s through the 2020s. The Draft EIR addresses potential impacts that could occur along the entire length of the project alignment; however, the Draft EIR does not rely upon a project-specific geotechnical investigation. Rather, the Draft EIR incorporates information from previous geotechnical studies of other projects whose study areas encompassed the project alignment. The Draft EIR also incorporates information from relevant government maps and databases, including those published by the U.S. Geological Survey and California Geological Survey. Exact dates and sources are provided in Chapter 5, References, of the Draft EIR.

Furthermore, as required by Project Feature PF-GEO-1: Metro Geotechnical Design Standards, the project would be designed and constructed consistent with the applicable standards set forth by the MRDC, including completion of a project-specific geotechnical investigation by a state-licensed civil engineer and incorporation of all recommendations contained therein. See MR-13: Soil Stability and Sinkholes for additional information.

390-3 See response to Comment 390-2.

390-4 See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security. As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed by physical barriers, such as fencing, soundwalls, or a combination of both, to prevent unauthorized access. In addition, CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic.

390-5 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-10: Changes to Community Character.

390-6 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

390-7 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

390-8 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

390-9 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

390-10 The project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro would continue to explore funding opportunities for the project.

390-11 Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, the project would enable the local jurisdictions along the Metro ROW to obtain a "quiet zone" designation, which would reduce existing freight noise overall along the corridor, by eliminating freight horn soundings, which typically produces noise levels of up to 110 dBA (a-weighted decibel). See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

390-12 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

Submission 391 Kayla Mangione

391-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

391-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

391-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 392 Ken Prinzi

392-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

392-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). Since the COVID pandemic, Metro transit ridership levels have grown every year and are nearly pre-COVID levels. See MR-15: Metro Ridership Forecasting Methodology.

392-3 The commenter's concern regarding the use of public funds is noted. The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery.

Metro would continue to explore funding opportunities for the project.

Submission 394 Megan

394-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

394-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

394-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

394-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

394-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

394-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

394-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 395 Michael Sullivan

395-1 The commenter's opposition to implementing the project along the ROW alignment and support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Metro puts the highest priority on public safety and security. See MR-8 Light Rail and Freight Train Safety, MR-10: Changes to Community Character, and MR-20: Proximity Impacts of Relocated Freight Tracks for additional information.

395-2 See response to Comment 395-1.

395-3 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-10: Changes to Community Character.

395-4 See response to Comment 395-1, as well as MR-8 Light Rail and Freight Train Safety and MR-20: Proximity Impacts of Relocated Freight Tracks for additional information.

395-5 As discussed on pages 2-12 and 2-26 of the Draft EIR, freight track modifications would be necessary to implement the Metro ROW alignments. Existing freight tracks would be shifted within the Metro ROW to accommodate the light rail tracks; the distances vary depending on the location. However, the freight track modifications would not encroach into residential properties, and the project is designed to avoid displacement of residents. Additionally, the proposed freight track modifications would be completed in accordance with applicable Federal Rail Administration regulations and Metro's stringent design criteria, ensuring the new design meets modern safety requirements for both freight and light rail operations. See MR-20: Proximity Impacts of Relocated Freight Tracks. In Spring 2025, Metro conducted a survey of property boundaries, reflected in the Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. Metro would continue to coordinate with property owners as design progresses.

395-6 Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

395-7 See MR-6: Vibration Analysis During Final Design; MR-20: Proximity Impacts of Relocated Freight Tracks; MR-13: Soil Stability and Sinkholes; and response to Comment 396-6.

395-8 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

395-9 While privacy is not considered an environmental impact under CEQA, Metro understands that this may be a concern for residents, and is committed to minimizing potential intrusions where feasible. During construction, activities near residential properties, including work on the berm, would be temporary and limited to specific phases of construction. Construction contractors would adhere to standard codes of conduct to ensure professional behavior on construction sites. During operation, privacy impacts

from the light rail vehicles themselves are expected to be minimal. Trains would be in motion and would not stop or slow near residential properties, greatly limiting opportunities for riders or operators to observe private activities. In addition, light rail vehicles are generally enclosed and would be elevated or grade-separated, further reducing the potential for visual intrusion. Metro would continue to evaluate ways to minimize disruptions in accordance with applicable legal requirements and as part of the project's ongoing planning and outreach efforts.

Submission 396 Michael Sullivan

396-1 The commenter's opposition to the Metro ROW alignment is noted. While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, of the Draft EIR, analyzes the project's potential to physically divide communities. As discussed in these sections of the Draft EIR, the project would result in less than significant impacts. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-10: Changes to Community Character.

396-2 Although some residents use the Metro ROW for recreational activities, this use is not authorized or compliant with freight safety standards. As described in Chapter 2, Project Description, of the Draft EIR, the Metro ROW alignments include a multi-use recreational path between Grant Avenue and 182nd Street on the east side of the light rail tracks.

396-3 As described in Chapter 2, Project Description, of the Draft EIR, the Metro ROW alignments include a multi-use recreational path between Grant Avenue and 182nd Street on the east side of the light rail tracks. The commenter's opposition to the Metro ROW alignment is noted.

396-4 See MR-10: Changes to Community Character. The project under consideration is a proposed light rail transit line, not commuter rail. Light rail systems, such as the one proposed for the project, are distinct from commuter rail in that they involve smaller, lighter vehicles, more frequent service, and lower speeds, and therefore generally result in lower levels of noise, vibration, and other environmental impacts compared to commuter rail system. See also response to Comment 396-1.

396-5 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. Train operations occur above the ground at a safe distance from pipeline and, thus, would not directly create conditions for fires and explosions. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for additional information.

396-6 William Green Park is approximately 0.07 miles (350) feet from the Metro ROW. William Green Elementary School is 0.13 miles (686 feet) away, as noted in Table 3.15-9 of the Draft EIR.

396-7 See response to Comment 396-1. There are currently no legal crossings between 162nd Street and 170th Street.

396-8 The project would add new safety fencing or other barriers, such as soundwalls, to the Metro ROW. However, access across the railroad corridor would still be maintained at all existing crossings, and no evacuation routes would be eliminated.

396-9 In the previous planning stage (2018 Supplemental Alternatives Analysis), Metro studied proposed stations in the City of Lawndale between Inglewood Avenue and Manhattan Beach Boulevard along the Metro ROW and at Hawthorne Boulevard/166th Street. However, at the request of the City of Lawndale, Metro removed these proposed stations from further study.

Metro is adhering to all CEQA requirements. As of the publication of the Draft EIR in 2023, Metro has not purchased property adjacent to the Metro ROW. Furthermore, Metro's design and planning process complies with all applicable safety regulations. See MR-8: Light Rail Security.

396-10 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

396-11 The comment does not raise significant environmental issues, but is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 397 Michael Sullivan

397-1 The commenter's opposition to implementing the project along the Metro ROW alignment is noted. The commenter's request to "consider updating the DEIR to add HazMat 3.9-1.1 Federal Regulations to section to the assessment" is unclear, as the Draft EIR discusses the applicable federal regulations to which the project would be subject in Section 3.9-1.1, including the Hazardous Materials Transportation Act, cited in Submission 397. The foregoing regulations are also considered as part of the analysis of potential impacts related to hazards and hazardous materials, which is detailed in Section 3.9-4 of the Draft EIR.

See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for additional information.

397-2 See responses to Comments 397-3 to 397-5.

397-3 See response to Comment 397-1, as well as MR-8: Light Rail and Freight Train Safety and MR-20: Proximity Impacts of Relocated Freight Tracks.

397-4 See response to Comment 397-1.

397-5 See MR-8: Light Rail and Freight Train Safety.

397-6 Metro puts the highest priority on public safety and security. See MR-8 Light Rail and Freight Train Safety.

Submission 398 Holly Osborne

398-1 Submission 375 includes the same comments from the same commentor. See responses to Comment Letter 375.

Submission 399 can be found in Section 5.4 Responses to Groups and Organizations

Submission 400 Jeanne Bellemin

400-1 Submission 353 includes the same comments from the same commentor. See responses to Comment Letter 353.

Submission 401 Janice Tanabe

401-1 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety, and MR-13: Soil Stability and Sinkholes for additional information.

401-2 See MR-12: Emergency Access. Similar to the Trench Option and Hawthorne Option, the LPA would fully grade separate the light rail from all roadways, and would not affect emergency access. See response to Comment 401-1.

Submission 402 Eugene Balfour

402-1 Submission 89 includes the same comments from the same commentor. See responses to Comment Letter 89.

402-2 The LPA would be fully grade-separated from all roadways, thereby avoiding potential conflicts for pedestrians and emergency vehicles. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security. See MR-12: Emergency Access.

Submission 403 can be found in Section 5.4 Responses to Groups and Organizations

Submission 404 can be found in Section 5.4 Responses to Groups and Organizations

Submission 405 can be found in Section 5.4 Responses to Groups and Organizations

Submission 406 Janice Tanabe

406-1 Potential visual impacts of the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option are addressed in Section 3.3, Aesthetics, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The analysis considers changes to visual character and quality from publicly accessible vantage points, consistent with CEQA guidelines, including changes associated with the relocation of the freight tracks and the introduction of the light rail, as well as the introduction of the light rail trains within the corridor. The relocation of freight tracks would occur within the existing Metro ROW, which is already characterized by transportation infrastructure, including freight operations. The analysis in Section 3.3-4.2 determined that while the proximity of tracks to residential and retirement communities may increase slightly, the overall change in visual character would remain consistent with the existing baseline of a transportation corridor.

See MR-10: Changes to Community Character.

Submission 407 Burch

407-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 408 Lauren Faith Niro

408-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 409 Chris Ng

409-1 The commenter's preference for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. In the event the Hawthorne Option is approved for implementation by the Metro Board, Metro would work with the City of Redondo Beach to provide safe access to the South Bay Galleria. Including a pedestrian bridge at the South Bay Galleria Station would require an additional level at the station platform and vertical circulation elements at the Galleria, which would result in right-of-way acquisitions and increased cost. Transportation impacts, including those related to pedestrian safety, are analyzed in Section 3.1 of the Draft EIR.

409-2 The commenter's preference for the Trench Option as a second choice over the Elevated/At-Grade Alignment is noted. It is infeasible to put the freight train in a trench with the light rail due to cost, time, and ROW constraints. Freight has different requirements than light rail for track spacing and grades. There is insufficient space to

lower the freight tracks without causing additional significant environmental impacts, such as air quality and property impacts. Therefore, it is not feasible to put the freight tracks in a trench due to cost, time, and ROW constraints and therefore, this was not considered in the design of the Trench Option.

Submission 410 Janice Tanabe

410-1 The commenter's preference for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. Metro is committed to integrating safety into all Metro rail operations.

See MR-8: Light Rail and Freight Train Safety and MR-20: Proximity Impacts of Relocated Freight Tracks for additional information.

Submission 411 Jeanne Merchant

411-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

411-2 See response to Comment 411-1. All of the light rail alignment options under consideration utilize existing infrastructure in some form.

411-3 The potential for noise and vibration impacts for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The analysis determined that with mitigation, vibration levels from the project would not exceed the thresholds that could cause structural damage during operation, see MR-5: Vibration Impact Types and Impact Thresholds. Noise impacts are also analyzed in detail. Mitigation Measures such as MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs, and MM-NOI-4: Quiet Zone Implementation would be proposed to reduce noise levels to less than significant with mitigation wherever feasible. Although the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact, none of the other options or alternatives studied in the EIR, including the LPA, would result in significant operational noise impacts after mitigation.

Regarding visual impacts, Section 3.3, Aesthetics, evaluates potential changes to visual quality and public views. The project would be designed in accordance with Metro design criteria, which aim to integrate the project into the surrounding environment. For additional information on the issues raised in this comment and Metro's responses thereto, see MR-3: Operational Noise Project Features and Mitigation Measures; and MR-10: Changes to Community Character.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

411-4 See response to Comment 411-1.

Submission 412 Kim Wong

412-1 The commenter's preference for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. The C Line Extension, now planned to operate as the K Line, would connect to the LAX Metro Transit Station, providing service to LAX. This extension would enhance connectivity and improve access to important destinations for South Bay residents, including Redondo Beach and Torrance.

Submission 413 Angeline Souza

413-1 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise and vibration compared to larger, diesel-operated Metrolink trains and freight operators. Regarding operational vibration impacts, those impacts were assessed in accordance with the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA, 2018), which is the industry standard for evaluating noise and vibration impacts from transit projects. This guidance provides a well-established and widely accepted framework for determining the potential effects of noise and vibration on sensitive receptors, including residential properties. As concluded in Section 3.6, Noise and Vibration, of the Draft EIR, Mitigation Measures MM-VIB-2: Construction Equipment Location and MM-VIB-3: Pre- and Post-Construction Surveys would reduce vibration damage and annoyance impacts to less than significant levels for the LPA, Trench Option, and Hawthorne Option studied in the Draft EIR.

As indicated by the comment, Section 3.6. Noise and Vibration, of the Draft EIR, discloses that each alignment option would result in potentially significant construction-related noise and vibration impacts. To address these impacts, the project would implement Mitigation Measures MM NOI-1: Noise Control Plan, MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post- Construction Surveys. While implementation of these measures would reduce the construction noise and vibration impacts to the maximum extent feasible, some noise and vibration impacts during construction would remain significant and unavoidable. These impacts would be temporary and would cease upon the completion of construction activities.

413-2 Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and constructions recommendations to ensure surrounding structures are not damaged.

413-3 The noise standards used in the analysis in Section 3.6, Noise and Vibration, of the Draft EIR, are based on exterior noise levels, meaning that impacts were evaluated without

assumed closed windows or air conditioning. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 414 Angeline Souza

414-1 Submission 413 includes the same comments from the same commentor. See responses to Comment Letter 413.

Submission 415 Alan Ruiz

415-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 416 Colleen M. Villegas

416-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

416-2 See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-10: Changes to Community Character.

416-3 Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and constructions recommendations to ensure surrounding structures are not damaged. Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

416-4 See responses to Comment 416-2. It is not technically feasible to correlate project-specific noise impacts to specific health outcomes, given the complexity of factors contributing to these conditions. However, with implementation of the proposed mitigation measures, noise levels associated with construction and operation of the project would be reduced.

See response to Comment 95-19 for information regarding the cited articles, which do not address light rail transit noise. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality for information regarding health effects from noise.

Submission 417 Ints Luters

417-1 The proposed alignments along the Metro ROW, including the LPA, propose a multi-use path between 182nd Street and Grant Avenue to expand pedestrian and cycle access to the station. Vehicular drop-off would be available at the Redondo Beach Transit Center.

417-2 The commenter's support for the Metro ROW alignment and the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 418 Janice Tanabe

418-1 See MR-10: Changes to Community Character. The analysis in Section 3.6, Noise and Vibration, of the Draft EIR, follows federal guidance, specifically the Federal Transit Administration Transit (FTA) Noise and Vibration Impact Assessment Manual (2018) to assess transit impacts. This methodology evaluates whether projected noise and vibration levels would exceed FTA's impact thresholds for sensitive receptors. The analysis ensures a consistent, objective approach to determine potential noise impacts and identify when mitigation measures are required. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design.

Submission 419 Lillian Katzenmeyer

419-1 Metro understands the concerns of residents regarding noise, vibration, and proximity of the proposed Metro ROW light rail alignment to homes in neighborhoods, including Franklin Park. The potential for noise and vibration impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

419-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 420 Michael Sullivan

420-1 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for additional information. Routine maintenance has been factored into the cost assumptions for the project. See MR-21: Cost Estimates and Schedule.

420-2 Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged.

Regarding operational vibration impacts, those impacts were assessed in accordance with the Federal Transportation (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA, 2018), which is the industry standard for evaluating noise and vibration impacts from transit projects. This guidance provides a well-established and widely accepted framework for determining the potential effects of noise and vibration on sensitive receptors, including residential properties. Operational vibration annoyance impacts would be less than significant with mitigation for all Metro ROW alignments.

420-3 Section 3.8-4.7 of the Draft EIR evaluates the potential for the project to be located on expansive soil, creating a substantial direct or indirect risk to life or property. As detailed therein, Project Feature PF-GEO-1: Metro Geotechnical Design Standards would ensure that site-specific geotechnical investigations are completed to verify the potential for expansive soils and, if necessary, remediations steps to address the potential impact. See MR-13: Soil Stability and Sinkholes for additional information.

420-4 As part of the site-specific geotechnical investigations, a state-licensed civil engineer would include recommendations for addressing potential geological issues along the project alignment, including requirements for safely addressing issues related to expansive soils, if present. See MR-13: Soil Stability and Sinkholes for additional information.

420-5 Section 3.8-3.2, Local Geology, of the Draft EIR describes the geologic units underlying the RSA, which consist of Quaternary deposits composed (from the bottom to the surface) of the 1,400-foot-thick early Pleistocene-aged San Pedro formation, the 1,000-foot-thick late Pleistocene Lakewood formation and older sand dunes, and approximately 300 feet of Holocene-aged alluvium, which is capped by aeolian (i.e., wind-blown) deposits. As detailed therein, the San Pedro formation is primarily stiff clay with interbedded sand and gravel. The Lakewood formation is dense to very dense sand, clayey sand, silty sand (interbedded with very stiff to hard silty to sandy clay), and clayey silt. The Pleistocene old alluvium (map symbol Qoa) moderately consolidated, moderately dissected clay, silt, sand

and gravel, and sand dune (eolian) deposits (Qoe) are primarily composed of medium-dense to very dense, well-sorted, medium- to coarse-grained sand with some silt and silty sand. Thus, the Draft EIR acknowledges the presence of clay within the RSA. Pursuant to Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and constructions recommendations to address existing soil conditions and ensure surrounding structures are not damaged. The geotechnical report recommendations would be incorporated into the project plans and specifications, which would prevent potential impacts related to soil conditions, including clay, from occurring, should such conditions be present. See MR-13: Soil Stability and Sinkholes for additional information.

420-6 The comment is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 421 Michael Sullivan

421-1 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

421-2 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

421-3 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel-operated Metrolink trains and freight operators. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged.

421-4 See response to Comment 421-1. The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light

rail vehicles are quieter, electrically powered trains that generate less vibration compared to larger, diesel-operated Metrolink trains and freight operators.

421-5 See responses to Comment 421-4. As described in Section 3.6, Noise and Vibration, of the Draft EIR, the Federal Transportation Administration (FTA) has defined vibration thresholds for human annoyance and structural damage. As shown in Table 3.6-6, the threshold for vibration annoyance is 65 vibration decibels, for "frequent events." The thresholds for construction vibration damage are shown in Table 3.6-5, which expresses vibration in terms of peak particle velocity inches per second. The analysis evaluates construction vibration impacts based on these established thresholds. For operational vibration impacts, vibration impacts are assessed in terms of human annoyance, as building damage thresholds are much greater than annoyance thresholds and are typically limited to construction activities which generate higher peak vibration levels than freight or light rail trains.

421-6 The commenter's interpretation of the vibration data is inaccurate. Vibration levels were elevated at the El Nido Park measurement location for both northbound and southbound trains, indicating that the observed levels were not solely attributable to variations in train weight. For both loaded and unloaded trains, the highest vibration levels typically occurred with the passage of the locomotive, which is generally the heaviest part of the train.

As described on page 3.6-28 of the Draft EIR, the FTA general assessment methodology does not require vibration measurements. Vibration measurements were primarily conducted to collect samples of vibration generated by the existing freight train pass-bys and not as a requirement to prepare the analysis. As described on page 3.6-31, where higher vibration propagation was predicted compared to the predicted vibration levels, adjustments were made to calibrate the model such that it reflected higher vibration levels in the vicinity of El Nido Park.

The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

421-7 See responses to Comments 421-1 to 421-6.

Submission 422 Michael Kim

422-1 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). Since the COVID pandemic, Metro transit ridership levels have grown every year and are nearly pre-COVID levels. See MR-15: Metro Ridership Forecasting Methodology.

422-2 See MR-9: Light Rail Security. In addition, CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic.

422-3 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 423 Phyllis Shoemaker

423-1 Submission 367 includes the same comments from the same commentor. See response to Comment Letter 367.

Submission 424 can be found in Section 5.3 Responses to Public Agencies

Submission 425 Sabrina Henriquez

425-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

425-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

425-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

425-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

425-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

425-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

425-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 426 Theodore Otvos

426-1 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. The potential for noise impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character.

Submission 427 Theodore Otvos

427-1 The commenter's support for the Hawthrone Option is noted. See MR-1: Selection of Alternatives. Metro has designed the project to avoid displacement of residents. See the 2025 Real Estate Acquisition Report, published concurrently with this Final EIR, for more detailed information on proposed property acquisitions. In some areas along the Metro ROW, property owners have built out past their property lines and encroached into Metro ROW.

Submission 428 Wally Marks

428-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

428-2 See MR-21: Cost Estimates and Schedule.

Submission 429 Lillian Katzenmeyer

429-1 Submission 419 includes the same comments from the same commentor. See response to Comment Letter 419.

Submission 430 Mike Jamgochian

430-1 Appendix 3.6-C shows the potential vibration impacts prior to mitigation. Mitigation measures include MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats. The use of these mitigation measures would reduce vibration at the source either by closing the gap at crossovers, securing tracks to reduce vibration, and reducing the vibration transfer from tracks to the ground. Vibration mitigation measures and locations where they would apply are included on Pages 3.6-106 through 3.6-108 of the Draft EIR. With implementation of mitigation measures, operational vibration annoyance impacts would be reduced to below the level of significance.

430-2 As described in Section 3.6, Noise and Vibration, of the Draft EIR, and Section 4.10, Corrections and Additions, of the Final EIR, all alignment options, including the LPA, would have less than significant operational vibration impacts with mitigation. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

430-3 Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule.

430-4 CEQA requires that an EIR identify the Environmentally Superior Alternative and discuss the facts that support that selection. The EIR does not reject or dismiss the High-Frequency Bus Alternative; rather, it presents a full analysis of each alternative evaluated, including how well each alternative would meet the project's objectives. Ultimately, the decision on which alternative to approve rests with the Metro Board, who will consider both the environmental analysis and the ability of each alternative to meet the project's objectives.

430-5 The commenter's opposition to the project and support for a two-lane busway in the Metro ROW is noted. A bus line within the Metro ROW was studied in the 2009 Alternatives Analysis, and was screened out in the first phase. Implementing a busway adjacent to the active freight line had safety challenges, required a transfer at the Redondo Beach (Marine) Station, would result in localized emissions from bus vehicles, and did not provide increased ridership. A High-Frequency Bus Alternative on local arterials is discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

430-6 See response to Comment 430-5.

Submission 431 Daniil Kozhemyako

431-1 Metro puts the highest priority on public safety and security. Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the

California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. The LPA, Trench Option, and Hawthorne Option would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

431-2 To clarify, the project is not a subway project. Rather, the project would extend Metro's light rail service through a combination of at-grade, trench, and aerial alignments (depending on the alignment option), none of which involves subway tunneling. Section 3.6, Noise and Vibration, of the Draft EIR evaluates the potential for noise and vibration impacts for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

431-3 See response to Comment 431-2.

431-4 As described in Section 3.1, Transportation of the Draft EIR, Project Feature PF-T-1: Construction Traffic Management Plan requires contractors to develop a construction management traffic plan. The commenter does not specify which street they are concerned about, but Metro and its contractors would ensure that access to all properties would remain during construction.

431-5 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. Under the LPA, Trench Option, and Hawthorne Option, the light rail guideway would be fully grade-separated from all roadways, thereby avoiding potential conflicts with school-age pedestrians and cyclists. The presence of a station could also benefit access to schools for residents and parents.

431-6 See response to Comment 431-1.

Submission 432 Holly Osborne

432-1 See responses to Comments 432-2 to 432-13 for specific responses to the issues raised.

432-2 The comment is correct in identifying an error in Table 3.6-16 of the Draft EIR. Due to a copy-and-paste mistake, the "Mitigated Freight and LRT Combined" column in that table incorrectly included noise levels associated with the Trench Option. The correct values, which reflect the "Mitigated Freight and LRT Combined" column should have included the numbers from the "Mitigated Freight and LRT Combined" noise levels for the Elevated/At-Grade Alignment, and are provided in Table 5 of Appendix 3.6-B. This error has been corrected in Section 4.10, Corrections and Additions, of the Final EIR. Importantly, the impact determinations in the Draft EIR were based on the correct noise levels and are accurately reflected in the "Impact Threshold" column of Table 3.6-16. As a result, the impact conclusion presented in the Draft EIR remains valid and unchanged. This correction

does not alter the EIR's analysis or deprive the public of information necessary to make informed decisions.

432-3 The measured noise levels in the "Existing" column represent real-world noise levels, which are accurately reported to the first decimal place in Appendix 3.06-B. According to the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), Page 95, noise impacts should be assessed by tabulating "existing ambient noise exposure (rounded to the nearest decibel) at all receivers." The rounding presented in Table 3.6-16 is thus consistent with FTA's guidance and does not affect the accuracy of the data or the conclusions of the analysis. No revisions were made to this methodology in the Final EIR.

432-4 The designation of "Significant and Unavoidable" for Cluster D29 in the Draft EIR was a copy-and-paste error. This has been corrected in Section 4.10, Corrections and Additions, of the Final EIR to reflect that the mitigated noise level of 55 dB is below the threshold of 59 dB, making the impact "Less than Significant with Mitigation." The correction does not change the overall conclusions of the Draft EIR.

432-5 The designation "Significant and Unavoidable" for Cluster D32 in the Draft EIR was a copy-and-paste error. This has been corrected in Section 4.10, Corrections and Additions, of the Final EIR to reflect that the mitigated noise level of 55 dB is below the threshold of 59 dB, making the impact "Less than Significant with Mitigation." The revision does not change the overall conclusions of the Draft EIR.

432-6 The comment is correct that Cluster D35 is appropriately designated as "Less than Significant with Mitigation," similar to Cluster D32. See response to Comment 432-5 regarding Cluster D32, the corrected designation reflects that the mitigated noise level of 55 dB is below the threshold of 59 dB. Clusters D32 and D35 are both along the ROW and have similar existing noise conditions.

432-7 See response to Comment 432-2.

432-8 The only mis-copied column in Table 3.6-16 is the "Mitigated Freight and LRT Combined" column. The impact thresholds in Table 5 in Appendix 3.6-B correctly match the impact thresholds in Table 3.6-16.

432-9 See response to Comment 432-2.

432-10 The only mis-copied column in Table 3.6-16 is the "Mitigated Freight and LRT Combined" column. The column "Unmitigated Freight and LRT Combined" in Table 5 in Appendix 3.6-B correctly matches the "Unmitigated Freight and LRT Combined" in Table 3.6-16.

432-11 The measured noise levels in the "Existing" column of Table 3.6-16 represent real-world noise levels, which are accurately reported to the first decimal place. According to the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), Page 95, noise impacts should be assessed by tabulating "existing ambient noise exposure (rounded to the nearest decibel) at all receivers." The rounding presented in Table 3.6-16 is thus consistent with FTA's guidance and does not affect the accuracy of

the data or the conclusions of the analysis. No revisions were made to this methodology in the Final EIR.

432-12 See responses to Comments 432-3 and 432-11 regarding the rounding of numbers. Table 3.6-17 in the Draft EIR correctly matches Table 9 in Appendix 3.6-B.

432-13 See responses to Comments 432-2 through 432-12. The presented data in Appendix 3.6-B is correct and accurate. The error that occurred in Table 3.6-16 was an incorrect copy of Trench Option Noise Levels into the Proposed Project Table. Only the "Mitigated Freight and LRT Combined" column was affected. The impacts presented in Table 3.6-16 were accurately presented and represent the Proposed Project's (Elevated/At-Grade Alignment) operational noise impacts. These impact determinations were based on the predicted "Mitigated Freight and LRT Combined" noise levels for the Elevated/At-Grade Alignment compared to the FTA noise impact criteria. The Draft EIR refers readers to the correct information on Page 3.6-50 of the Draft EIR, which included the correct Mitigated Freight and LRT Combined noise levels in Table 5 of Appendix 3.6-B. The Draft EIR has provided accurate conclusions overall.

Submission 433 Karen Reed

433-1 The commenter's preference for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. See MR-10: Changes to Community Character.

The potential for noise impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

The potential for air quality impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.4, Air Quality, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Compliance with Project Features PF-AQ-1: Tier 4 Engine Standards and PF-AQ-2: Dust Control Best Practices would ensure that construction activities comply with South Coast Air Quality Management District and Metro standards controlling emissions and dust. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. Regional air quality would improve with implementation of the project due to a shift from passenger vehicles to light rail in the corridor.

Potential lighting impacts of the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.3, Aesthetics, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The Draft EIR provides an analysis of potential light and glare impacts informed by the Metro Design Standards, as stated on page 3.3-11. These standards ensure that project lighting and materials would be consistent with other Metro light rail projects currently in operation, which avoid significant light and glare impacts. Best practices, such as using non-reflective surfaces where feasible, would be incorporated to minimize glare.

Additionally, the project would comply with applicable lighting regulations, which would be verified during the permitting process and would include industry standards and/or technical lighting specification standards that are determined during the final design process.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

433-2 Washington Elementary School and Adams Middle School are located approximately 1,200 feet from the Metro ROW. At these distances, noise from light rail operations and construction activities would be attenuated to levels below thresholds of significance due to the dissipation of sound energy over distance and the presence of intervening structures that further buffer noise. While project-related construction noise may occasionally be audible at these locations, it would not result in a substantial change from existing conditions. Similarly, vibration generated by the project during both construction and operations would have dissipated at the distances where the schools are located. The resource study areas for both noise and vibration are described in Section 3.6-2.1, Noise and Vibration, of the Draft EIR. The maximum area of analysis considered is approximately 500 feet. The schools are well outside of this distance. Additionally, as explained in Section 3.6 in the Draft EIR, the project would implement Mitigation Measures MM-NOI-2: Soundwalls and MM-NOI-3: Low Impact Frogs to reduce noise levels, and MM-NOI-4: Quiet Zone Establishment, which would collectively reduce noise levels for affected sensitive receptors (which the foregoing schools are located beyond). It should be noted that for the ROW alignments, the Draft EIR concluded that noise impacts, including to some homes within proximity to the Metro ROW, would be significant and unavoidable, even with these mitigation measures. However, for the LPA, and the Trench Option, operational noise impacts would be reduced to less than significant with mitigation.

Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. Under the LPA, Trench Option, and Hawthorne Option, the light rail guideway would be fully grade-separated from all roadways, thereby avoiding potential conflicts with pedestrians or cyclists. The presence of a station could also benefit access to schools for residents and parents. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. As noted, the LPA light rail guideway would be fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions. In addition, as detailed by Project Feature PF-T-1: Construction

Traffic Management Plan, access would be maintained and disruptions reduced during construction.

433-3 The project would not cause changes to BNSF's freight operations. While Metro owns the ROW, BNSF has operating rights and determines operating needs and schedules. BNSF's future operations are beyond the scope of this project. As part of the project, Metro would relocate and rebuild the existing freight track. Relocated freight tracks would be replaced with newer tracks, which would provide added benefits such as efficiency and safety; however, the project does not increase the capacity of freight traffic. Contrary to the assertion of the comment, the Draft EIR discusses the frequency of freight traffic, for instance on page 4-2 of Project History.

433-4 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. However, Metro recognizes the importance of safety and security for transit users and the surrounding communities and provides the following information to clarify the existing measures in place. In June 2024, the Metro Board of Directors unanimously approved the establishment of the Metro Transit Community Public Safety Department (TCPSD). The objectives of the Metro TCPSD are increased visibility, accountability, and consistent service delivery, which would result in a safer transit system for Metro employees and customers using a specialized transit community public safety workforce who are trained specifically to address the needs of transit riders, as well as care-based strategies.

As described on Page 3.15-17 of the Draft EIR, the Los Angeles County Sherriff Department's Transit Policing Division provides contract transit policing services to the Metro public transit system. Deputies provide transit police services for both the light rail and bus transportation systems throughout 1,433 square miles, where Metro provides transit service. Los Angeles County Sherriff Department deputies conduct routine patrols of Metro facilities and transit vehicles and respond to emergency calls placed on Metro's public transit system. Police departments not contracted with Metro are also available for 9-1-1 emergency responses.

See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 434 Barb Bush

434-1 The commenter's support for the Elevated/At-Grade Alignment is noted. Metro has considered retrofitting residences with sound-proofing glass as a mitigation measure for the operational noise impacts of the Elevated/At-Grade Alignment but has determined that this measure would not be feasible or appropriate because they would not reduce the exterior noise levels upon which the Draft EIR's noise impact determinations were based. As such, even with retrofitting, the identified noise levels – and thus the impact conclusion under CEQA – would remain unchanged. In addition, modern construction practices, including standard windows and insulation materials required by the California Building Code, typically reduce interior noise levels well below thresholds of concern. As such, window retrofits would not provide a measurable or necessary benefit in this context. The LPA would eliminate this impact by fully grade separating the light rail guideway from roadways.

See MR-1: Selection of Alternatives and MR-3: Operational Noise Project Features and Mitigation Measures.

434-2 The commenter's opposition to the Hawthorne Option is noted. If the Hawthorne Option were approved for implementation by the Metro Board, the mid-block crossings would be signalized, creating safer pedestrian crossings. The Redondo Beach Transit Center Station would be located adjacent to the City of Redondo Beach's new regional transit center. This would allow for convenient transfer to other local transit lines. The Hawthorne Option would run adjacent to the freeway and would not cause any conflicts or impacts to freeway operations.

434-3 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

Submission 435 can be found in Section 5.4 Responses to Groups and Organizations

Submission 436 Jay Gould

436-1 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. None of the alignment options studied would result in the displacement of residential properties. The Metro Board has not yet made a final decision on whether or how to move forward with the project. See MR-1: Selection of Alternatives

Submission 437 Kimiko Shiozaki

437-1 Potential noise impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. Metro has considered retrofitting residences with sound-proofing glass as a mitigation measure for the operational noise impacts of the Elevated/At-Grade Alignment but has determined that this measure would not be feasible or appropriate because they would not reduce the exterior noise levels upon which the Draft EIR's noise impact determinations were based. As such, even with retrofitting, the identified noise levels – and thus the impact conclusion under CEQA – would remain unchanged. In addition, modern construction practices, including standard windows and insulation materials required by the California Building Code, typically reduce interior noise levels well below thresholds of concern. As such, window retrofits would not provide a measurable or necessary benefit in this context. The LPA would eliminate this impact by fully grade separating the light rail guideway from roadways.

In addition, the project would enable the local jurisdictions along the Metro ROW to obtain a "quiet zone" designation, which would reduce existing freight noise overall along the corridor, by eliminating freight horn soundings, which typically produces noise levels of up to 110 dBA. The operational noise impacts of the LPA would be less than significant with mitigation and further mitigation would not be required. Should the Meto Board approve the Elevated/At-Grade Alignment for implementation, it would need to

determine that the benefits of that alignment outweigh its significant environmental impacts, including the significant and unavoidable noise impact. See MR-1: Selection of Alternatives; MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

437-2 See MR-9: Light Rail Security. In addition, CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic.

437-3 The commenter's concern regarding the use of public funds is noted. Metro recognizes that this project is funded by taxpayer-approved measures, including Measures R and M, which were passed by Los Angeles County voters to expand and improve the region's transportation network. The project aims to close a longstanding gap in the Metro Rail system by connecting to the Metro A and E Lines, and to better connect South Bay communities to the broader regional transit system.

The Metro Board made the LPA selection with consideration to all public comments, each alternative's ability to meet the project objectives, as listed in Chapter 2, Project Description, of the Draft EIR, and other considerations, including costs. Based on these factors, the Hybrid Alternative was chosen as the LPA. See MR-1: Selection of Alternatives. However, selection of the LPA does not constitute project approval. All alternatives, including the No Project Alternative, remain under consideration until the Final EIR is certified and the Metro Board takes final action on the project.

Submission 438 Mark Nelson

438-1 Although some studies have linked excessive and unpredictable noise to stress-related health outcomes, the commenter does not provide evidence that the noise levels associated with this project would reach the intensity, frequency, or duration evaluated in those studies. As described in Section 3.6, Noise and Vibration, of the Draft EIR, the project would incorporate highly effective mitigation measures, including the installation of Mitigation Measure MM-NOI-2: Soundwalls, to reduce noise impacts to below the Federal Transportation Administration (FTA) thresholds of significance to the maximum extent feasible. Although the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact, the operational noise impacts of the LPA, the Trench Option and the Hawthorne Option would be less than significant with mitigation. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

438-2 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See response to Comment 438-1 and MR-10: Changes to Community Character.

438-3 See response to Comment 438-1.

438-4 While Metro acknowledges Beach Cities Health District (BCHD) aims to promote community health, Metro cannot comment on BCHD's decisions or actions, as it is an independent entity. Therefore, questions regarding BCHD's decisions and priorities would best be directed to BCHD.

438-5 The commenter's opposition to the project in the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 439 Maureen Smith

439-1 See MR-20: Proximity Impacts of Relocated Freight. The potential for operational noise impacts associated with the relocation of the freight tracks under the Elevated/At-Grade Alignment and the Trench Option is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. For the LPA, this analysis is provided in Chapter 4, Evaluation of Alternatives, of the Draft EIR. As described in those sections, with implementation of mitigation, operational impacts related to freight relocation would not be significant.

Potential operational air quality impacts associated with relocation of the freight tracks under the Elevated/At-Grade Alignment and the Trench Option are addressed in Section 3.4, Air Quality, of the Draft EIR. For the LPA, these impacts are addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. As detailed in those sections, operational air quality impacts, including impacts associated with the relocated freight operations, would be less than significant. The project would not cause direct or indirect changes in freight operations. Freight activity along the Metro ROW is expected to remain at its current level of two to four passages daily, meaning emissions from freight operations would not increase due to the project. Finally, soundwalls constructed as part of the project in certain locations would serve as physical barriers, reducing the dispersion of both air pollutants and noise beyond the Metro ROW.

439-2 While Metro does not have specific safety features for pets, as described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed with physical barriers, such as fencing or soundwalls, or a combination of both, to prevent unauthorized access. See MR-8: Light Rail and Freight Train Safety.

439-3 In the previous planning stages, stations were proposed in Lawndale, including as part of the 2018 Supplemental Alternatives Analysis, but at the request of the City Lawndale were removed from consideration.

439-4 The commenter's opposition to the project in the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 440 Monique Negrete-Mitchell

440-1 See MR-8: Light Rail and Freight Train Safety. Metro acknowledges the sensitivity of the workspace. See response to Comment 440-2.

440-2 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger diesel-operated Metrolink trains and freight operators. As described in Section 2, Project Description, of the Draft EIR, existing freight tracks would need to be shifted to accommodate light rail tracks; the distances vary depending on the location.

Section 3.6, Noise and Vibration, of the Draft EIR, identifies locations where potential operational vibration impacts related to structural damage and annoyance could occur and recommends Mitigation Measures MM-VIB-4: Low Impact Frogs through MM-VIB-6: Ballast Mats to reduce the operational annoyance impacts to less than significant with mitigation. The analysis in the Draft EIR considers both the potential shift of freight rail tracks and the addition of light rail transit (LRT) tracks. Operational vibration impacts would be reduced to less than Federal Transit Administration (FTA) impact threshold and less than significant with mitigation. Regarding potential for structural impacts during operations, see MR-5: Vibration Impact Types and Impact Thresholds. See MR-6: Vibration Analysis during Final Design.

Metro acknowledges the vibration demonstrated in the linked video created by existing freight train vibration. As described in Section 3.6, Noise and Vibration, of the Draft EIR, the analysis of operational vibration impacts followed the FTA Transit Noise and Vibration Impact Assessment Manual (FTA, 2018). The vibration levels from light rail operations would be significantly lower than those generated by freight trains, due to the lighter weight.

440-3 See MR-10: Changes to Community Character. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See response to Comments 440-4 through 440-9.

440-4 See MR-20: Proximity Impacts of Relocated Freight. As described in Section 2, Project Description, of the Draft EIR, existing freight tracks would need to be shifted to accommodate light rail tracks; the distances vary depending on the location. The Draft EIR acknowledges the potential for both construction and operational vibration impacts and evaluates those impacts using the methodology in the Federal Transit Administration's Transit Noise and Vibration Assessment Manual (2018), the industry standard for transit-related vibration analysis. For the Elevated/At-Grade Alignment and the Trench Alignment, this analysis of found in Section 3.6, Noise and Vibration, of the Draft EIR. For the LPA, this impact is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The Draft EIR found that implementation of the identified mitigation measures, including MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats, vibration impacts from light rail operations would be reduced to less than significant with mitigation. The project is not expected to result in increased freight activity along the Metro ROW; freight operations are projected to remain at their current frequency of two to four trains per day. Therefore, while the physical location of the freight track may shift slightly, the nature and extent of freight operations, and associated vibration, would not increase as a result of the project.

Regarding construction-related vibration, the Draft EIR acknowledges that certain activities, such as pile driving and heavy equipment use, could result in temporary vibration levels that cause annoyance or discomfort for nearby residents. These impacts are addressed through Mitigation Measures MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post-Construction Surveys. These measures are designed to minimize vibration during construction and ensure that any damage to nearby structures is identified and repaired. While temporary

construction-related vibration annoyance impacts could remain significant and unavoidable, such impacts would be localized and of limited duration.

As noted in Section 3.8, Geology and Soils, the project would also incorporate site-specific geotechnical investigations (Project Feature PF-GEO-1: Metro Geotechnical Design Standards) to ensure that nearby structures remain stable and safe during construction. These investigations would include design and engineering recommendations tailored to site conditions.

Finally, the comment's suggestion that the project could not be "proven safe without the option to undo" is understood, but CEQA does not require absolute certainty. Rather, it requires a good-faith effort to evaluate reasonably foreseeable impacts and identify feasible mitigation. The Draft EIR complies with the standard and includes enforceable mitigation to reduce vibration-related impacts to the extent feasible.

440-5 The project is a light rail transit line operated by Metro and would use electrically powered light rail vehicles, which generate substantially lower vibration levels than existing freight or diesel-powered trains, such as those operated by Metrolink. As such, the operational vibration from the project would be considerably lower than the levels currently experienced with freight activity along the corridor. The Draft EIR follows the FTA's industry-standard assessment methodology and includes site-specific vibration measurements to reflect real-world conditions.

To address construction impacts, Metro would implement Mitigation Measures MM-VIB-1: Vibration Control Plan, avoid placing high-vibration equipment near homes when feasible MM-VIB-2: Construction Equipment Location, and conduct both pre- and post-construction surveys MM-VIB-3: Pre- and Post-Construction Surveys to document existing conditions and repair any construction-related damage.

In addition, Metro would conduct detailed geotechnical studies before construction (Project Feature PF-GEO-1: Metro Geotechnical Design Standards) to ensure that work is safe and responsive to the area's geological conditions. Operational vibration impacts from the light rail system would be mitigated to less than significant with mitigation, and Metro would remain accountable for monitoring impacts and enforcing mitigation throughout construction.

440-6 The commenter's interpretation of the vibration data is inaccurate. Vibration levels were elevated at the El Nido Park measurement location for both northbound and southbound trains, indicating that the observed levels were not solely attributable to variations in train weight. For both loaded and unloaded trains, the highest vibration levels typically occurred with the passage of the locomotive, which is generally the heaviest part of the train. The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel-operated Metrolink trains and freight operators.

As described on page 3.6-28 of the Draft EIR, the FTA general assessment methodology does not require vibration measurements. However, Metro conducted vibration measurements at selected locations, including El Nido Park, to better understand baseline

conditions, including vibration generated by the existing freight train pass-bys. As described on page 3.6-31 of the Draft EIR, the vibration model was calibrated to reflect higher propagation levels observed in this area to ensure a conservative and accurate analysis.

440-7 See MR-8: Light Rail and Freight Train Safety, MR-13: Soil Stability and Sinkholes, and MR-20: Proximity Impacts of Relocated Freight Tracks.

440-8 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

440-9 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 441 Philip Breuer

441-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

441-2 The commenter's opposition to the Hawthorne Option is noted. Section 3.3, Aesthetics, of the Draft EIR analyzes potential aesthetic impacts of the Hawthorne Option and finds them less than significant with mitigation. Regarding traffic disruptions during construction, the project is designed to minimize disruptions to the community. As part of the project, as detailed in Project Feature PF-T-1: Construction Traffic Management Plan, a detailed Construction Traffic Management Plan would manage construction-related traffic disruptions. This plan would ensure that traffic flow is managed efficiently, access to homes and businesses is maintained, and disruptions to the community are minimized.

441-3 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). When the project opens, it would operate as part of the K Line, traveling north-south between the Expo/Crenshaw Station Line and the proposed station at Torrance. It would connect to the LAX/Metro Transit Station, providing service to LAX.

Submission 442 Robert Sanchez

442-1 The commenter's opposition to the project and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. Comments regarding costs do not raise any significant environmental issues requiring a response. See MR-1: Selection of Alternatives.

442-2 Figure 3.6-1. A-Weighted Decibel Scale and Common Noise Levels on page 3.6-2 of the Draft EIR shows noise levels from common urban sources of noise.

442-3 The comment does not raise significant environmental issues or address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

442-4 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 443 Roberto Escobar

443-1 Metro is committed to conducting meaningful outreach to ensure that all community members have the opportunity to provide input on the proposed C Line (Green) to Torrance Extension. As detailed in Appendix 1-A, NOP-Scoping Summary, of the Draft EIR and Appendix A, Public Engagement Report of the Final EIR, Metro has conducted numerous outreach efforts to gather feedback, including virtual meetings, which allowed for participation from residents who could not attend in person, as well as weekend events to accommodate varying schedules. These meetings provided important opportunities for community members to share their concerns and ask questions, and the input received has been an integral part of the planning process for this project.

The Draft EIR evaluates the potential impacts of the project, including noise, transportation, and safety concerns, and identifies mitigation measures to minimize significant impacts to less than significant where feasible. The selection of the LPA reflects a balance of community feedback, technical analysis, and cost considerations to provide a transit solution that benefits the region while addressing local concerns. The Metro Board will carefully review the Final EIR, including all public comments and responses, before making a final decision on the project's approval.

See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-7: Utility Relocation and Hazardous Materials Safety; MR-8: Light Rail and Freight Train Safety; and MR-11: Traffic Delay and Level-of-Service. The Metro Board will make a decision on the project with consideration of all public comments and feedback received from public engagement.

443-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

443-3 Metro would continue to engage with residents of Condon Avenue and all interested parties with regards to this project. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant environmental impacts of the project, including measures to minimize environmental effects within residential areas in proximity to the project. See MR-10: Changes to Community Character.

Submission 444 Sarah Straton

444-1 The project would not increase the frequency of freight trains operating in the corridor; the project is a light rail transit line with quieter, electrically powered trains. It is intended to improve regional connectivity by providing light rail service to the cities' transit centers in Redondo Beach and Torrance. See MR-10: Changes to Community Character.

The proposed use of the Metro ROW is not simply because it is available. The Metro ROW alignments evaluated in the Draft EIR were carefully selected after comprehensive analysis of multiple options, taking into consideration the project objectives and regional transit

needs. The proposed light rail would connect the Metro system to several key lines, including the Metro C, E, and K lines, which would enhance connectivity in the South Bay.

444-2 As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed by physical barriers, such as fencing, soundwalls, or a combination of both, to prevent unauthorized intrusion. Although these barriers are primarily intended to prevent humans from entering the tracks, they would also prevent or deter land animals from entering. In many areas, the existing fencing has been breached, and would be repaired under the project, which would limit unauthorized access into the Metro ROW relative to existing conditions.

See MR-8: Light Rail and Freight Train Safety.

Submission 445 Sharon

445-1 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission 446 A. Fierro

446-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

446-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 447 Yumiko Omatsu

447-1 The commenter's concerns about the frequency and duration of light rail operations near their home and their neighbors' homes are noted. The project is expected to operate similarly to other Metro lines, with anticipated service hours from approximately 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes. Peak-hour system headways would be 5 minutes during peak travel hours. Weekend system headways would be reduced compared to weekdays due to reduced commuter demand. It is important to note that light rail vehicles are electrically powered and significantly quieter than freight trains, which are currently the primary source of rail noise in the corridor. Under the LPA, and the Trench and Hawthorne Options, the light rail guideway would be fully grade-separated in this area and, with implementation of soundwalls and other noise-reducing features, would not result in significant operational noise impacts.

447-2 The concern for the Trench Open due to underground gas pipes is also noted. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

447-3 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 448 Amy LaCoe

448-1 This commenter's support for the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Section 3.1, Transportation, of the Draft EIR, addresses potential transportation impacts. As detailed by Project Feature PF-T-1: Construction Traffic Management Plan, access would be maintained and disruptions reduced during construction.

Submission 449 Jacqueline Caro

449-1 Submission 215 includes the same comments from the same commentor. See responses to Submission 215.

Submission 450 Carlos Torres

450-1 The commenter's opposition to the Metro ROW alignments and support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. The potential for noise and vibration impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character.

The project under consideration is a light rail transit line, not a commuter train. Light rail vehicles are quieter, electrically powered trains that generate less noise and vibration compared to larger, diesel-powered commuter trains.

Submission 451 Greg & Janett Paaske

451-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 452 Pat McLane

452-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 453 can be found in Section 5.4 Responses to Groups and Organizations

Submission 454 Anonymous

453-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 455 Henry Martinez

454-1 The commenter's support for a Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 456 Mark Nelson

456-1 Metro uses a standard response to email that provides additional information on the project, as not all emails received from the public are comments on the Draft EIR.

456-2 See response to Comment 438-1.

456-3 See response to Comment 438-2.

456-4 See responses to Comments 438-3 and 438-4.

456-5 See response to Comment 438-5.

Submission 457 Robert D. Stoffel

457-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 458 Nate

458-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 459 The Olsen Family

459-1 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft

EIR, for a discussion of traffic conditions. Under the LPA, the Trench Option, and the Hawthorne Option, the light rail guideway is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions. In addition, as detailed by Project Feature PF-T-1: Construction Traffic Management Plan, access would be maintained and disruptions reduced during construction.

Submission 460 Rene Arreygue

460-1 The commenter's support for the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Regarding visual impacts, Section 3.3, Aesthetics, evaluates potential changes to visual quality and public views. The project would be designed in accordance with Metro design criteria, which aim to integrate the project into the surrounding environment.

Should the Hawthorne Option be pursued, it would remove approximately 20 parking spaces between 162nd and 171st Streets. Metro would work with businesses along Hawthorne Boulevard to ensure minimal disruption during construction and post construction. Refer to the 2023 Torrance Transportation Detail Report, published concurrently with the Draft EIR, for more information on parking.

Submission 461 Holly Osborne

461-1 The noise thresholds used in Section 3.6, Noise and Vibration, of Draft EIR, are consistent with the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual (2018), which establishes industry-standard criteria for evaluating noise impacts of transit projects. The thresholds take into account existing noise conditions and are not erroneously high. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

461-2 See responses to Comments 432-1 through 432-13. Text was corrected in Section 4.10, Corrections and Additions, of the Final EIR. The correction does not change the overall conclusions of the Draft EIR.

461-3 The noise analysis in the Draft EIR follows the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), which specifies the use of 24-hour time-averaged noise levels to assess the ambient noise environment. These levels capture all sound sources, including the occasional freight train pass-by, as part of the existing baseline. The analysis also incorporates a 10-dBA (a-weighted decibel) penalty for all sound occurring during the nighttime hours (10:00 p.m. to 7:00 a.m.) to account for increased sensitivity to noise during these hours. The effect of the penalty is that in the calculation of 24-hour noise, any event that occurs during the nighttime hours, is equivalent to 10 of the same events during the daytime hours. This ensures the assessment reflects the potential for greater disturbance from nighttime noise events.

Although noise from freight trains is loud and increases the 24-hour average noise levels, its infrequent occurrence during the day means that it does not dominate or skew the overall noise profile. Excluding the freight noise from the existing ambient noise conditions would not comply with the Federal Transportation Administration (FTA)

methodology and would misrepresent the true ambient noise environment. The 24-hour noise measurements include both periods when the freight is not operating and periods when freight is operating.

Freight train noise must be included in the study because it is part of the existing noise environment. Removing freight noise from the analysis would misrepresent existing conditions and conflict with the impact methodology set forth in the FTA Transit Noise and Vibration Impact Assessment Manual.

461-4 See response to Comment 461-3.

461-5 See response to Comment 463-3.

461-6 The receivers referred to in the Draft EIR are analytical units used to predict noise levels at representative locations for each cluster of sensitive receptors. These receivers were selected based on their ability to represent noise conditions of similar surrounding properties, considering factors such as topography, distance from the project, transit speed and other conditions that affect the noise levels. The "existing" noise levels shown in the Draft EIR are modeled values, not measured at every individual property. The values for Clusters B23 through B34 reflect consistent conditions based on their similar characteristics. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

461-7 The commenter is correct in noting a discrepancy between the baseline noise levels assigned to Clusters B20 and B23. In the Draft EIR, Receptor B20 was associated with monitoring location LT-5, which measured a noise level of 70.0 dBA, L_{dn} (Day-Night Average Sound Levels), likely influenced by its proximity to the I-405 freeway and existing freight train activity. In contrast, Receptor B23 was linked to LT-10, which measured 55.1 dBA, L_{dn} (day-night average sound levels) and is more shielded from freeway noise.

In response to this and other similar comments, the Final EIR conservatively reassigns a baseline of 55.1 dBA L_{dn} to Clusters B17 through B22 and B47 through B52 to reflect a more uniform ambient condition along that portion of the Metro ROW. Even using this lower baseline, predicted noise levels from combined LRT and freight train operations would remain less than significant with mitigation. Thus, while the Draft EIR's assignment of baseline conditions has been refined, the conclusions regarding noise impacts remain unchanged.

The Elevated/At-Grade Alignment would implement Mitigation Measure MM-NOI-2: Soundwalls to block the line-of-sight between the train and receptors, reducing noise levels. See MR-3: Operational Noise Project Features and Mitigation Measures for more information.

461-8 See MR-2: Operational Noise Analysis Methodology and Impact Thresholds. As part of Federal Transportation Administration (FTA) guidance, existing measurements are permitted to be representative of similar sensitive receptors with similar existing noise conditions. This is fully disclosed on Page 3.6-17 of the Draft EIR under Section 3.6-2.2.1 Existing Noise Conditions.

461-9 See response to Comment 461-3.

461-10 See response to Comment 461-3. Although freight trains are loud, their infrequent daytime operation means they do not dominate the 24-hour average noise levels. Excluding freight noise from the existing ambient noise conditions would not comply with FTA methodology and would misrepresent the true ambient noise environment. The 24-hour noise measurements used in the analysis capture both periods when freight trains are operating and periods when they are not, providing a balanced and representative assessment of existing conditions.

461-11 See response to Comment 461-3.

Submission 462 Jan Tanabe

462-1 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety, and MR-13: Soil Stability and Sinkholes for additional information.

Submission 463 Dan & Karen Pryor

463-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 464 Tara

464-1 Submission 106 includes the same comments from the same commentor. See response to Comment Letter 106.

Submission 465 Dana Icaza

465-1 The potential for noise impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

465-2 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 466 Ryan Mendivil

466-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

466-2 See MR-18: Homelessness.

Submission 467 Helen Evans

467-1 The commenter's preference for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

467-2 See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 468 Jeffrey Katz

468-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

468-2 See MR-21: Cost Estimates and Schedule.

Submission 469 Angel La Canfora

469-1 The comment does not raise significant environmental issues or otherwise address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 470 Marcelo Calcagnotto

470-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 471 Adrian Rops

471-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

471-2 See response to Comment 471-1.

Submission 472 Robert Jung

472-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

472-2 The terminus station at the Torrance Transit Center would allow the line to continue further south, should funding and approvals become available. Any future extensions would be subject to their own environmental review and planning processes.

Potential extensions from the Torrance Transit Center to San Pedro, Long Beach and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan.

Submission 473 Judith and William A Hying

473-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 474 Richard Ree-Uk Kim

474-1 The commenter's preference for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

474-2 Hazardous Materials are addressed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR. See MR-7: Utility Relocation and Hazardous Materials Safety.

Submission 475 Gary Duncan

475-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

475-2 See MR-21: Cost Estimates and Schedule.

Submission 476 Debra Powers

476-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

476-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). Since the COVID pandemic, Metro transit ridership levels have grown every year and are nearly pre-COVID levels. See MR-15: Metro Ridership Forecasting Methodology.

Submission 477 Arif I Shaikh

477-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

477-2 See response to Comment 477-1 and MR-21: Cost Estimates and Schedule.

Submission 478 Tom Hascup

478-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

478-2 The comment does not raise significant environmental issues or otherwise address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 479 Brian D. Gee

479-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 480 David Hannum

480-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

480-2 See response to Comment 480-1, MR-9: Light Rail Security, and MR-18: Homelessness.

Submission 481 Mark Roulette

481-1 The commenter's support for the Trench Option as a primary choice and Elevated/At-Grade Alignment as a second choice is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

481-2 The comment does not address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration. Regarding health risks, see MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 482 Phil Garner

482-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

482-2 See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 483 John McLaughlin

483-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 484 Yvonne W. Zoon

484-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

484-2 Adding new stations to the project would require Metro Board direction, and they would need to be evaluated through the CEQA review process. Further analysis of the scope and schedule would be needed to develop a cost estimate. See MR-21: Cost Estimates and Schedule.

Submission 485 James Lake

485-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

485-2 Access to the trench would be restricted, and would minimize unauthorized objects or trespassers entering the right-of-way. As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed with some kind of barrier, such as fencing or a soundwall in areas where noise mitigation is proposed. Chapter 2, Project Description, of the Draft EIR also describes the trench, which would include drainage systems to adequately remove water that enters the trench to minimize the potential for water accumulation.

485-3 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

485-4 Similar to the Hawthorne Option, the light rail guideway under the LPA and Trench Option would be fully grade-separated from all roadways. See response to Comment 485-1 and MR-8: Light Rail and Freight Train Safety.

Submission 486 Edward Miyashiro

486-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

486-2 While Metro assists in identifying potential First/Last Mile (FLM) improvements during the planning and design phases, the implementation of FLM elements, such as crosswalks, bike lanes, landscaping, and pedestrian safety enhancements, falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in FLM planning.

The project would operate as part of the K Line, traveling north-south between the Expo/Crenshaw Station Line and the proposed station at Torrance. It would connect to the LAX/Metro Transit Station, providing service to LAX.

Submission 487 Alicia L. Baughfman

487-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

487-2 See Response to 487-1 and MR-9: Light Rail Security.

Submission 488 Jeff Henges

488-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

488-2 See response to 488-1 and MR-9: Light Rail Security.

Submission 489 Bryan Higgins

489-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

489-2 All the light rail options and alternatives evaluated in the Draft EIR, including the LPA, are grade-separated, except for the Elevated/At-Grade Alignment at two locations: 170th Street and 182nd Street, referred to in the Draft EIR as the "Proposed Project."

Submission 490 Jeff

490-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

490-2 See response to Comment 490-1. Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. Section 3.6, Noise and Vibration, of the Draft EIR analyzes impacts related to noise and vibration. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 491 Brandon Pennington

491-1 The commenter's support of the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

491-2 The commenter's opposition to the Hawthorne Option is noted. The Hawthorne Option would include signalized crossings to the South Bay Galleria Station, including a new signalized crossing at the south end. As discussed in Section 3.1-4.3.2 of the Draft EIR, there would be a less than significant impact for hazards related to pedestrian access. The Hybrid Alternative has been selected as the LPA.

Submission 492 Mark Michaelian

492-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

492-2 The commenter's concerns regarding the use of public funds are noted. The Metro Board made the LPA selection with consideration to all public comments and each alternative's ability to meet the project objectives, as listed in Chapter 2, Project Description, of the Draft EIR. Based on these factors, the Hybrid Alternative was chosen as the LPA. However, this selection does not constitute project approval. All alternatives, including the No Project Alternative, remain under consideration until the Final EIR is certified and the Metro Board takes final action on the project.

The project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

Submission 493 K. Lee

493-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

493-1 See response to Comment 493-1.

Submission 494 Frank Kenny

494-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

494-2 Each project option and Alternative evaluated in the Draft EIR would connect with the Metro K Line, which provides direct service to the City of Inglewood.

Submission 495 Joan Spratt

495-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

495-2 See response to Comment 495-1.

Submission 496 Allan & Stacy Holtz

496-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

496-2 See response to Comment 496-1.

Submission 497 Norman Tran

497-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

497-2 The comment is unclear.

Submission 498 Randy & Martha Shetter

498-1 The commenter's support for the Elevated/At-Grade Alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 499 Hans G. Kuck

499-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 500 Erika Lytle

500-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

500-2 The concern for the Trench Option due to underground gas pipes is also noted. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service Systems, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

Submission 501 Esther Audrey

501-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. The comment requesting that Torrance Transit passes and fare rates matching the project is also noted. All comments have been shared with the Metro Board for their consideration.

Submission 502 Donald A. Oden

502-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

502-2 Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs.

Submission 503 Fred Ruby

503-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 504 Pamela Wilkerson

504-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

504-2 The project's northern terminus would be at the Redondo Beach (Marine) Station. As part of the project, Metro would include two new rail stations, one in the City of Redondo Beach and one in the City of Torrance.

Submission 505 Terry Butler

505-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 506 Rosa Sahara

506-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

506-2 The comment does not address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 507 Linda Hornbeck

507-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 508 Joanne Sanger

508-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

508-2 See response to Comment 508-1.

Submission 509 David Zhang

509-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

509-2 Contrary to Comment 509-1, the commenter's opposition to the Hawthorne Option is noted related to traffic and cost concerns. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs.

Submission 510 Rick Grefsrud

510-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

510-2 The commenter's opposition to the Trench and Hawthorne Options based on cost, schedule, and inconvenience is noted. All comments have been shared with the Metro Board for their consideration.

Submission 511 Juan Carlos Aguila, Ph.D.

511-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

511-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-17: Response to Torrance Community Letter.

Submission 512 Hung T. Huynh

512-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

512-2 The commenter's opposition to the Trench and Hawthorne Options based on cost and constructability is noted. All comments have been shared with the Metro Board for their consideration.

Submission 513 Christopher L. Foley

513-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 514 Max Majcher

514-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 515 Steve Chan

515-1 The commenter's opposition to the project is noted. See MR-9: Light Rail Security and MR-18: Homelessness. CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic.

Submission 516 Smitcha Buranasombati

516-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

516-2 The commenter's support for the most cost-efficient method is noted. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs.

Submission 517 Linda Blumenthal

517-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 518 Merlin Bird

518-1 The commenter's opposition to the project has been noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 519 Jim Mills

519-1 The commenter's support for the Elevated/At-Grade Alignment and opposition to the Hawthorne option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

519-2 The commenter's opposition to the Hawthorne Option due to community impacts and cost is noted. All comments have been shared with the Metro Board for their consideration. See MR-17: Response to Torrance Community Letter.

Submission 520 Ken Lucas

520-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

520-2 The commenter's preference for the Hawthorne Option is noted Metro has proposed a multi-use recreational path between 159th and 170th Street and between Grant Avenue and 182nd Street to improve bicycle and pedestrian access. Metro would continue to engage with the community to identify opportunities for improving station access and connectivity. The Project Team would engage with the community on first/last mile planning to identify potential access improvements within a half-mile walk and three-mile cycle radius of the stations to strengthen linkages to the surrounding neighborhoods and key destinations. See MR-14: Property Values and Impacts to Businesses and MR-15: Metro Ridership Forecasting Methodology.

Submission 521 Kay Peterson

521-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

521-2 The commenter's preference for the Trench Option over the Hawthorne Option as the second choice to the Elevated/At-Grade Alignment is noted. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR. The South Bay Galleria station is included within the capital cost estimates.

Submission 522 Raymond Peterson

522-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

522-2 The commenter's opposition to the Hawthorne Option is noted. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

Submission 523 Terry Dunseith

523-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 524 Mark Torres

524-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

524-2 The commenter's support for the project, and opposition to the Trench Option and Hawthorne Option, is noted. All comments have been shared with the Metro Board for their consideration.

Submission 525 Sean

525-1 The commenter's support for the Elevated/At-Grade Alignment, and opposition to the Trench Option and Hawthorne Option, is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 526 William & Belinda Gonzalez

526-1 The commenter's support for the Elevated/At-Grade Alignment based on cost is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 527 Wudhidham Prachumsri

527-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

527-2 The ROW alignments would feature two new stops: one at the Redondo Beach Transit Center and the other at the Torrance Transit Center.

Submission 528 Justin Neems

528-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 529 Frances Koo

529-1 The commenter's support for the Elevated/At-Grade Alignment and the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

529-2 The Elevated/At-Grade Alignment would not reduce traffic lanes. In addition, as explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

529-3 The proposed light rail stations would comply with the Americans with Disabilities Act (ADA) and would include the necessary vertical circulation elements, such as elevators, ramps, and stairs, to ensure accessibility.

Submission 530 Anonymous

530-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-18: Homelessness.

Submission 531 John Farris

531-1 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR.

Submission 532 Ronald Chan

532-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

532-2 Chapter 4, Evaluation of Alternatives, of the Draft EIR, evaluates a High-Frequency Bus (HFB) Alternative. Although the HFB Alternative would reduce construction and operational impacts compared to the Elevated/At-Grade Alignment, it would not realize the same level benefits from vehicle miles traveled reduction, air quality improvements, greenhouse gas emission reduction, and energy savings that would result from the light rail options.

Although Metro understands that some residents use the freight corridor for recreational activities, this use is not authorized and is not compliant with freight safety standards. The Metro ROW is not a park, but rather an active freight corridor. To enhance recreational opportunities, the project would include two multi-use recreational paths and new landscaping in areas where space allows, providing safe and accessible amenities for the community. See MR-10: Changes to Community Character.

Submission 533 Yvette Reed

533-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

533-2 The commenter's support for the most cost efficient and least disruptive option is noted. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs.

Submission 534 John Farris

534-1 The commenter's perspective regarding public funding priorities is noted. The project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery.

Submission 535 Joe Miyamoto

535-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 536 Paul Powers

536-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

536-2 The commenter's preference for the Trench Option over the Elevated/At-Grade Alignment due to fewer grade crossings and less noise is noted. All comments have been shared with the Metro Board for their consideration. The LPA light rail guideway would be fully grade-separated from all roadways.

Submission 537 Bradford Eastman

537-1 The commenter's support for the Elevated/At-Grade Alignment and the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

537-2 The commenter's support for the most cost efficient and least disruptive option is noted. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs.

Submission 538 William

538-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 539 Alexa Frazier

539-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

539-2 The commenter's opposition to the project terminus in Torrance is noted. All comments have been shared with the Metro Board for their consideration.

Submission 540 Steven Schulz

540-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

540-2 Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs.

Submission 541 Liz Torres

541-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

541-2 See the Executive Summary and Chapter 2, Project Description, of the Draft EIR and the May 23, 2024, Metro Board Report, for an overview of the analysis and a description of each option. See MR-19: Project Benefits.

Submission 542 Steve Brueggeman

542-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

542-2 Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors,

including environmental impacts, benefits and costs. The LPA includes a rail station that connects to the Redondo Beach and Torrance Transit Centers.

Submission 543 Dale Gereaux

543-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

543-2 Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security.

Submission 544 Richard Mink

544-1 The commenter's support for the Elevated/At-Grade Alignment and the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

544-2 The comment does not address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 545 John

545-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

545-2 Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs.

Submission 546 Chelsea

546-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

546-2 The comment does not address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 547 Patrick

547-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

547-2 Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs.

Submission 548 Maria Hernandez

548-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

548-2 The City of Torrance prepared the mailer. It is unclear what aspects they deem not factual. All comments have been shared with the Metro Board for their consideration.

Submission 549 Ryan Fulton

549-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

549-2 The commenter's support for the cheapest and fastest option is noted.

Submission 550 Sylvanus Finney

550-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 551 Natalia Giacomelli

551-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 552 Cheryl Shenefield

553-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 553 Sheng Lee

553-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 554 Ben Takahash

554-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 555 Al Derago

555-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 556 Betty Derago

556-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 557 Chuck Driesler

557-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 558 Dennis Bosch

558-1 The commenter's support for the Elevated/At-Grade Alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 559 Amber Hernandez

559-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 560 Ronald Omatsu

560-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 561 Joni Owens

561-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 562 Juanita Leon

562-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 563 Masashi Kawamoto

563-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 564 Michael Woodard

564-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 565 Silvy F.

565-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 566 Izzy Flores

566-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 567 Gloria Ohe

567-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 568 Jim and Laura Ackermann

568-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 569 Zachary Mayo

569-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 570 Sandy Bruce

570-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 571 Eric Barricklow

571-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 572 Yoolee Suhr

572-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 573 Michael Serafin

573-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 574 Sara Kim

574-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 575 Albert Belanger

575-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

575-2 See response to Comment 575-1.

Submission 576 Andreas

576-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 577 Marc Horton

577-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 578 Frank Tippin

578-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 579 Anthony Panipinto

579-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 580 Wm. Champlin

580-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 581 Miller

581-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 582 Philip Miyasato

582-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 583 Elaine

583-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 584 Alfonso P Gonzales

584-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 585 Makito Saito

585-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 586 Eva Gonzales

586-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 587 Cynthia Hubbard

587-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 588 Baburaji Nair

588-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 589 Donna Perkins

589-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 590 Betsy Walli Sadur

590-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 591 Robert Sadur

591-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 592 Bruce Yamasaki

592-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 593 Helen

593-1 The commenter's support for the Trench Option and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 594 Jeanette Garcia

594-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 595 Erika

595-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 596 Tim Goodrich

596-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 597 Josh Hoover

597-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 598 Carl Petry

598-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 599 Keith Wicker

599-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 600 Julie Kohus

600-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 601 Soad Hakim

601-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 602 Linda Eremita

602-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 603 Phil Bahng

603-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 604 Shozo Yoshikawa

604-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 605 Hans G Kuck

605-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 606 Yared

606-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 607 John Joseph

607-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 608 Marisela Smith

608-1 The commenter's support for the Elevated/At-Grade Alignment and the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 609 Jasper R Eanes

609-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 610 Nae Shin

610-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 611 Jing H. Chang

611-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

611-2 Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits, and costs.

Submission 612 Navia Davis

612-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 613 David Holmes

613-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 614 Jennifer Wesner

614-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 615 Dan Devries

615-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 616 Michael Handley

616-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 617 B. Enis

617-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 618 Zunilda Cossio

618-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 619 James Shu

619-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 620 Lawrence Lau

620-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 621 Geoff Rizzo

621-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 622 Gienda Fukunaga

622-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 623 Phillip Porush

623-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 624 John Fowler

624-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 625 Kelly Kohagura

625-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 626 Gailene Tofiga

626-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 627 Brian Mckibbin

627-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 628 Byron Jung

628-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 629 Guillaume Rouault

629-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 630 Curt Nimori

630-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 631 Ryan Lee

631-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 632 Ella Dixon

632-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 633 Gary Inouye

633-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 634 Harper Munro

634-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 635 Ilia Munro

635-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 636 Sue Cheng

636-1 The commenter's support for the Trench Option and the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 637 Michael Daley

637-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 638 Mr. and Mrs. Senichi Sumi

638-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 639 Se Lee

639-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 640 Sunnyra Joo

640-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 641 Aldrin Hie

641-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 642 Konstantin Majarov

642-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 643 William Brown

643-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 644 Suzette Savard

644-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 645 Stella Yang

645-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 646 Han Jo Park

646-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 647 Evan Loshin

647-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 648 Janice Lee

648-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 649 Jennifer Dahm

649-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 650 Alicia Spitzer

650-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 651 John Lucas

651-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 652 Gregory S. Laurinat

652-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 653 Philip and Madonna Kielty

653-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

653-2 The commenter's preference for no light rail in their neighborhood is noted. See MR-9: Light Rail Security and MR-18: Homelessness. CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic.

Submission 654 Vince Long

654-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 655 Linda Zeik

655-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 656 Mary Driggs

656-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 657 Briza Covarrubias

657-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 658 Mike Dabas

658-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 659 William & Mary Stahura

659-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 660 MaryKay Rodriguez

660-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 661 Sherri Jenkins

661-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 662 Edward Fries

662-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 663 Carl D. Paquette

663-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

5.5 RESPONSES TO INDIVIDUAL COMMENTS (SUBMISSION #664 - #1326)

Submission 664 Stanley Hiroshi Wada

664-1 Submission 352 includes the same comments from the same commenter. See responses to Comment Letter 352.

664-2 See response to Comment 664-1.

664-3 See response to Comment 664-1.

664-4 See response to Comment 664-1.

664-5 See response to Comment 664-1.

664-6 See response to Comment 664-1.

664-7 See response to Comment 664-1.

Submission 665 Richard Maeda

665-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives; MR-9: Light Rail Security; and MR-18: Homelessness.

Submission 666 Susana Quintanar

666-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

666-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

666-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

666-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

666-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

666-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

666-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 667 Carmen Reyes

667-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

667-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

667-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

667-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

667-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

667-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

667-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 668 Melissa Hope

668-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

668-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

668-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

668-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

668-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

668-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

668-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 669 Danny Hom

669-1 Metro is committed to ensuring that bus access is optimized, regardless of the final station locations. Metro would continue to engage with local transit providers to optimize bus access.

669-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the Americans with Disabilities Act (ADA). The project would provide safe and ADA-compliant access for passengers with disabilities.

Submission 670 Eric Haaland

670-1 While Metro acknowledges the advancements in automated vehicle technology, light rail was selected as the preferred mode due to its ability to provide the most benefits and its compatibility with the current Metro system. Additionally, while automated vehicle systems show promise, implementing this technology on a large scale would present significant challenges in terms of costs, feasibility, and staying within the project time frame. See MR-1: Selection of Alternatives.

Submission 671 Anna Mavromati Duncan

671-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

671-2 Section 3.6, Noise and Vibration, of the Draft EIR, thoroughly evaluates the potential impacts of the project, including noise and vibration, and identifies mitigation measures to

minimize significant effects wherever feasible. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade-separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the operational noise and vibration impacts of the LPA would be comparable to those of the Trench Option and would be less than significant with mitigation. See MR-1: Selection of Alternatives; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character.

671-3 Section 3.7, Biological Resources, of the Draft EIR, analyzes the removal and replacement of trees along the Metro ROW on sensitive biological resources and determines impacts would be less than significant with mitigation. Although some trees would be removed under the Metro ROW alignment options, the Metro Tree Policy outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the replacement ratio defined was two trees for every tree removed. This policy also prioritizes planting strategies that maximize the use of native species. See MR-10: Changes to Community Character. Section 4.11, Corrections and Additions, of the Final EIR has included the Metro Tree Policy as a project feature for the protection of biological resources.

671-4 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

671-5 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

Submission 672 Amy LaCoe

672-1 The commenter's support for the Metro ROW alignment and opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 673 Rosalia Merino

673-1 Construction and operational noise is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. Mitigation Measure MM-NOI-1: (Noise Control Plan) would be implemented to control noise during construction, including noise reducing measures and monitoring to ensure compliance with the Federal Transit Administration (FTA) construction noise impact criteria to the maximum extent feasible. Similarly, operational noise mitigation measures would be included to reduce noise during operations. See MR-3: Operational Noise Project Features and Mitigation Measures.

Regarding roadway access, as specified in Project Feature PF-T-1: Construction Traffic Management Plan, described in Section 3.1, Transportation, of the Draft EIR, Metro would ensure that vehicle and pedestrian access is available for all properties in proximity to the alignment. This includes worksite traffic control plans and development of alternative access routes for vehicular traffic, pedestrians, and bicyclists.

673-2 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-10: Changes to Community Character.

673-3 The commenter's opposition to siting the project in a residential area has been noted for the record. See MR-1: Selection of Alternatives for more information on the Metro Board's selection of the Hybrid Alternative as the LPA.

Submission 674 David Mach, City of Torrance

674-1 The commenter's (Bernas) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-2 See response to Comment 674-1.

674-3 The commenter's (Dianne and Jerry Baltz) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-4 The commenter's (Jo Anne Naka) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-5 The commenter's (Sharon I.) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-6 The commenter's (Sharon I.) support for the Elevated/At-Grade Alignment and opposition to the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Visual effects of the project are addressed in Section 3.3, Aesthetics, of the Draft EIR. See MR-17: Response to Torrance Community Letter and MR-21: Cost Estimates and Schedule.

674-7 The commenter's (Susan Hale) opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-8 The commenter's (Francesco Aiello) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-9 The commenter's (T. Elder) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-10 The commenter's (Helen Itabashi) support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-11 See MR-9: Light Rail Security and MR-11: Traffic Delay and Level-of-Service.

674-12 The commenter's (Tim Calkins) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-13 The commenter's (Tim Calkins) support for the Elevated/At-Grade Alignment and opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-14 The commenter's (Oliver King) support for the Elevated/At-Grade Alignment and Hawthorne Option and opposition to the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-15 The commenter's (Janet Sieffent) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-16 The commenter's (Federick A. Mohit) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-17 The commenter's (Timothy McAtee) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. A minimum of 40% of all project work hours would be local hire workers as per Metro's Local Hire Initiative.

674-18 The commenter's (Anonymous) opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

674-19 The commenter's (Jenny Sakamoto) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 675 can be found in Section 5.3 Responses to Public Agencies

Submission 676 Khela Guirguis

676-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 677 Anissa Blanco

677-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 678 Rari Matic

678-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 679 Jose Vera

679-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 680 Bianco Blanco

680-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 681 Angie Aragon

681-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 682 Akende Foluso

682-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

682-2 See response to Comment 682-1.

Submission 683 Jordi Nus Garrell

683-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

683-2 See response to Comment 683-1.

Submission 684 Silvestre Hidalgo

684-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 685 Silvestre Hidalgo

685-1 Submission 684 includes the same comments from the same commenter. See response to Comment Letter 684.

Submission 686 Anonymous

686-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 687 R.W. Way

687-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 688 Michael Valdez

688-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

688-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

688-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

688-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

688-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

688-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

688-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 689 Victor Akende

689-1 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

689-2 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

689-3 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

689-4 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

689-5 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

689-6 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

689-7 See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 690 M. Tuckett

690-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

690-2 Pricing is standardized within the Metro Rail system. Currently one ride is $1.75 and capped at $5 a day when using the Metro TAP card. Any ride paid for by using the TAP card after spending $5 in a day on Metro fare is free. Seniors 62+, Medicare, and customers with disabilities can apply for a Reduced Fare TAP Card. With this TAP card, a reduced fare for one ride is $0.75 and is capped at $2.50 a day or $5 within seven days. More information is available at https://www.metro.net/riding/fares/seniors/.

Submission 691 Barbara J. Halligan

691-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

691-2 Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. See MR-21: Cost Estimates and Schedule.

Submission 692 Fred G. Richards

692-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 693 J.C & M.M. Kelly

693-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

693-2 See response to Comment 693-1. Construction impacts for the project are discussed in Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR.

Submission 694 Jose A. Algire

694-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

694-2 The comment is noted for the record. All comments have been shared with the Metro Board for their consideration. All alignments studied in the Draft EIR would have similar levels of access and maintenance requirements.

Submission 695 Michael Kim

695-1 See MR-8: Light Rail and Freight Train Safety.

Metro retains qualified civil and structural engineering professionals (both in-house and contracted consultants) who have extensive experience designing and implementing complex rail infrastructure projects. Metro also coordinates closely with BNSF Railway, which operates freight service on the line, to ensure that any design and construction involving freight infrastructure meets or exceeds applicable safety criteria. Any freight track segments affected by the project would be reconstructed in compliance with applicable safety standards, including the Metro Rail Design Criteria (MRDC), California Public Utilities Commission (CPUC), and the Federal Railroad Administration (FRA) standards. It is expected that these reconstructions could be accommodated within the existing Metro ROW, with the exact configuration, including any needed design variances, to be determined as design advances with safety as the key priority. The project would not increase the frequency of freight operations on the Metro ROW. Metro also coordinates closely with BNSF Railway to ensure that any design and construction involving freight infrastructure meets or exceeds applicable safety criteria. See MR-8: Light Rail and Freight Train Safety.

695-2 See response to Comment 695-1.

Contrary to the suggestion in the comment, the project is a light rail transit system, and not a commuter rail system like Metrolink. Unlike commuter rail systems, light rail vehicles are smaller, lighter, and operate at lower speeds, with more frequent stops. These operational characteristics inherently reduce risks and potential impacts compared to heavier rail systems. As discussed in more detail in MR-8: Light Rail and Freight Train Safety, the project is and would continue to be designed to coexist safely alongside the freight line within the Metro ROW, with both systems operating independently.

695-3 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

695-4 The project involves the construction and operation of light rail trains, not freight trains. The Draft EIR does not assume any changes in freight volumes as it would be speculative. The frequency of freight operations on the Metro ROW is determined by BNSF, subject to existing agreements and applicable regulatory constraints. Metro does not control the freight train schedule or operations but coordinates with BNSF to ensure continued safe and efficient use of the Metro ROW. The Draft EIR's analysis of freight train operations is based on existing operating patterns, developed in consultation with BNSF and based on observed conditions. While BNSF has the right to operate within the Metro ROW, any substantial increase in freight traffic would require major infrastructure modifications, scheduling adjustments, and regulatory approvals (e.g., from the Federal Railroad Administration (FRA) and the California Public Utilities Code (CPUC)) that are not reasonably foreseeable at this

time. The project would replace freight tracks as needed, in kind, with newer tracks, but it would not increase track capacity. The demand for freight movement along this corridor has remained stable for years, and no changes to freight operation are anticipated.

695-5 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). Since the COVID pandemic, Metro transit ridership levels have grown every year and are nearly at pre-COVID levels. See MR-15: Metro Ridership Forecasting Methodology.

695-6 CEQA does not require the evaluation of the impacts of the environment on the project. Safety concerns related to crime are not considered environmental issues under CEQA, and therefore the Draft EIR does not make any conclusions regarding this topic. Metro takes the safety and well-being of nearby communities very seriously. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security; and MR-18: Homelessness. Regarding project funding and destinations, the C Line Extension is identified as a priority in Metro's Long Range Transportation Plan and is funded in part by voter-approved Measures R and M, which earmark funds for specific corridors. While other destinations, such as SoFi Stadium, are served or are planned to be served by other transit projects, the purpose of this project is to improve connectivity in the South Bay and provide expanded access to regional transit. See MR-1: Selection of Alternatives.

695-7 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

695-8 See MR-8: Light Rail and Freight Train Safety.

695-9 The commenter's support for the Hawthorne Option or the High-Frequency Bus Alternative is noted. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the High-Frequency Bus Alternative would not be within dedicated bus lanes but would be a local express service. See MR-1: Selection of Alternatives.

695-10 See response to Comment 695-6.

695-11 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 695-9.

695-12 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials and MR-8: Light Rail and Freight Train Safety.

Explosions and fires typically result from significant pipeline damage, such as a rupture or puncture, combined with an ignition source. Train operations, which occur above the

ground and at a safe distance from pipelines, do not directly create conditions for fires and explosions.

695-13 See MR-8: Light Rail and Freight Train Safety.

Submission 696 - David Mach, City of Torrance [multiple people]

696-1 The commenter's (Marian Kravitz) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-2 The commenter's (Scott Wood) opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-9: Light Rail Security

696-3 The commenter's (Anonymous) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-4 See MR-21: Cost Estimates and Schedule.

696-5 The commenter's (Shawn Denny) opposition to the project and its cost is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

696-6 The commenter's (Steve Oshiro) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-7 The commenter's (W. Hamada) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-8 The commenter's (Marc R. Chavez) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-9 The commenter's (Jah Ja) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-10 The commenter's (Robin R. Fields) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-11 The commenter's (Paul Matsumoto) support for the Elevated/At-Grade Alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-12 The commenter's (David Sakai) support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-13 The commenter's (Anonymous) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1:

Selection of Alternatives. Regarding South Bay Green Marijuana dispensary, Metro does not have authority over South Bay Greens Marijuana Dispensary.

696-14 The commenter's (Nicki Noble) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-15 The commenter's (Craig Kazin) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-16 The commenter's (Janet Dirks) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-17 The commenter's (L.D. Rowe) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-18 The commenter's (Stan Ponegalek) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-19 The commenter's (David Sakai) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-20 The commenter's (Frieda Wang) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

696-21 The commenter's (Allen Triebull) support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

Submission 697 Janette Kurth

697-1 As described in Sections 3.1-4.3 and 4.5-3.1.2 of the Draft EIR, none of the light rail alignment options or alternatives would result in significant impacts related to bicycle and pedestrian access. It should be noted that the LPA, Trench Option, and Hawthorne Option would fully grade separate light rail from all roadways, eliminating the need for light rail crossings. The freight track would remain at-grade, but the project would include new pedestrian safety infrastructure to improve safety compared to existing conditions where no pedestrian safety infrastructure often exists. See MR-1: Selection of Alternatives and MR-8: Light Rail and Freight Train Safety.

697-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 697-1.

Submission 698 Colleen M. Villegas

698-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. As part of the Draft EIR preparation, Metro conducted numerous field

surveys and site visits throughout the project corridor, including residential areas in Lawndale and Redondo Beach, to document existing conditions and inform the environmental analysis. See MR-1: Selection of Alternatives.

Submission 699 Suzan Hubert

699-1 Metro's Tree Policy prioritizes the use of native plants. As discussed in Section 3.7-3.5, Biological Resources, of the Draft EIR, the Metro Tree Policy outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the replacement ratio is two trees for every tree removed. This policy also prioritizes planting strategies that maximize the use of native species. As described on page 3.3-2 of the Draft EIR, Metro's Tree Policy prioritizes the use of native plants. As further detailed in the project's 2023 Urban Design Report, published concurrently with the Draft EIR, Southern California native trees, shrubs and groundcovers would be selected for the project's landscaping based on site-specific conditions and micro-climates. Unique landscape colors, textures, and forms would be considered to highlight and response to the light rail station's location and its adjacent area.

Submission 700 Tri Vo

700-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 701 Tania Rodas

701-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

701-2 The commenter's opposition to siting the project within a residential area is noted. The Draft EIR evaluates potential environmental effects on the residential areas adjacent to the Metro ROW. The project would maintain all existing designated rail crossings across the Metro ROW, including at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Notably, the LPA and Trench Option both fully grade separate light rail from streets to avoid any conflicts with pedestrians, cyclists, and vehicles. As described in Section 3.2, Land Use, of the Draft EIR, the project would not physically divide any established communities. Construction would proceed in phases and, pursuant to project feature PF-T-1 (Construction Traffic Management Plan), Metro would coordinate closely with local jurisdictions to ensure access and safety are maintained during construction. For the alignments along the Metro ROW, the light rail would be fully enclosed by fencing, soundwalls, or a combination of both, to restrict unauthorized access to the tracks and enhance safety for nearby residents. See MR-10: Changes to Community Character for more information regarding potential changes to neighborhoods.

Submission 702 Crystal McInerney

702-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 703 Glen Schnekenburger

703-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 704 Colin McGee

704-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

704-2 While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use and Section 3.3, Aesthetics of the Draft EIR analyze the project's potential to physically divide communities and to affect visual quality and character. As discussed in these sections of the Draft EIR, the project would result in less than significant impacts. Noise and vibration are discussed in Section 3.6, Noise and Vibration, of the Draft EIR. Mitigation measures would be included to reduce operational noise and vibration. Although the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact, the operational noise impacts of the remaining light rail options and the LPA would be less than significant with mitigation See MR-2: Operational Noise Analysis Methodology; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-10: Changes to Community Character.

Submission 705 Nancy Leonardo

705-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 706 Andy Merida

706-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 707 Luz Barrera

707-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 708 Kathy Leon

708-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

708-2 The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells and avoids conflicts with pedestrians, cyclists, and vehicles. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the operational noise impacts of the LPA would be comparable to those of the Trench Option and would be less than significant with mitigation. See MR-1: Selection of Alternatives; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character. Section 3.7, Biological Resources, of the Draft EIR evaluates impacts to biological resources, including wildlife. Metro does not have specific safety features for pets. As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed by physical barriers, such as fencing, soundwalls, or a combination of both, to prevent unauthorized access. Although these barriers are primarily intended to restrict human intrusion, they would also serve to deter or prevent land animals from entering the guideway. In many areas, the existing fencing has been breached, and would be repaired under the project, which would limit unauthorized access into the Metro ROW to ensure safety near operating rail.

Submission 709 Talin Gil

709-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

709-2 The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the operational noise impacts of the LPA would be comparable to those of the Trench Option and would be less than significant with mitigation. See MR-1: Selection of Alternatives; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character.

Submission 710 Mario Alvarez

710-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 711 Mark Nelson

711-1 Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR, analyzes impacts from the project. See the Executive Summary in the Draft EIR for a summary of the potential impacts on pages ES-1 through ES-50. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 712 Ruby

712-1 The commenter's concern for environmental impacts along the Metro ROW is noted. See MR-1: Selection of Alternatives for more information on how the Metro Board selected the Hybrid Alternative as the LPA.

The Draft EIR evaluates several physical environmental topics related to the concerns implicated in this comment, including pedestrian safety (Section 3.1, Transportation), land use compatibility (Section 3.2, Land Use), visual quality (Section 3.3, Aesthetics), noise and vibration (Section 3.6, Noise and Vibration), and wildlife (Section 3.7, Biological Resources). These sections assess how the project may affect surrounding neighborhoods. Although the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact, none of the other alignments studied – including the LPA – would result in significant and unavoidable operational impacts. Temporary construction-related impacts would be reduced to the maximum extent feasible through implementation of mitigation measures.

See MR-10: Changes to Community Character, for additional information on these topics.

712-2 See response to Comment 712-1

712-3 See MR-8: Light Rail and Freight Train Safety.

712-4 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 712-1.

Submission 713 Samuel Wise

713-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 714 Dana Thayer

714-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

714-2 Of all light rail options and alternatives considered, only the Hawthorne Option would remove on-street parking (approximately 20 spaces on Hawthorne Boulevard based on conceptual design).

Submission 715 Prakash Belur

715-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 716 Sang Wol Han

716-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

716-2 This comment is noted. All comments have been shared with the Metro Board for their consideration. See response to comment 716-1.

Submission 717 Isabel Guiterrez

717-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 718 Donna Minson

718-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 719 Stanley R. Kelley

719-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 720 Jack Lyons

720-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 721 Linda Crickmore

721-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

721-2 See MR-18: Homelessness.

Submission 722 Rahul Simlote

722-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 723 Jill Reed

723-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 724 Rose Stein

724-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 725 Wendy Carrillo

725-2 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 726 Peter and Patricia Martini

726-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

726-2 The commenter's opposition to the Trench and Hawthorne Options is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 726-1.

Submission 727 Beth Sandoval

727-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 728 Sharon Wu

728-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 729 Seema Turner

729-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 730 Adam Garrison

730-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

730-2 The elevated Hawthorne Option would make some modifications to intersections and traffic flow but would not substantially alter traffic capacity or flow. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for discussion on traffic conditions.

Submission 731 Fred Peitzman

731-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

731-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to comment 731-1.

Submission 732 Alexandros Martinez

732-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 733 Patricia Spiegel-Giglio

733-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 734 Wilson Ly

734-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 735 Joshua Gomez

735-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 736 Joseph Tevita Rocha

736-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

736-2 This commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 736-1.

Submission 737 James Fearn

737-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 738 Jenifer Frial

738-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 739 Shauna Law

739-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 740 Jeanne Fisher

740-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 741 Jacques Monier

741-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 742 Paula Gates

742-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 743 Michael Wegnes

743-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 744 Bill Reynolds

744-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 745 N. Maas

745-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 746 Frank L. Newman Jr.

746-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

746-2 Metro is designing the terminus station at the Torrance Transit Center to allow the line to continue further south, should funding become available in the future. Potential extensions from the Torrance Transit Center to San Pedro, Long Beach, and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan. Metro may consider these projects in the future, if additional funding becomes available.

Submission 747 Nancy Dykstra-Curtin

747-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 748 Robert Hanmer

748-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 749 Michele Kidman

749-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 750 J. Gardinale

750-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 751 David Lin

751-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 752 Mark Navarra

752-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

752-2 The commenter's opposition to the Hawthorne Option is noted. See response to Comment 752-1.

Submission 753 Annette Weisse

753-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

753-2 This comment is noted. All comments have been shared with the Metro Board for their consideration. The LPA would directly connect to the Redondo Beach and Torrance transit centers.

Submission 754 Tommy Louviere Jr.

754-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. You can find more about Metro's training programs and career opportunities at www.metro.net/about/careers/students/.

Submission 755 Jacqueline Cysneros

755-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 756 Anson Tran

756-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

756-2 See response to comment 756-1. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA fully grade separates light rail from all roadways and would not increase vehicle delay compared to existing conditions.

Submission 757 Peter Nguyen

757-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

757-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 757-1.

Submission 758 Zac Lee

758-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 759 Phat M.

759-1 The commenter's support for the Elevated/At-Grade Alignment noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives

759-2 The commenter's opposition to the Hawthorne Option is noted. See response to Comment 759-1. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions.

Submission 760 Anne Swanson

760-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

760-2 The commenter's opposition to the Hawthorne Option is noted. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA fully grade separates light rail from all roadways and would not increase vehicle delay compared to existing conditions.

Submission 761 Eddie Harris Jr.

761-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 762 Andrei Yermakov

762-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 763 Lilia Yermakov

763-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 764 Norberto Estrada

764-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 765 Martha Shetter

765-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

765-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 765-1.

Submission 766 Nao Pabalan

766-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 767 Alan Pabalan

767-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 768 Randy Shetter

768-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

768-2 As described in Section 3.6, Noise and Vibration, of the Draft EIR, the project would result in significant and unavoidable noise impacts during construction for all alignment options. Mitigation Measure MM-NOI-1: Noise Control Plan would require contractors to prepare and implement a Noise Control Plan, which includes the use of quieter equipment, temporary noise barriers, and restrictions on construction hours to reduce noise exposure to below the Federal Transit Administration's (FTA) construction noise criteria to the maximum extent feasible. Construction activities would also be phased and would not occur continuously in any one location for the full construction period.

With respect to long-term operational noise, the Draft EIR finds that only the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact. Operational noise impacts of the Trench Option, Hawthorne Option, and the LPA would be less than significant with mitigation.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. MR-14: Property Values and Impacts to Businesses. Also see MR-10: Changes to Community Character.

768-3 See response to Comment 768-2. Although construction related noise and vibration impacts of each alignment option studied in the Draft EIR would be significant and unavoidable, the operational noise and vibration impacts of the Hawthorne Option would be less than significant with mitigation. Soundwalls would be installed in areas where noise levels are predicted to exceed FTA noise impact criteria for residences, as required by Mitigation Measure MM-NOI-2: Soundwalls. These soundwalls would block the line-of-sight between the light rail train and sensitive receptors, reducing noise impacts. See MR-3: Operational Noise Project Features and Mitigation Measures. See Section 3.6-6, Project Impacts Remaining After Mitigation, of the Draft EIR, for further detail about these impact conclusions.

768-4 The commenter's support for the Metro ROW alignment and opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. The City of Redondo Beach's transit center opened in January 2023.

768-5 As described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1 requires contractors to develop a Construction Traffic Management Plan (CTMP), which would include coordination with local businesses and residents as well as relevant jurisdictions to manage access and the effects of temporary closures and identify reasonable accommodations or alternatives, which could include limiting construction hours, providing alternate routes or temporary easements, or other strategies. As discussed, beginning on

Page 3.1-50, construction of the Hawthorne Option would be staged to minimize traffic disruption. See MR-11: Traffic Delay and Level of Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR.

The Hawthorne Option would require permanent property acquisitions, as shown in the 2023 Real Estate Acquisitions Report, published concurrently with the Draft EIR. These permanent property acquisitions are primarily located where the alignment transitions in a few areas: from the Metro ROW to alongside the I-405, from the I-405 to Hawthorne Boulevard and back to the Metro ROW near 190th Street.

768-6 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security.

768-7 This commenter's opposition to the Hawthorne Option is noted. The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency (CALSTA) Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery.

Submission 769 Jason Nishiyama

769-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 770 David Cobb

770-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

770-2 This comment is noted. All comments have been shared with the Metro Board for their consideration. See response to comment 770-1.

Submission 771 Devin Valdez

771-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

771-2 See response to comment 771-1. The Elevated/At-Grade Alignment is the only option in the Metro ROW that would include at-grade light rail crossings. The LPA and the Trench Option would fully grade separate light rail from traffic.

Submission 772 Jordyn Kieft

772-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. The LPA, Trench Option, and Hawthorne Option light rail guideways are all fully grade-separated from the roadway network, and trains would not conflict with intersections. See MR-1: Selection of Alternatives.

Submission 773 Jacqueline Ecklund

773-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 774 Tiffany Lopez

774-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 775 Lita Garcia

775-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 776 Melanie Drieke

776-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 777 Christopher Drieke

777-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. Per the commenter's note about their preference to save taxpayer dollars, the project has secured funding from Measure R (2008), Measure M (2016), a Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency (CALSTA) Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery.

Submission 778 Rosa Fontana

778-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 779 Victoria Parrish

779-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 780 Abdulvahob Nabiev

780-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 781 MD Smith

781-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

781-2 The commenter's opinion regarding cost efficiency is noted. Cost efficiency is one of the objectives on which the Metro Board made its LPA selection. Metro strives to complete projects on time and within estimated budgets.

Submission 782 Hunter White

782-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 783 Mary Napoleone

783-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 784 Kristina Scruggs

784-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 785 James Ecklund

785-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 786 John Flanagan

786-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 787 Stefan Ecklund

787-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 788 Stephanie Ishioka

788-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

788-2 See response to Comment 788-1. Under CEQA, economic effects, such as financial effects on businesses, are not considered environmental effects. Metro has created a Business Interruption Fund for major rail projects under construction in Los Angeles County to support the business community.

Submission 789 Carl Paquette

789-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 790 Sandra Jo Williamson

790-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

790-2 The commenter's opposition to the project and secondary support for the Metro ROW alignment are noted. All comments have been shared with the Metro Board for their consideration.

Submission 791 Dennis Piotrowski

791-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

791-2 The commenter's support for the Metro ROW alignment and opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 792 Elisabeth Bailly

792-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

792-2 The commenter's support for the Metro ROW alignment and opposition to the Hawthorne Option is noted. Under CEQA, financial effects on businesses are not considered environmental effects. Metro has created a Business Interruption Fund for major rail projects under construction in Los Angeles County to support the business community. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA, Trench Option, and Hawthorne Option fully grade separates light rail from all roadways and would not increase vehicle delay compared to existing conditions. Under CEQA, economic impacts, such as financial effects on businesses, are not considered environmental effects. Metro has created a Business Interruption Fund for major rail projects under construction in Los Angeles County to support the business community.

Submission 793 William Champlin

793-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 794 Tiffany Jones

794-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 795 Stephanie Cati

795-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

795-2 The commenters' support for transit is noted. As indicated in Section 3.1-4.2.2 of the Draft EIR, each of the alignments under consideration would have a neutral or beneficial effect on vehicle miles traveled. See also MR-11: Traffic Delay and Level of Service. Under the LPA, Trench Option, and Hawthorne Option, the light rail would be grade-separated from all roadways. For the LPA and Trench Option, this means that vehicle delay would not increase compared to existing conditions. Under the Hawthorne Option, however, changes in traffic signals and roadway modifications could affect circulation pattern, as detailed in MR-11 and the 2023 Transportation Detail Report, published concurrently with the Draft EIR.

Submission 796 Kevin Hernandez

796-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 797 Joan Hardy

797-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 798 Erika Hatzenbuhler

798-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

798-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 798-1.

Submission 799 Glenn Hatzenbuhler

799-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 800 Jeff Earnest

800-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

800-2 See response to Comment 800-1. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits, and costs.

Submission 801 Susan Earnest

801-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 802 Daniel Lim

802-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 803 Daniel Gonzalez

803-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 804 Alison Brown

804-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 805 Aqsha Munshi

805-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 806 Aamir Kuriswala

806-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 807 Cornelius Fong

807-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 808 Richard Krason

808-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 809 Leonarda Krason

809-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 810 Felisha Black

810-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 811 Aguilar

811-1 The commenter's support for the Elevated/At-Grade Alignment is noted, as well as support for more buses. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 812 Daniel Schwartz

812-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 813 Thomas Shigemitsu

813-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 814 Sapan Shah

814-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 815 Tam Nguyen

815-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 816 Paul Miller

816-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

816-2 See response to Comment 816-1. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA, Trench Option, and Hawthorne Option would fully grade separate light rail from all roadways. Noise is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. Air Quality is addressed in Section 3.4, Air Quality, of the Draft EIR, which finds that operational impacts of the Elevated/At-Grade Alignment, Trench Option and Hawthorne Option would improve air quality relative to 2042 without project conditions. This conclusion likewise applies to the LPA, as described in Section 4.5-3.4.2 of the Draft EIR, and Final EIR.

Submission 817 Mary Miller

817-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

817-2 The commenter's opposition to the Hawthorne Option is noted. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions, including a discussion of the proposed pedestrian crosswalk on Hawthorne Boulevard under the Hawthorne Option.

Submission 818 Matthew Bilodeau

818-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. The project would provide a direct connection to the LAX/Metro Transit Center, which would link to the LAX Automated People Mover. Both the Metro C and K Lines provide a connection to LAX.

Submission 819 Al Tatro

819-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

819-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 819-1.

Submission 820 Angela Brizuela

820-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

820-2 This comment is noted. See response to comment 820-1. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA and Trench Option would fully grade separate light rail from all roadways and would not increase vehicle delay compared to existing conditions. The Hawthorne Option would similarly grade separate the light rail; however, due to proposed changes to traffic signals and roadway modifications, the Hawthorne Option could affect circulation patterns, as described in MR-11. The 2023 Ridership Summary Report, published concurrently with the Draft EIR, describes the estimated ridership for each of the options. See MR-15: Metro Ridership Forecasting Methodology.

Submission 821 Michale Kirby

821-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

821-2 This comment is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 821-1.

Submission 822 Rebecca Eastman

822-1 The commenter's support for the Elevated/At-Grade Alignment and opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 823 Tammy Clark

823-1 The commenter's support for the Elevated/At-Grade Alignment and opposition to the Hawthorne Option is noted. See MR-1: Selection of Alternatives. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA fully grade separates light rail from all roadways and would not increase vehicle delay compared to existing conditions.

Submission 824 Scott Clark

824-1 The commenter's support for the Elevated/At-Grade Alignment and opposition to the Hawthorne Option is noted. See MR-1: Selection of Alternatives. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA fully grade separates light rail from all roadways and would not increase vehicle delay compared to existing conditions.

Submission 825 Jason Blain

825-1 The commenter's support for the Elevated/At-Grade Alignment and opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 826 Ins Luters

826-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 827 Anonymous

827-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

827-2 See response to Comment 827-1.

Submission 828 Terrence Chen

828-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 829 Daniel B. Gast

829-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 830 Richard Stenhouse

830-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 831 Isabel Gutierrez

831-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 832 Kaylyn Fukuhara

832-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 833 Margaret Schaffmeir

833-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 834 Thomas Penland

834-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. See MR-18: Homelessness.

Submission 835 Justin Hollingsworth

835-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 836 Nancy Cruz

836-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 837 Vanessa Gonzalez

837-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 838 Daisy Herrera

838-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 839 Al Trato

839-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 840 Carol Truitt

840-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 841 Rebecca Reeves

841-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 842 Tim Goodrich

842-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 843 Dennis Piotrowski

843-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 844 Alan Ariel Carlos

844-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 845 Jose Daniel Alabaso

845-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

845-2 Metro is designing the terminus station at the Torrance Transit Center to allow the line to continue further south, should funding become available in the future. Potential extensions from the Torrance Transit Center to San Pedro, Long Beach, and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan. Metro may consider these projects in the future, if additional funding becomes available.

Submission 846 Ryan Saruwatari

846-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 847 Nathan Koller

847-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 848 Craig Haller

848-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 849 Myles Honda

849-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 850 Jean Katow

850-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 851 Ronald Rucker

851-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 852 Molly O'Callahan

852-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 853 George K. Chen

853-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

Submission 854 Marifrances Trivelli

854-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 855 Nelsy Jimenez

855-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 856 Diane Ki

856-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

856-2 See MR-9: Light Rail Security.

Submission 857 Kirtan Tank

857-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 858 David Lambi

858-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

Submission 859 Raihan Fazalbhoy

859-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 860 Adrienne Greenfield

860-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 861 Camille Randolph

861-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 862 Timothy Gould

862-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

Submission 863 Lyle Sanders

863-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 864 Kitty Shiao

864-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

Submission 865 G Patricia Stewart

865-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 866 Russell Stewart

866-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 867 Peter Spartalis

867-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 868 Julio Ceballos

868-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 869 William Laronal

869-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 870 Toni Wright

870-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

870-2 Visual impacts are addressed in Section 3.3, Aesthetics, of the Draft EIR. Regarding traffic, as explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA fully grade separates light rail from all roadways and would not increase vehicle delay compared to existing conditions. Under CEQA economic effects, such as financial effects on businesses, are not considered environmental effects. Metro has created a Business Interruption Fund for major rail projects under construction in Los Angeles County to support the business community.

Submission 871 Ryan Uyehara

871-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 872 Melfern Claro

872-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 873 Winston Zhou

873-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 874 Brennan Long

874-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

874-2 See response to comment 874-1. Metro does not have oversight of Torrance Transit.

Submission 875 Jose Dennis Alabaso

875-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

875-2 The commenter's request is noted. All comments have been shared with the Metro Board for their consideration. The Metro Aviation/Century C/K Line Station opened in Fall 2024.

Submission 876 Thomas Elder

876-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 877 Yundan Liu

877-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

877-2 See response to Comment 877-1.

Submission 878 Raymond Peterson

878-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

878-2 The commenter's opposition to the Hawthorne Option and support for the Metro ROW Alignment is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 878-1.

Submission 879 Kay Peterson

879-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

879-2 The commenter's opposition to the Hawthorne Option and support for the Metro ROW Alignment is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 879-1.

Submission 880 Sunny Zhou

880-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 881 Frank Huang

881-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 882 Sarah Chiang

882-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 883 Caroline Kong

883-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 884 Karl Kohl

884-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 885 Alexander

885-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 886 Mike Palmer

886-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

886-2 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 887 Jose Roldan

887-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 888 Maria Pescheryakova

888-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 889 Steven Gerhardt

889-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

889-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 890 Al Tatro

890-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

890-2 See MR-21: Cost Estimates and Schedule.

Submission 891 Miguel Dvid

891-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 892 Sheila Fierro

892-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

892-2 As noted by the comment, the Metro ROW has long been planned for potential transit expansion, although Metro acknowledges that some residents who live near the ROW may have been unaware of the potential for future transit use. Noise is discussed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 893 Kim Turner

893-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

893-2 See response to Comment 893-1.

Submission 894 Dennis Bosch

894-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 895 Calin Chiorean

895-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 896 Darren Uyematsu

896-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 897 Michael Fetaru

897-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 898 Nikola Renard

898-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

898-2 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 899 Michael Brenk

899-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

899-2 See response to comment 899-1. The project schedule will continue to be updated as refinements to the design, project cost estimates, and funding plans are advanced. See MR-21: Cost Estimates and Schedule.

Submission 900 Alex Emly

900-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

900-2 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See response to comment 900-2.

Submission 901 Kyle Freitas

901-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

901-2 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 901-1.

Submission 902 Alexandra Flores

902-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 903 Jamelia Davenport

903-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 904 Michael Kosidlak

904-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 905 Andrea Retana

905-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 906 Kathy Wood

906-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 907 Dawn Ng

907-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 908 Kevin Griswold

908-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

908-2 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 909 Andre Flores

909-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 910 Judith Gerber

910-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 911 Patti O'Reilly

911-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 912 Barbara Kelly

912-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 913 Mauricio De La Torre

913-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 914 Alonso Muñoz

914-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 915 Skyler Reynoso

915-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 916 William Chuh

916-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 917 Lyle Sanders

917-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 918 Nedeen Nasser

918-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 919 Ryan Bada

919-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 920 Raymond Fisher

920-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 921 Michelle Hughes

921-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 922 Frank Kraus

922-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 923 Sawyer

923-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 924 Rudy Onate

924-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

924-2 Metro is designing the terminus station at the Torrance Transit Center to allow the line to continue further south, should funding become available in the future. Potential extensions from the Torrance Transit Center to San Pedro, Long Beach, and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan. Metro may consider these projects in the future, if additional funding becomes available.

Submission 925 Micah Alex

925-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 926 Shin Furukawa

926-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 927 Chau Yang

927-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 928 Jeanne Bala

928-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

928-2 Under CEQA, economic effects, such as financial effects on businesses, are not considered environmental effects. Metro has created a Business Interruption Fund for major rail projects under construction in Los Angeles County to support the business community.

Submission 929 Patrice Watanabe

929-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 930 Wayne Watanabe

930-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 931 Zen Rosenthal

931-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 932 Stephen Kawalko

932-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 933 Traveion Bell

933-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. You can find more about Metro's training programs and career opportunities at www.metro.net/about/careers/students/.

Submission 934 Juan Delgado

934-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 935 Victor Alvarado

935-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 936 Richard Krason

936-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 937 Kevin Chan

937-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 938 Andrea Seo Bauer

938-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 939 Brian Rodriguez

939-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 940 Linda Amato

940-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 941 LeRoy Jackson

941-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

941-2 As described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1 requires contractors to develop a Construction Traffic Management Plan (CTMP), which would include coordination with local businesses and residents as well as relevant jurisdictions to manage access and the effects of temporary closures and identify reasonable accommodations or alternatives, which could include limiting construction hours, providing alternate routes or temporary easements, or other strategies. PF-T-1 would apply to all of the alignment options studied in the Draft EIR.

Submission 942 Rebecca Poirier

942-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 943 L.R. Rowe

943-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Guidance on how to ride Metro Rail can be found at https://www.metro.net/riding/guide/how-ride-rail/.

Submission 944 Janet Dirks

944-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 945 Scott Wood

945-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. See MR-9: Light Rail Security.

Submission 946 Marian Kravitz

946-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 947 Shawn Denny

947-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. See MR-9: Light Rail Security and MR-21: Cost Estimates and Schedule.

Submission 948 Joanne Verespej

948-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

948-2 Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. The project schedule and cost estimates will continue to be updated as the design advances. See MR-21: Cost Estimates and Schedule.

Submission 949 W. Hamada

949-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 950 Steve Oshiro

950-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 951 Robin Fields

951-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 952 Paul Matsumoto

952-1 The commenter's support for the Elevated/At-Grade Alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 953 Nicki Noble

953-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 954 Craig Kazin

954-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 955 Mark Chavez

955-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 956 Jahja

956-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 957 Reagan Woo

957-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

957-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. All options and Alternatives would connect to the Torrance Transit Center, including the Hawthorne Option.

Submission 958 Cliff Weinan

958-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. See MR-9: Light Rail Security.

Submission 959 Stan Ponegalek

959-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 960 David Sakai

960-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 961 Pamela Dieter

961-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

961-2 See MR-8: Light Rail and Freight Train Safety.

Submission 962 Freida Wang

962-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 963 Allen Treibull

963-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 964 Charles Dorsey

964-1 The commenter's support for the Elevated/At-Grade Alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 965 Robert G. Dye

965-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 966 Catherine Clarke

966-1 The commenter's preference for the Trench Option but overall opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-15: Metro Ridership Forecasting Methodology.

Submission 967 Nancy Bridi

967-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 968 Beverly Ricketts

968-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 969 Juan Cabeza

969-1 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA fully grade separates light rail from

all roadways and would not increase vehicle delay compared to existing conditions. As indicated in Section 3.1-4.2.2 of the Draft EIR, each of the alignment options under consideration would have a neutral or beneficial effect on vehicle miles traveled (VMT). Chapter 4, Corrections and Additions, of the Final EIR has been updated to clarify that the VMT reduction for the LPA is the same as for the Elevated/At-Grade Alignment and Trench Option.

Submission 970 Joyce Henderson

970-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-9: Light Rail Security.

Submission 971 Anonymous

971-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

971-2 See MR-9: Light Rail Security.

Submission 972 M. Suarez

972-1 The commenter's opposition to the project in general is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

972-2 See MR-9: Light Rail Security.

Submission 973 Lynn

973-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives; MR-9: Light Rail Security; and MR-10: Changes to Community Character.

Submission 974 David H. Lee

974-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 975 Judith Crosby

975-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 976 Depland

976-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 977 Christopher Caunt

977-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. The project design does not prohibit a future extension that would continue south on the Metro ROW. Potential extensions from the Torrance Transit Center to San Pedro, Long Beach, and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan. Metro may consider these projects in the future, if additional funding becomes available. Any future extension would be subject to its own environmental review under CEQA and other applicable requirements before it could be implemented.

Submission 978 Bruce Hamilton

978-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 979 Michele Kidman

979-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 980 J. Gardinale

980-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 981 Robert Allen

981-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 982 Steve Marchki

982-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 983 Thomas Fukman

983-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 984 Duane Sung

984-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 985 John Whang

985-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 986 Ray Portka

986-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 987 Judith Carter

987-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 988 Vijenera Joseph

988-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

988-2 The Federal Transit Administration Transit Noise and Assessment Manual (2018) defines the area of potential noise impact as within 350 feet of the proposed light rail transit line. Predicted noise levels have been analyzed and reported for all sensitive receptors located within this distance. See MR-2: Operational Noise Analysis Methodology and Impact Standards.

988-3 The light rail would operate at speeds of between 45 and 65 miles per hour.

988-4 The project is expected to follow the operating patterns of Metro's current rail lines. The anticipated hours of operation are 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes. This would result in a reduced frequency of trains during these hours and reduced overall noise compared to peak-hour

system headways of five minutes. Weekend system headways would be reduced compared to weekdays. For purposes of impact analysis, the Draft EIR assumes that trains would run approximately every five to 10 minutes during peak periods (typical commuting hours) and would run approximately every 10 to 20 minutes during non-peak periods, depending on the time of day. The final operating schedule will be determined closer to project operation.

Submission 989 Offutt

989-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 990 Leroy Kerahen

990-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

Submission 991 Pablo Delgado

991-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 992 Janet Wade

992-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 993 Bernadette Kociemba

993-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 994 Carl Willison

994-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 995 John Choy

995-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

Submission 996 David Seager

996-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 997 Richard Kim

997-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 998 Randall Leak

998-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 999 Janet Colmerauer

999-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1000 Mr. and Mrs. John Hardin

1000-1 The commenter's support for the Elevated/At-Grade Alignment is noted. Metro is designing the terminus station at the Torrance Transit Center to allow the line to continue further south along the Metro ROW, should funding become available in the future. Potential extensions from the Torrance Transit Center to San Pedro, Long Beach, and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan. Metro may consider these projects in the future, if additional funding becomes available.

Submission 1001 Elizabeth Evans

1001-1 The commenter's support for the Elevated/At-Grade Alignment and opposition to the Hawthorne Option is noted. Metro is designing the terminus station at the Torrance Transit Center to allow the line to continue further south, should funding become available in the future. Potential extensions from the Torrance Transit Center to San Pedro, Long Beach, and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan. Metro may consider these projects in the future, if additional funding becomes available.

Submission 1002 Mary Strenn

1002-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1003 Fred Missman

1003-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1004 Karen Wheeler

1004-1 The commenter's support for the Elevated/At-Grade Alignment and opposition to the Trench Option is noted. See MR-1: Selection of Alternatives. See MR-8: Light Rail and Freight Train Safety. Metro is committed to ensuring that bus access is optimized, regardless of the final station locations. Metro would continue to engage with local transit providers to optimize bus access. Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. The project schedule will continue to be updated as refinements to the design, project cost estimates, and funding plans are advanced.

Submission 1005 Jan and Dan Moorehouse

1005-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1006 Rogy

1006-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration.

1006-2 Regarding job creation, as discussed in Section 3.15, Public Services and Recreation, of the Draft EIR, although construction of the project would create additional jobs in the project area, construction workers would temporarily work in the area and would not likely relocate to the project area on a permanent basis. Additionally, a minimum of 40% of all project work hours would be local hire workers as per Metro's Local Hire Initiative.

Regarding police services, under CEQA, an increase in the need for police services is not considered an environmental impact requiring analysis. However, Section 3.15, Public Services and Recreation, of the Draft EIR, does evaluate whether the project would create a demand for public services, such as police, which would necessitate the construction of new or expanded facilities, the construction of which could result in environmental impacts. The analysis concludes that the project would not result in unplanned population growth or other conditions that would generate a demand for new or expanded public service facilities. Therefore, no such impacts were identified.

Regarding project funding, the project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro would continue to explore funding opportunities for the project, if approved by the Metro Board.

See MR-18: Homelessness.

Submission 1007 Sandra and Bill Goetz

1007-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1007-2 The commenter's opposition to trains is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1008 Robert and Paula Castro

1008-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1009 Linda and Thomas Hart

1009-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1010 Russ and Trish Stewart

1010-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1011 Charles Ford Jr.

1011-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1012 James McGee

1012-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1013 Barbara Safah

1013-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1014 Pauline Acherman

1014-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1015 Edith Reid

1015-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1016 John De Rago

1016-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1017 Judy Douglas

1017-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1018 Daniel McKay

1018-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1019 Anonymous

1019-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1020 Lillian Isobe

1020-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1021 David and Diane Brown

1021-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. See MR-21: Cost Estimates and Schedule.

Submission 1022 Ron and Karen Ury

1022-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1023 Mr. and Mrs. Mark Hansen

1023-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1024 Anonymous

1024-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1025 C. Rauser

1025-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1025-2 See MR-15: Metro Ridership Forecasting Methodology. The project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro would continue to explore funding opportunities for the project, if approved.

Submission 1026 Donn Plewes

1026-1 The commenter's support for the Elevated/At-Grade Alignment and opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. The project schedule will continue to be updated with refinements to the design, project cost estimates, and funding plans. See MR-21: Cost Estimates and Schedule.

Submission 1027 Jane Kamiya

1027-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1028 Frank Mekrut

1028-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives; MR-9: Light Rail Security; and MR-18: Homelessness. Previous

studies examined routes to Del Amo Mall, but those options were screened out as they did not provide comparable ridership benefits.

Submission 1029 Elizabeth Higgins

1029-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1029-2 A map illustrating the LPA and project options can be located on the Metro project website, as well as in different sections of the EIR. The online maps are interactive and can be zoomed in for detailed viewing. https://www.metro.net/projects/green-line-extension/

Submission 1030 Michael Maiuri

1030-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1031 Camille Henderson Cardenas

1031-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1032 Loren Heard

1032-1 The comment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. The project is being developed and implemented by Metro, not the State of California. Metro's Board of Directors, which is composed of locally elected officials and appointees, provides oversight, and makes decisions about the project's planning, funding, and implementation.

Submission 1033 Anonymous

1033-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1033-2 A map illustrating the LPA and project options can be located on the Metro project website, as well as in different sections of the EIR. The online maps are interactive and can be zoomed in for detailed viewing. https://www.metro.net/projects/green-line-extension/.

Submission 1034 Robert and Linda Culpeper

1034-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1035 William and Claudia Fischer

1035-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1036 Martin and Ann Gallagher

1036-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1037 Sheldon Katzer

1037-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1038 AJ and Richard Ziman

1038-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1039 David Frazee

1039-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1039-2 Section 3.6, Noise and Vibration, of the Draft EIR, identifies mitigation measures to minimize noise levels of construction and operation of the project. See MR-3: Operational Noise Project Features and Mitigation Measures for information regarding noise project features and mitigation measures. Although operation of the Elevated/At-Grade Alignment would result in a significant and unavoidable noise impact, the operational noise impacts of the Trench Option, Hawthorne Option, and LPA would be less than significant with mitigation.

Submission 1040 Joyce Nagel

1040-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1041 Linda Howard

1041-1 The commenter's support for the Elevated/At-Grade Alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1042 Henry Yee

1042-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1043 Nelson Duenas

1043-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1043-2 See response to comment 1043-1.

Submission 1044 Theo Misaresh

1044-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1044-2 See response to comment 1044-1.

Submission 1045 Resident

1045-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1046 William Haffey

1046-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1047 Janice Collins

1047-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1047-2 See response to comment 1047-1. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. As indicated in Section 3.1-4-2.2 of the Draft EIR, each alignment option under consideration would result in a neutral or positive effect on vehicle miles traveled.

Submission 1048 Sherwin Rubin

1048-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. The project would provide a direct connection to the LAX/Metro Transit Center, which would link to the LAX Automated People Mover. Both the Metro C and K Lines provide a connection to LAX.

Submission 1049 Noema Lorenzo

1049-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1049-2 The commenter's support for the Metro ROW alignment is noted. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA, Trench Option, and Hawthorne Option fully grade separates light rail from all roadways and would not increase vehicle delay compared to existing conditions.

Submission 1050 Daniel Dalton

1050-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1051 Anthony Garcia

1051-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1052 Jay Hoffman and Alicia Jacobson

1052-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1053 Kyle Freitas

1053-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1053-2 The commenter's preference for the Trench Option related to safety and noise concerns is noted. See MR-9: Light Rail Security and Section 3.6, Noise and Vibration, of the Draft EIR. The LPA, similar to the Trench Option, would fully grade separate light rail from roadways and avoid operational noise impacts with mitigation.

Submission 1054 Terry Masaoka

1054-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1055 Eduardo Paiva

1055-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1055-2 The proposed stations were selected based on ridership potential, ability to provide through service, physical fit, and community impacts. Previous studies examined routes to Del Amo Mall, but those options were screened out as they did not provide comparable ridership benefits.

Submission 1056 Joe Molloy

1056-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1057 Fred Won

1057-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1057-2 Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. The project schedule will continue to be updated as refinements to the design, project cost estimates, and funding plans are advanced. See MR-21: Cost Estimates and Schedule.

Submission 1058 James Won

1058-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro strives to complete projects on time and within estimated budgets.

Submission 1059 Jeff O'Brien

1059-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1060 Dolores Merendo

1060-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1061 Naeim Soliman

1061-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1062 Pozos

1062-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1063 Ronald Murakami

1063-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1064 Mike Marin

1064-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1064-2 See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1065 Lisa Chun

1065-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1066 Roberta Siegel-Okumura

1066-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1067 Sara

1067-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1067-2 See MR-18: Homelessness.

Submission 1068 Noreen Tsumaki

1068-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1068-2 The commenter's opposition to the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1069 Gabriel Catalogne

1069-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1070 Bryan Thompson

1070-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1071 Shiv Murti

1071-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1071-2 The commenter's opinion regarding cost efficiency is noted. Cost efficiency is one of the objectives on which the Metro Board made its LPA selection. Metro strives to complete projects on time and within estimated budgets.

Submission 1072 Roxanne Morrow

1072-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1073 Tim Knerr

1073-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1073-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1074 Deborah Comstock

1074-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1075 Theresa Barke

1075-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1075-2 Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. The project schedule and cost estimates will continue to be updated as the design advances. Under CEQA, economic impacts, such as effects on businesses, are not considered environmental impacts. Metro has created a Business Interruption Fund for major rail projects under construction in Los Angeles County to support the business community.

Submission 1076 Dorothy Derricks

1076-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1076-2 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1077 Arthur Oshiro

1077-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1078 Scott Bauer

1078-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1078-2 The commenter's support for the Metro ROW alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. The LPA, Trench Option, and Hawthorne Option would fully grade separate light rail from all roadways.

Submission 1079 Frank R.

1079-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1080 Judy Tizon

1080-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1080-2 The commenter's support for the Metro ROW alignment is noted. The opposition to the Hawthorne Option due to cost concerns is also noted. See MR-21: Cost Estimates and Schedule. Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. The project schedule and cost estimates will continue to be updated as the design advances. Section 3.6, Noise and Vibration, of the Draft EIR, includes comprehensive mitigation measures to minimize and/or avoid impacts. Although operation of the Elevated/At-Grade Alignment would result in a significant and unavoidable noise impact, the operational noise impact of the Trench Option, Hawthorne Option, and LPA would be less than significant with mitigation. Accordingly, no additional mitigation is required for those alignment options. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 1081 Romanelli

1081-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1082 Sylvia S.

1082-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1083 Claudia Brubaker

1083-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1084 Amjadi's

1084-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1084-2 Metro acknowledged that comment letter represents one person in support of the project and one person opposed to the project. The commenter's preference for an at-grade option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1085 Nancy Taneka

1085-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1086 Mary and Alan Shadbourne

1086-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1087 John McGee

1087-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1087-2 The commenter's opinion on the benefits of the Elevated/At-Grade Alignment and cost are noted. All comments have been shared with the Metro Board for their consideration.

Submission 1088 Fred Wolfe

1088-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1088-2 The commenter's opinion on the benefits of the Hawthorne Option and cost and schedule concerns are noted. All comments have been shared with the Metro Board for their consideration.

Submission 1089 James Bailey

1089-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1090 Kelly Hartman

1090-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1090-2 Metro published a summary of preliminary cost estimates and schedule in 2023, concurrent with the Draft EIR. The project construction costs range from $1.96 billion to $2.96 billion (as estimated in 2022) depending on the route and design configuration. See MR-21: Cost Estimates and Schedule.

1090-3 Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR includes an updated schedule for the LPA. The project schedule and cost estimates will continue to be updated as the design advances.

Submission 1091 Georgia Williams

1091-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1092 Robert Hernandez

1092-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1093 Ray Karimoto

1093-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1094 Melody Knerr

1094-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1094-2 The commenter's support for the Metro ROW alignment and opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1095 Karen Currey

1095-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1096 Lori Yamasaka

1096-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1097 Niparpon Johansen

1097-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1097-2 The commenter's opinion regarding the perceived safety and environmental quality of the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option is noted. However, at-grade crossings are generally considered to present a higher risk of collisions with vehicles and pedestrians compared to grade-separated options. The LPA, Trench Option, and Hawthorne Options would eliminate these conflicts by fully separating light rail from roadways. The Draft EIR evaluates the potential impacts associated with each option in multiple resource areas, including air quality (Section 3.4), pedestrian safety (Section 3.1), and aesthetics (Section 3.3). Dust and air pollution are not expected to accumulate under the elevated guideway in a meaningful or harmful way because the guideway would be open to air on all sides, allowing for natural ventilation. As set forth in Section 3.4-2.5 of the Draft EIR, each alignment option would comply with PF-AQ-2 (SCAQMD Rule 403 Compliance) to control dust and emissions during construction. As set forth in Section 3.4-4 of the Draft EIR, no adverse air quality impacts are expected during operation of the alignment options.

Submission 1098 Marciano Saldana

1098-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1099 Hamin

1099-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1100 Moien Bigdeli

1100-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1101 Allegra DeMott

1101-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1101-2 See MR-14: Property Values and Impacts to Businesses

Submission 1102 Deb White

1102-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1103 Kevin White

1103-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1104 Sherry Roberts

1104-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1104-2 The Draft EIR evaluates several physical environmental topics related to the concerns implicated in this comment, including pedestrian safety (Section 3.1, Transportation), land use compatibility (Section 3.2, Land Use), visual quality (Section 3.3, Aesthetics), noise and vibration (Section 3.6, Noise and Vibration), and wildlife (Section 3.7, Biological Resources). These sections assess how the project may affect surrounding neighborhoods. Although the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact, none of the other alignments studied – including the LPA – would result in significant and unavoidable operational impacts. Temporary construction-related impacts would be reduced to the maximum extent feasible through implementation of mitigation measures. See MR-10: Changes to Community Character.

Submission 1105 Tyler

1105-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1105-2 Metro is not considering a trolley system on Hawthorne Boulevard south to the Pacific Coast Highway as part of the project.

Submission 1106 Charles Osborne

1106-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1107 Moss Misiaszek

1107-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1107-2 Metro notes the commenter's desire for more transit with less interference at crossings and lights. The LPA, Trench Option, and Hawthorne Option fully grade separate light rail from streets to avoid conflicts with pedestrians, cyclists, and vehicles.

Submission 1108 Leo Tsai

1108-1 The commenter's opposition to a new transit system located in Torrance is noted. See MR-1: Selection of Alternatives. Traffic signals within Torrance are operated by the City of Torrance and are within the City's jurisdiction to modify or improve.

Submission 1109 John VanderVennet

1109-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1110 Tobeylynn Birch

1110-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1110-2 Cost efficiency is one of the objectives on which the Metro Board made its LPA selection. Metro strives to complete projects on time and within estimated budgets. Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. The project schedule and cost estimates will continue to be updated as the design advances. See MR-21: Cost Estimates and Schedule.

Submission 1111 Ed De La Cruz

1111-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1111-2 This project would provide alternatives to the busy I-405 corridor and also more transit options in this region by connecting to the existing Metro rail lines, as well as two regional bus centers in Redondo Beach and Torrance. The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. Metro published a summary of preliminary cost estimates and schedule in 2023, concurrent with the Draft EIR. The project construction costs range from $1.96 billion to $2.96 billion (as estimated in 2022) depending on the route and design configuration. See MR-21: Cost Estimates and Schedule.

Submission 1112 Hector

1112-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1112-2 This commenter's support for public transit and use of existing infrastructure is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1113 Johnson

1113-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1114 Victoria Nagano

1114-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1115 Travis Wilmer

1115-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1116 Bob Kelchner

1116-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1116-2 Noise impacts and mitigation measures are described in detail in Section 3.6, Noise and Vibration, of the Draft EIR. Soundwalls would be installed in areas where noise levels are predicted to exceed Federal Transit Administration (FTA) noise impact criteria for residences, as required by Mitigation Measure MM-NOI-2: Soundwalls. These soundwalls would block the line-of-sight between the light rail train and sensitive receptors, reducing noise impacts. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 1117 James Knerr

1117-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1117-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1118 Steph Knerr

1118-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1119 Jules River

1119-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-18: Homelessness.

Submission 1120 Bill and Elaine McMullen

1120-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1120-2 The commenter's support is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1121 Steven Dewberry

1121-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1121-2 The commenter's opposition to the project in Torrance and alternative support for "the lowest cost option" is noted. Metro published a summary of preliminary cost estimates and schedule in 2023, concurrent with the Draft EIR. The project construction costs range from $1.96 billion to $2.96 billion (as estimated in 2022) depending on the route and design configuration. See MR-21: Cost Estimates and Schedule.

Submission 1122 S. Zirkes

1122-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1122-2 The project has been designed to provide convenient access to the Redondo Beach Transit Center and Torrance Transit Center, which were selected based on extensive analysis of connectivity and accessibility and community outreach. The stations would serve as key transit hubs, with existing local bus routes providing access to nearby destinations. While Metro assists in identifying improvements during the planning and design phases, the implementation of local access to regional transit facilities falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in this planning.

Submission 1123 John Schlosser

1123-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1124 David Smith and Guadalupe Vicon

1124-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1124-2 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1125 Jiteshkumar Patel

1125-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1126 David Placenti

1126-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1126-2 The commenter's support for the lowest cost and least intrusive option is noted. Metro published a summary of cost and schedule in 2023. Metro published a summary of preliminary cost estimates and schedule in 2023, concurrent with the Draft EIR. The project construction costs range from $1.96 billion to $2.96 billion (as estimated in 2022) depending on the route and design configuration. See MR-21: Cost Estimates and Schedule. See Chapter 4, Evaluation of Alternatives, of the Draft EIR for a comparative analysis of the LPA, project options, and alternatives.

Submission 1127 Anonymous

1127-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1128 Abir Chakaborty

1128-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1129 T.B.

1129-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1130 Roxanne Griffin

1130-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1131 Linda Brown

1131-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1131-2 Noise impacts and mitigation measures are described in detail in Section 3.6, Noise and Vibration, of the Draft EIR. Soundwalls would be installed in areas where noise levels are predicted to exceed Federal Transit Administration (FTA) noise impact criteria for residences, as required by Mitigation Measure MM-NOI-2: Soundwalls. These soundwalls would block the line-of-sight between the light rail train and sensitive receptors, reducing noise impacts. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 1132 Mitchell Morgan

1132-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1133 Joseph Gualtiere

1133-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1134 JoAnn Cope

1134-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1134-2 See response to Comment 1134-1.

Submission 1135 Elena Castillo

1135-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1135-2 The commenter's support for the Metro ROW alignment is noted. Metro published a summary of preliminary cost estimates and schedule in 2023, concurrent with the Draft EIR. The project construction costs range from $1.96 billion to $2.96 billion (as estimated in 2022) depending on the route and design configuration. See MR-21: Cost Estimates and Schedule.

Submission 1136 John Heins and Yvonne Vanherk

1136-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1137 W. Calzadella

1137-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1138 Barbara Varou

1138-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1139 Marcia and Wilma Noboa

1139-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1140 Michael J. Gibson

1140-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1141 Patty Nishi

1141-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-9: Light Rail Security.

1141-2 See MR-9: Light Rail Security.

Submission 1142 Young Cheng

1142-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1143 Anonymous

1143-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1144 Mary H. Peters

1144-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1145 Eloise and Pat Shea

1145-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1146 Michael Streibig

1146-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives.

Submission 1147 Carter V.

1147-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1148 Kent Hori

1148-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1149 Janis Berges

1149-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1150 Sandra Parvis

1150-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1151 Tom Onalfo

1151-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. Metro would coordinate with the City of Torrance on rail/bus connections as part of future phases of the project, pending approval.

Submission 1152 Patricia Roderick

1152-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1153 Tom and Eileen Pontius

1153-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1154 Anonymous

1154-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1155 Robert Krauss

1155-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1156 Joseph Palsulich

1156-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1157 Pat and Michael Janson

1157-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1157-2 Metro published a summary of preliminary cost estimates and schedule in 2023, concurrent with the Draft EIR. The project construction costs range from $1.96 billion to $2.96 billion (as estimated in 2022) depending on the route and design configuration. See MR-21: Cost Estimates and Schedule. See Chapter 4, Evaluation of Alternatives, of the Draft EIR for a comparative analysis of the LPA, project options, and alternatives.

Submission 1158 Wayne A. Holman

1158-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1159 F. Momohara

1159-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1160 Simeon Smith

1160-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1161 Pete and Mary Eliopulos

1161-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1162 Allison Fuentevilla

1162-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1163 Anonymous

1163-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1164 Katsuaki Matsuda

1164-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1165 Anthony Galante

1165-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1166 C.A. Turner

1166-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1167 Winnie C. Stanfield

1167-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1167-2 The commenter's opposition to the Trench Option and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See response to comment 1167-1.

Submission 1168 Nely Go

1168-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1169 Lorette Muchmore

1169-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1170 Virginia Nelson

1170-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1170-2 Light rail cannot run on the existing freight tracks, due to different operating requirements and safety. Light rail and freight would be physically separated. See MR-8: Light Rail and Freight Train Safety.

Submission 1171 Mark Dunn

1171-1 The commenter's support for the Elevated/At-Grade Alignment and Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1172 Wayne Mityoshi

1172-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1173 Linda J. Muir

1173-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1174 Suwannee Adomien

1174-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-9: Light Rail Security.

1174-2 See MR-9: Light Rail Security.

Submission 1175 Jon M. Ziegler

1175-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1176 Michael Dillenback

1176-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1177 Patricia Miyoshi

1177-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1178 Rajeswari Gounder

1178-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1179 Julie Snakenborg

1179-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1180 C. Bedrossian

1180-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1181 Dario M. Chavez

1181-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1181-2 This commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See response to comment 1181-1.

Submission 1182 Gloria Londono

1182-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1183 Alvaro Lopez

1183-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1184 Vincent Deneux

1184-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1185 Tony Yang

1185-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1186 Charles Delio

1186-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1187 Tim

1187-1 The commenter's opposition to transit is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1188 Sarah Winfrey

1188-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1189 Young-Joon Mok

1189-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1190 Isabel Douvan

1190-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1190-2 See response to comment 1190-1.

Submission 1191 Melanie White

1191-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1192 Timothy Ma

1192-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1193 Irene Ma

1193-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1194 Matteo Interlandi

1194-1 The commenter's support for the Elevated/At-Grade Alignment and the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1195 Mohamed Fassy Jayah

1195-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1196 Abdulvahob Nabiev

1196-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1197 Alan Kita

1197-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1197-2 See response to Comment 1197-1. Metro strives to complete projects on time and within estimated budgets.

Submission 1198 Charles Wilson

1198-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1199 Dawn Kita

1199-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1200 Xianming Liu

1200-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1201 Donna

1201-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1202 Kevin Hetrick

1202-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1202-2 The project schedule and cost estimates will continue to be updated as the design advances. While offering financial incentives to construction contractors for early completion is worth considering, accelerating the project would present significant challenges. These include securing additional funds, expediting the procurement process, coordinating condensed review and permit approvals from public and private entities, and managing an intensive, compressed construction period. Each of these elements requires careful planning to ensure that safety, environmental regulations, and community impacts are appropriately addressed. Metro remains committed to delivering the project as efficiently as possible while balancing the need to control costs and ensure compliance with all necessary approvals.

Submission 1203 Avelina Daum

1203-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1204 Mark Nakano

1204-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1204-2 The commenter's support for an elevated project is noted. All comments have been shared with the Metro Board for their consideration. The LPA, Trench Option, and Hawthorne Option would fully grade separate light rail from all roadways, which would help avoid service delays.

Submission 1205 Nelson Wong

1205-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1206 Catrice Nakamura

1206-1 See MR-9: Light Rail Security and MR-18: Homelessness.

1206-2 The project has secured funding from Measure R (2008), Measure M (2016), Transit Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency (CALSTA) Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. These funds are specifically allocated for transportation infrastructure and cannot be redirected for unrelated purposes such as homelessness programs or other local services. The commenter's concerns about community character and public priorities are noted. See MR-10: Changes to Community Character.

Submission 1207 Jack L.

1207-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1207-2 This commenter's preference for an at-grade alignment over the Trench Option and support for a quiet zone is noted. See MR-1: Selection of Alternatives. The project would provide all the upgrades to the crossings needed to establish the quiet zone. See MR-3: Operational Noise Project Features and Mitigation Measures.

1207-3 The commenter's concern regarding parking deterring ridership is noted. The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). Ridership projections show that riders from the greater South Bay and Palos Verdes Peninsula would use the system to connect to the regional rail network.

1207-4 The commenter's opinion that the Hawthorne Option would be best for South Bay businesses is noted. An additional station along the Hawthorne Option was studied in the 2018 Supplemental Alternatives Analysis, and removed from further study at the request of

the City of Lawndale. Previous studies also examined routes to Del Amo Mall, but those options were screened out as they did not provide comparable ridership benefits.

1207-5 All alignments proposed on the Metro ROW include infrastructure improvements that would make all freight at-grade crossings alongside the light rail tracks eligible for quiet zone applications.

Submission 1208 Alkistis Tsitouri

1208-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1209 Kelly Lowe

1209-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1210 Laura Harder

1210-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1211 Kandi Hsin

1211-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1212 Jeff Patton

1212-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1213 Lin Van Gelder

1213-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1214 James Van Gelder

1214-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1215 Jan-Michael Sanchez

1215-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1215-2 The commenter's support for the Metro ROW alignment is noted. Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. The project schedule and cost estimates will continue to be updated as the design advances. See MR-21: Cost Estimates and Schedule

Submission 1216 Emilie Hunter

1216-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1217 Pat Leighton

1217-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1218 Abraham Que

1218-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1219 Paul Yamada

1219-1 This project would provide alternatives to the busy I-405 corridor and also more transit options in this region by connecting to existing Metro rail lines, as well as two regional bus transit centers in Redondo Beach and Torrance. The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. Metro published a summary of preliminary cost estimates and schedule in 2023, concurrent with the Draft EIR. The project construction costs range from $1.96 billion to $2.96 billion (as estimated in 2022) depending on the route and design configuration. See MR-21: Cost Estimates and Schedule.

Submission 1220 Celia Lee

1220-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1220-2 This comment is noted. All comments have been shared with the Metro Board for their consideration. See response to comment 1220-1.

Submission 1221 Kaiulani Lie

1221-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1221-2 Chapter 3.0, Environmental Impacts, of the Draft EIR, analyzes the project's environmental impacts. Section 4.20, Corrections and Additions, of the Final EIR, includes revisions to the Draft EIR analysis. The revisions do not result in significant new information or changes to the impact conclusions.

Submission 1222 Ernie Roberts

1222-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1222-2 The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. Similar to the Trench Option, the LPA, and Hawthorne Option would fully grade separate light rail and, with mitigation, would result in less than significant noise impacts during operations. Regarding potential disruptions to businesses, under CEQA, economic impacts, such as financial effects on businesses, are not considered environmental impacts. Metro has created a Business Interruption Fund for major rail projects under construction in Los Angeles County to support the business community.

Submission 1223 Daniel Will

1223-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1224 Brian Quinn

1224-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1224-2 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1225 Gregg DeNeui

1225-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1225-2 The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1226 Jimmy Gow

1226-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1226-2 As described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1: Construction Traffic Management Plan requires contractors to develop a construction traffic management plan. Metro and its contractors would coordinate with local businesses and residents as well as relevant jurisdictions to manage access and the effects of temporary closures and identify reasonable accommodations or alternatives, which could include limiting construction hours, providing alternate routes or temporary easements, or other strategies. These are identified as part of the preliminary engineering work and addressed in the development of the Construction Traffic Management Plan.

Submission 1227 Rhonda McNeil

1227-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1227-2 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security. Regarding job creation, as discussed in Section 3.15, Public Services and Recreation, of the Draft EIR, although construction of the project would create additional jobs in the project area, construction workers would temporarily work in the area and would not likely relocate to the project area on a permanent basis. Additionally, a minimum of 40% of all project work hours would be local hire workers as per Metro's Local Hire Initiative.

Submission 1228 Kimberlee Ann James

1228-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1229 Jackson N. Henry

1229-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1229-2 This commenter's support for the Metro ROW alignment and opposition to the Trench Option and Hawthorne Options is noted. Metro published a summary of preliminary cost estimates and schedule in 2023, concurrent with the Draft EIR. The project construction costs range from $1.96 billion to $2.96 billion (as estimated in 2022) depending on the route and design configuration. See MR-21: Cost Estimates and Schedule.

Submission 1230 Brian Getchius

1230-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1230-2 As described on Page 3.15-17 of the Draft EIR, the Los Angeles County Sheriff Department's Transit Policing Division provides contract transit policing services to the Metro public transit system. Deputies provide transit police services for both the light rail and bus transportation systems throughout 1,433 square miles, where Metro provides transit service. Los Angeles County Sheriff Department deputies conduct routine patrols of Metro facilities and transit vehicles and respond to emergency calls placed on Metro's public transit system. Police departments not contracted with Metro are also available for 9-1-1 emergency responses. See MR-9: Light Rail Security and MR-11: Traffic Delay and Level-of-Service. See also the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for discussion on traffic conditions. It includes intersections along Crenshaw Boulevard.

Submission 1231 Eric Chen

1231-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1231-2 Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, includes an updated schedule for the LPA. The project schedule and cost estimates will continue to be updated as the design advances. See MR-21: Cost Estimates and Schedule.

Submission 1232 Mike Selfridge

1232-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1232-2 The commenter's opposition to the project is noted. The project has secured funding from Measure R (2008), Measure M (2016), Transit Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency (CALSTA) Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro would continue to identify additional funding to support the project and close the funding gap, pending project approval.

Submission 1233 HL

1233-1 The commenter's support for the No Build Alternative is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1233-2 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. Metro

takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

1233-3 See response to Comment 1233-2.

1233-4 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. The commenter asserts the household incomes of residents in Redondo Beach, Torrance, and Lawndale are not similar to those of users on the Metro system, based on results of a survey. As described in the 2023 Project Need and Purpose Report, published concurrently with the Draft EIR, the project area contains communities that meet Metro's Equity Focus Communities (EFC) criteria, which include income, vehicle ownership, and ethnicity. For all three of these criteria, the greatest percentages of equity-related criteria within the project area are located in Lawndale, east of the Redondo Beach (Marine) Station; centrally, surrounding the South Bay Galleria; and in Torrance, to the west of the Torrance Transit Center. In addition to serving these communities, the project would also provide a regional benefit for all riders, by improving an alternative mode of access to the South Bay.

1233-5 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA, Trench Option, and Hawthorne Option would fully grade separate light rail from all roadways, thereby avoiding potential conflicts with school-age pedestrians and cyclists. The presence of a station could also improve access to schools for residents and parents.

1233-6 See response to Comment 133-4.

Submission 1234 Michael Dillenback

1234-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1235 Patricia Miyoshi

1235-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1236 Christopher Rutte

1236-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1236-2 The C Line Extension to Torrance Ridership Summary Report (2023a), available on the project's website, includes ridership forecasts. The project is estimated to serve between

11,500 and 15,600 daily project trips by 2045. The project has secured funding from Measure R (2008), Measure M (2016), Transit Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro would continue to explore funding opportunities for the project.

Submission 1237 Richard Long

1237-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Both the Metro C and K Lines now connect to LAX.

Submission 1238 Enrique Garcia

1238-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1239 Louis Quaglietta

1239-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1240 Catherine Emmerson

1240-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1241 Jerri Holmgren

1241-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR.

Submission 1242 Charles A. Pineros

1242-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1242-2 The Mary K. Giordano Regional Transit Center is located at 465 Crenshaw Boulevard, Torrance, CA.

Submission 1243 Ruth Ann Gray

1243-1 The commenter's support for the Elevated/At-Grade Alignment and the Trench Option and is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1244 Harder Munro

1244-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1245 Terry Engle

1245-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1246 D.J. Ponder

1246-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1247 Marilyn Deborah Maxwell

1247-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1248 Russell Tsuji

1248-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1249 Earl Nolan

1249-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1250 Alfred Jung

1250-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1251 Mariana Amezcua

1251-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1252 Se Hyun Sung

1252-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1253 Bonnie Inskeep

1253-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1254 Michael J. Gibson

1254-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1255 Jerry Armstrong

1255-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1256 Micheal Hart

1256-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1257 Y. Mcleod

1257-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1258 Jessie Lee

1258-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1259 Jungok

1259-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1260 Keith Herbers

1260-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1261 Charles Diehl

1261-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1262 Cuna Chona

1262-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1263 Mark Williams

1263-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1264 Shankar Pachari

1264-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1265 Ron Sapp

1265-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1266 Jim Childers

1266-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1267 Rebecca Tubbs

1267-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1268 Gabriel Ponciano

1268-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1269 Steven Lindsey

1269-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1270 Albert Castro

1270-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1271 Josh Standifer

1271-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1271-2 The commenter's support for the Hawthorne Option is noted. The project is designed to fit within the Metro ROW. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. Impacts related to wildlife were analyzed in Section 3.7, Biological Resources, of the Draft EIR. See MR-8: Light Rail and Freight Train Safety; and MR-10: Changes in Community Character.

Submission 1272 Owen

1272-1 The commenter's support for the Elevated/At-Grade Alignment and rail in general is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1273 Josh Stanton

1273-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1273-2 The commenter's support for the Hawthorne Option is noted. The project is designed to fit within the Metro ROW. See Appendix 2-A, Select Advanced Conceptual Engineering

Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. As part of this project, multi-use recreational paths would be added in several parts of the corridor, which would provide safe paths for recreational users. See MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

Submission 1274 Brendon Reyell

1274-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1275 Dale Case

1275-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1276 Kathy

1276-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1277 E. Atkins

1277-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1278 Jason T. Tam

1278-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1279 Marc Lawrence

1279-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1279-2 The noise impacts of the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option are evaluated in detail in Section 3.6, Noise and Vibration, of the Draft EIR. The LPA is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. The noise impacts of a light rail system depend on many factors, including track technology, mitigation measures, and whether the alignment crosses streets at-grade. For this project, the Elevated/At-Grade Alignment includes at-grade light rail crossings that require warning bells and light rail train horns, which increase noise exposure in the surrounding neighborhoods. By contrast, the

LPA, Trench Option, and Hawthorne Option would fully separate the light rail from the street grid, eliminating the need for these audible warnings and significantly reducing operational noise impacts. With implementation of mitigation measures, including MM-NOI-2: Soundwalls, noise impacts would be reduced to less than significant with mitigation for LPA, Trench Option and Hawthorne Option.

Submission 1280 Michael Wermers

1280-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1281 Alexandros S. Martinez

1281-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1281-2 The commenter's support for the Metro ROW alignment is noted. The LPA, along with all alignments along the Metro ROW, directly connects to the Redondo Beach Transit Center.

Submission 1282 Diana Davis

1282-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1283 Bryan

1283-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. See the Executive Summary in the Draft EIR for a summary of the potential impacts on pages ES-1 through ES-50.

Submission 1284 Perry Shields

1284-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1285 Daniel

1285-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1286 Virgina Darnell

1286-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1287 Tejas Parmar

1287-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1288 L. Nakashima

1288-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1289 Dave and Rena Hayami

1289-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1290 Swee Woo

1290-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1291 Robert Boiles

1291-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1291-2 This commenter's preference for the least expensive option is noted. Cost efficiency is one of the objectives on which the Metro Board made its LPA selection. See MR-21: Cost Estimates and Schedule.

Submission 1292 Jeff Wong

1292-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1293 Larry Turgeon

1293-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1293-2 The project is designed to provide convenient access to the Redondo Beach Transit Center and Torrance Transit Center, which were selected based on extensive analysis of

connectivity and accessibility and community outreach. The stations would serve as key transit hubs, with existing local bus routes providing access to nearby destinations.

Submission 1294 Jose Dennis Alabaso

1294-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1294-2 The commenter's support for the project and desire for an accelerated schedule is noted.

Submission 1295 Anonymous

1295-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1296 Sean Murphy

1296-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1297 Ton-Ming Chieh

1297-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1298 Benito Miranda

1298-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1298-2 The project would provide a direct connection to the LAX Automated People Mover via the K Line.

Submission 1299 Anonymous

1299-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1300 Steve Chamberlain

1300-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1301 Bonnie Van Alphen

1301-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1301-2 This commenter's preference for the least expensive option is noted. Cost efficiency is one of the objectives on which the Metro Board made its LPA selection. See MR-21: Cost Estimates and Schedule.

Submission 1302 Anonymous

1302-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1303 Noriko Fujita

1303-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1304 Harry & JoAnn Ross

1304-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1305 Susan LaMotte

1305-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). Ridership projections show that riders from the greater South Bay and Palos Verdes will use the system to connect to the regional rail network. See MR-15: Metro Ridership Forecasting Methodology.

Submission 1306 Joseph A Spilka

1306-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. See also the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for discussion on traffic conditions.

Submission 1307 Michael Stull

1307-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1308 Ron Botelho

1308-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1308-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). Ridership projections show that riders from the greater South Bay and Palos Verdes Peninsula would use the system to connect to the regional rail network. The project has secured funding from Measure R (2008), Measure M (2016), Transit Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency (CALSTA) Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro would continue to identify additional funding to support the project and close the funding gap, pending approval.

Submission 1309 Mr. & Mrs. Aguiar

1309-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1309-2 See response to Comment 1309-1. Cost efficiency is one of the objectives on which the Metro Board made its LPA selection. See MR-21: Cost Estimates and Schedule.

Submission 1310 D. Fisher

1310-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1311 Chih Chang

1311-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1312 Anonymous

1312-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1312-2 As described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1: Construction Traffic Management Plan requires contractors to develop a Construction Traffic Management Plan (CTMP). Metro and its contractors would coordinate with local businesses and residents as well as relevant jurisdictions to manage access and the effects of temporary closures and identify reasonable accommodations or alternatives, which could

include limiting construction hours, providing alternate routes or temporary easements, or other strategies. These are identified as part of the preliminary engineering work and addressed in the development of the CTMP.

Submission 1313 Everett Kirsch

1313-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1314 Kikuchi Family

1314-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1315 Donald Nakamoto

1315-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1316 Beverly Findley

1316-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1316-2 The Metro Board considered cost efficiency in selecting the LPA and will continue to consider that factor, among others, prior to reaching a final decision on the project. See MR-21: Cost Estimates and Schedule.

Submission 1317 Edmund & Kerry Cababa

1317-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1318 Mrs. Deborah DeLoud

1318-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1319 Craig Scdoris

1319-1 The commenter's support for the Elevated/At-Grade Alignment and desire for an accelerated schedule is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1320 Lynn Shirvandehi

1320-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1320-2 This commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 1320-1.

Submission 1321 Bernas

1321-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1321-2 This commenter's preference to reduce disruptions is noted. The Draft EIR analyzes the environmental impacts of all project options and alternatives. See the Draft EIR Executive Summary for a summary of all impacts, and the Final EIR Executive Summary for a summary of the LPA impacts.

Submission 1322 Dianne & Jerry Baltz

1322-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1323 Jenny Sakamoto

1323-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1324 Timothy McAkee

1324-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. Should the project be approved and advanced into construction, a minimum of 40% of all project work hours would be local hire workers as per Metro's Local Hire Initiative.

Submission 1325 Anonymous

1325-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1326 Janet Sieffert

1326-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

5.5 Responses to Individual Comments (Submission #1327-#1989)

Submission 1327 Frederick A. Mohit

1327-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1328 Tim Calkins

1328-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1328-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1329 Oliver King

1329-1 The commenter's support for either the Elevated/At-Grade Alignment or the Hawthorne Option is noted. The opposition to the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1330 T. Elder

1330-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1331 Helen Itabashi

1331-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1331-2 The commenter states that the Trench Option is the best choice, although the comment also notes that the Trench Option and Elevated/At-Grade Alignment would bring more traffic and crime to Torrance. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA and Trench Option are fully grade-separated from all roadways and would not increase vehicle delay compared to existing conditions. The Hawthorne Option is likewise grade-separated; however, its proposed changes in traffic signals and roadway modifications could affect circulation patterns, as described in MR-11: Traffic Delay and Level-of-Service. CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. See MR-9: Light Rail Security.

Submission 1332 Susan Hale

1332-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1333 Francesco Aiello

1333-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1334 JoAnne Naka

1334-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1335 Sharon I.

1335-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1335-2 The commenter's preferences and concerns have been noted. Regardless of alignment, Metro would comply with all applicable safety regulations, including those established by the California Public Utilities Commission and the Federal Railroad Administration, to ensure safe operations. The Metro Board will consider multiple factors in their final determination on the project, including environmental impacts, benefits, and costs. See MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

Submission 1336 L. Hawkes

1336-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives. The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

Submission 1337 Julie Tuttle

1337-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 1338 Ros Barry

1338-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1339 Cheryl Petrucelli

1339-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives. The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. See MR-21: Cost Estimates and Schedule. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission 1340 Kevin Brown

1340-1 The commenter selected all three boxes indicating support for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option. See MR-1: Selection of Alternatives.

1340-2 The project's consistency with existing land use plans and zoning designations is assessed in Section 3.2, Land Use and Planning, of the Draft EIR. The project would not require zoning changes. Furthermore, land use and zoning decisions, including any potential zone changes, are under the jurisdiction of local agencies such as cities or counties. Metro does not have the authority to impose or prevent zoning changes. Local jurisdictions retain full control over their zoning decisions and any future changes would be subject to their respective public review and approval processes.

1340-3 Police services would be provided by the Los Angeles County Sheriff's Department (LASD) under Metro's existing contract service agreement with this agency. See MR-9: Light Rail Security. The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

Submission 1341 Richard Rudshagen

1341-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1342 Gerri Yarborough

1342-1 Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1343 J. Myatt

1343-1 The commenter's statement to take the light rail to Carson instead of Torrance is noted. Metro has considered multiple alignment options, starting with the 2009 Alternatives Analysis, which identified the C Line Extension to Torrance within the Metro ROW as a priority project. An extension further south past Torrance was considered, but currently does not have funding to be evaluated further.

Submission 1344 Dawson J.

1344-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro takes public safety very seriously. See MR-9: Light Rail Security.

1344-2 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. Comments related to Torrance Transit should be directed to the City of Torrance.

Submission 1345 Michael Lituin

1345-1 The commenter's opposition to money going to public transportation is noted. The project has secured funding from Measure R (2008), Measure M (2016), a Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

Submission 1346 Judith Shoemaker

1346-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1346-2 The commenter's preference for an improved bus system is noted. A High-Frequency Bus Alternative on local arterials is evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 1347 Don White

1347-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1348 Wilmes LLC

1348-1 The commenter checked the box supporting the Elevated/At-Grade Alignment but also expressed opposition to all choices. See MR-1: Selection of Alternatives.

1348-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1349 Priscilla Sena

1349-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1350 Scott Tan

1350-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1351 Laurie Lehmer

1351-1 Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1352 John & Emeli Anagnost

1352-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1353 Susan Gibson

1353-1 The commenter checked the box supporting the Trench Option but also expressed opposition to all choices. See MR-1: Selection of Alternatives.

1353-2 The commenter's opposition to the project is noted. The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission 1354 Anonymous

1354-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1354-2 Metro takes public safety very seriously. See MR-9: Light Rail Security. The project has secured funding from Measure R (2008), Measure M (2016), a Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and

Schedule. The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission 1355 Terrian Ferren

1355-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1355-2 The commenter's opposition to rail in Torrance is noted. All comments have been shared with the Metro Board for their consideration.

1355-3 Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1356 D. Weirick

1356-1 The commenter's support for the No Project Alternative is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1356-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology and MR-18: Homelessness.

Submission 1357 Concerned Citizen

1357-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1358 Ray K

1358-1 A High-Frequency Bus Alternative on local arterials, which is not "fixed" light rail infrastructure, is evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives.

Submission 1359 Michael Mitani

1359-1 The commenter's stated support for public transit and selection of the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option without preference, are noted. All comments have been shared with the Metro Board for their consideration.

Submission 1360 Richard Beaver

1360-1 The commenter's recommendation for a subway in Redondo Beach is noted. See Table 4.2-1, Summary of Alternatives Considered and Rejected, on page 4-2 of the Draft EIR, which explains that a deep bore tunnel alignment was considered but rejected because it was expected to have significantly higher costs, higher-real estate needs, and increased construction-related impacts without corresponding benefits compared to a trench configuration. See also MR-1: Selection of Alternatives.

Submission 1361 Anonymous

1361-1 You can reference a map illustrating the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option on the Metro project website, as well as in different sections of the Final EIR. The web maps are interactive and can be zoomed in for detailed viewing. If accessing the online maps is difficult, printed maps with larger formats can be made available at the project's outreach events or by contacting Metro directly at greenlineextension@metro.net. Additionally, Metro staff members are available to assist with reviewing maps in person at public meetings or by phone at 213-922-4004 to help ensure the maps are accessible for all.

The Torrance Transit Center is not included in the map since it is not a Metro station, but the proposed light rail station would be adjacent to the Torrance Transit Center and is included in the project maps in Chapter 2, Project Description, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR.

Submission 1362 Sudduth

1362-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1362-2 The project has secured funding from Measure R (2008), Measure M (2016), a Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency Transit, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule and MR-18: Homelessness.

Submission 1363 F. Ron

1363-1 The commenter's support for the Elevated/At-Grade Alignment and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1363-2 None of the alignments evaluated in the Draft EIR would require roadway reconfigurations that would eliminate general-purpose traffic lanes. However, the Hawthorne Option would involve modifications to Hawthorne Boulevard to accommodate the support columns for the elevated guideway. This includes reducing the number of northbound left-hand turn lanes at 177th Street from two to one. For additional information, see MR-11: Traffic Delay and Level-of-Service. The LPA, Trench Option, and Hawthorne Option would fully grade separate the light rail from all roadways.

1363-3 See response to Comment 1363-1. An option to connect to the Del Amo Mall was considered during the 2021 scoping period for the project, but was not studied as other transit lines connect to the mall and the route would not connect to the City's transit center.

Submission 1364 Anonymous

1364-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1365 Richard Foryell

1365-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1366 Charles Bauman

1366-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1367 F. Blaek

1367-1 The commenter marked boxes for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option. See MR-1: Selection of Alternatives.

1367-2 The commenter's concerns regarding project costs and values are noted. The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology; see MR-19: Project Benefits, and MR-21: Cost Estimates and Schedule.

Submission 1368 Barry Buth

1368-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1368-2 For clarification, commuter rail would not run on this track. Metro light rail trains would operate within the Metro ROW. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion, and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA and Trench Option light rail guideway is fully grade-separated from all roadways and would not increase vehicle delay compared to existing conditions. CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. See MR-9: Light Rail Security.

Submission 1369 Shirley Mitchell

1369-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1369-2 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology and MR-18: Homelessness.

Submission 1370 Vicki Smith

1370-1 The commenter's opposition to light rail in Torrance is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1371 Mrs. David C. Dupuls

1371-1 Comments related to sidewalk construction should be directed to the city with jurisdiction.

Submission 1372 Karen Robinson

1372-1 The commenter's support for the Elevated/At-Grade Alignment and Hawthorne Option is noted. See MR-1: Selection of Alternatives. The cities of Lawndale, Redondo Beach, and Torrance plan, construct, and maintain sidewalks within their respective jurisdiction.

1372-2 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

1372-3 The commenter's concern about project costs and value are noted. See MR-19: Project Benefits and MR-21: Cost Estimates and Schedule.

Submission 1373 Rick & Lori Kamrath

1373-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives. This is not a vote but a request to the public to participate in the environmental review process required by CEQA. The Metro Board will consider the findings of the Final EIR, along with all public comments and community input received throughout the process, before making any final decision on the project. Potential impacts associated with all the project alternatives and options are summarized in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 1374 Member of Madrone Homeowner Assoc.

1374-1 The commenter's opposition to light rail in Torrance is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1375 Vicke Wallace

1375-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. All comments have been shared with the Metro Board for their consideration.

Submission 1376 Kathleen Kenny

1376-1 The commenter marked boxes indicating support for the Elevated/At-Grade Alignment and Hawthorne Option, although also states unhappiness with the project. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1377 J. Armandores

1377-1 The commenter's opposition to light rail in Torrance is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1378 Anonymous

1378-1 The commenter's opposition to light rail in Torrance is noted. See MR-1: Selection of Alternatives. Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1379 Anonymous

1379-1 The commenter marked a box indicating support for the Elevated/At-Grade Alignment, although also states opposition to the project. See MR-1: Selection of Alternatives.

1379-2 See response to Comment 1379-1.

Submission 1380 Anonymous

1380-1 The commenter's opposition to the project is noted. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1381 James Lews

1381-1 The commenter's opposition to light rail and preference for a bus terminal is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1381-2 The project would provide benefits to Torrance. The project would connect to the new regional bus transit center in Torrance. See MR-17: Response to Torrance Community Letter and MR-19: Project Benefits. A High-Frequency Bus Alternative is discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 1382 Anonymous

1382-1 This commenter's opposition to the project has been noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1383 Ernest Yuska

1383-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1383-2 See Section 3.6, Noise and Vibration, of the Draft EIR, for a thorough analysis of the noise and vibration impacts of the three light rail alignment options, as well as mitigation measures to reduce the noise and vibration impacts. The Metro Board selected an LPA for purposes of the Final EIR. The LPA, Trench Option, and Hawthorne Option significantly reduce noise impacts compared to the Elevated/At-Grade Alignment because they avoid the

at-grade crossings at 170th and 182nd Streets. By grade-separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option remove the need for audible warning at light rail crossings, such as routine train horns and crossing bells. As detailed in Chapter 4, Evaluation of Alternatives, of the Draft EIR, and Chapter 4, Corrections and Additions, of the Final EIR, the noise and vibration impacts of the LPA would be comparable to those of the Trench Option.

Submission 1384 Jon R.

1384-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1385 Carol Vega

1385-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1385-2 The commenter states opposition to the project and also confirms preference for the Elevated/At-Grade Alignment. The project is partially funded by Measure R, as well as Measure M, another ballot measure passed by over 71% of voters in Los Angeles County to fund mobility projects.

Submission 1386 Leanna Smith

1386-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1387 Sharon L. Guzman

1387-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1388 Debre Cowrin

1388-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1389 David Ortiz

1389-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-18: Homelessness.

Submission 1390 Monica Steele

1390-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1390-2 Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1391 M. Page, LCSW, BCD

1391-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-18: Homelessness.

Submission 1392 Judith Lanfried

1392-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1393 Miriam Lengle

1393-1 The commenter marked boxes expressing support for all light rail alignments. See MR-1: Selection of Alternatives.

Submission 1394 Carolyn Lewis (Trustee for Althea Boehm)

1394-1 The commenter's opposition to light rail in Torrance is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission 1395 Craig Stanton

1395-1 South Bay Estates is included in the Draft EIR's noise and vibration analysis as Clusters G27 through G30. As shown on Figure 3.6-23 of the Draft EIR, a soundwall is proposed along the eastern boundary of the Metro ROW near South Bay Estates and would be required by Mitigation Measure MM-NOI-2: Soundwalls. The soundwall locations are also shown in Table 3.6-26 of the Draft EIR. Operational noise impacts at Clusters G27 through G30 would be less than significant with mitigation.

Submission 1396 Sherry Roberts

1396-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1396-2 See response to Comment 1396-1. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. Neither the LPA nor the

Trench Option would increase vehicle delay compared to existing conditions, as both alignments fully grade separate the light rail from all roadways and do not require modifications to existing intersections or traffic lanes.

Submission 1397 T. Fox

1397-1 Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1398 Sofia

1398-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1398-2 The commenter's preference for the No Build Alternative is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1399 Glass

1399-1 Metro takes public safety very seriously. See MR-9: Light Rail Security.

1399-2 The commenter's opposition to the project in Torrance is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1400 Mark and Diana

1400-1 This commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1400-2 This commenter's support for elevated rail is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1401 Linda Mandel

1401-1 This commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1402 Paul Halpern

1402-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1402-2 Metro values public participation and input. All comments received on the Draft EIR during the public comment period are reviewed and considered as part of the preparation of the Final EIR. The Metro Board will make a decision on the project with consideration of the Final EIR and all public comments and feedback received during the engagement.

Submission 1403 Katherine McKinney

1403-1 This commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1404 Keith Lee

1404-1 The commenter's support for the ROW alignment and secondary support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1404-2 See response to Comment 1404-1.

Submission 1405 Ismat Madhani

1405-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1406 Kevin Morrow

1406-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1406-2 All light rail options and alternatives analyzed in the Draft EIR provide a direct connection to the LAX/Metro Transit Center. When the project opens, it would operate as part of the K Line, traveling north-south between the Expo/Crenshaw Station and the proposed station at Torrance. It would connect to the LAX/Metro Transit Station, providing service to LAX. The C (Green) Line currently travels east/west between the LAX/Metro Transit Station and the Norwalk Station.

Submission 1407 Fred M. Gravett

1407-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1408 Robert Tashiro

1408-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1409 Ryan Moon

1409-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1409-2 See response to Comment 1409-1. The environmental impacts of each option and alternative were analyzed in Chapter 3 of the Draft EIR. See the Executive Summary in the Draft EIR for a summary of the impacts of each project option.

Submission 1410 Cynthia Angel

1410-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1411 Bob Habel

1411-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1412 Charlene Rhodus

1412-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1413 Michael Mahkorn

1413-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1414 Kirk Jensen

1414-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1415 Lonnie Nakasone

1415-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1415-2 As described in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, a Phase I Site Investigation was conducted for the length of the project to determine the presence of contaminated soils that may be disturbed by the project. As noted in Section 3.9-4.4 of the Draft EIR, Project Feature PF-HHM-3: Property Acquisition Phase II Site Investigation would require a Phase II Site Investigation to be conducted prior to construction during the preliminary engineering phase for sites that would be used for the project. If the Phase II Site Investigation concludes that a site to be acquired/utilized by the project is contaminated, Project Feature PF-HHM-3: Property Acquisition Phase II Site Investigation requires that remediation or corrective action (e.g., removal of contamination, in-situ treatment, capping) be conducted prior to or during construction in accordance with

applicable regulations. Additionally, Project Feature PF-HHM-5: Disposal of Groundwater would ensure that contaminated groundwater would be managed appropriately according to federal and state regulations.

Submission 1416 Christian Chlup

1416-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1417 Robin Eisenberg

1417-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. The project is proposed by Metro and not the City of Torrance. See MR-1: Selection of Alternatives.

Submission 1418 Daniel Evans

1418-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1419 Robert Feldman

1419-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1419-2 The commenter's support for the Metro ROW alignments is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1420 Yogesh Patel

1420-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1421 Brandon Beers

1421-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1422 Lesli Curry

1422-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1423 Shatiana Bedgood

1423-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1424 Dave Sato

1424-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1425 Gary Hawkins

1425-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1425-2 The commenter expresses support for the Elevated/At-Grade Alignment over the Trench Option and Hawthorne Option, based on costs, noise, and convenience considerations. See response to Comment 1425-1.

Submission 1426 Simon Hsu

1426-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1427 Michael McGee

1427-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1427-2 A station option along Hawthorne Boulevard in Lawndale had been evaluated in the 2018 Supplemental Alternatives Analysis, but was eliminated from further consideration at the request of the City of Lawndale. The South Bay Galleria Station would provide access to the South Bay Galleria and shopping area adjacent to the station area.

Submission 1428 Wayne Chen

1428-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1429 K. Sinn

1429-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1429-2 The Trench and Hawthorne Options were studied in direct response to requests from local jurisdictions and the public to evaluate alternatives to the Metro ROW. The Draft EIR evaluates the environmental impacts of each alignment studied in accordance with CEQA. The Draft EIR does not evaluate costs or broader economic and social considerations, which are not required under CEQA.

However, those additional factors were considered by Metro outside of the EIR, as documented in public Metro Board reports published in September 2023 and April 2024. These reports, which are available on the project website, summarize the opportunities and challenges associated with each alignment. The Metro Board considered these factors, along with the environmental analysis in the Draft EIR and public feedback, in selecting the LPA in May 2024.

The Metro Board will consider the findings of the Final EIR, along with all public comments and community input received throughout the process, before making any final decision on the project.

Submission 1430 Adair Johnson

1430-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1431 Walt Lapovich

1431-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1432 Rajakumar Ganesan

1432-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1432-2 The commenter's support for an at-grade alignment within the Metro ROW due to cost and traffic concerns is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1433 Angeline Diana Velu

1433-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1433-2 The commenter's support for the Elevated/At-Grade Alignment due to cost and traffic concerns is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1434 Tim Mochizuki

1434-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1435 Roxanne Morrison

1435-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1436 Nick Morrison

1436-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1437 Sandy Kast

1437-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1438 Sam Lee

1438-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1438-2 The commenter's recommendation for Metro to select the most cost-efficient project is noted. All comments have been shared with the Metro Board for their consideration. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1439 Erika Magana

1439-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1440 Ronald Cline

1440-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1441 Christopher J. Spitzer

1441-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1442 Janet Closs

1442-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1443 Dr. Eric Homier

1443-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1443-2 See response to Comment 1443-1. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-10: Changes to Community Character and MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission 1444 Scott Robertson

1444-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1445 Franco Macchia

1445-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1445-2 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1446 Anjali Bhardwaj

1446-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1446-2 Potential impacts associated with the Elevated/At-Grade Alignment are summarized in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs. See MR-21: Cost Estimates and Schedule.

Submission 1447 Carol Gilles

1447-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1447-2 Metro does not collect data on Torrance Transit usage as Torrance Transit falls under the jurisdiction of the City of Torrance rather than Metro. For the light rail extension, the 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission 1448 Marcus

1448-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1449 Allison Madrid

1449-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1450 Benjamin Madrid

1450-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1450-2 The commenter's preference for both the light rail and freight rail tracks trenched is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1451 Emilio Moyers

1451-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1452 Jim Steenhoek

1452-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1453 Huali Tian and Phillip Harris

1453-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1454 James Kinnings

1454-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1455 Bill Tymczyszyn

1455-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives. The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission 1456 Stanley Paez

1456-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1457 Stanley Paez

1457-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1458 Marilyn Rafkin

1458-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1459 Bryon Sargent

1459-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1460 Louis Lansang

1460-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1461 Michele Smith

1461-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1461-2 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission 1462 Eileen Dann

1462-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1463 Cynthia Baran

1463-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1463-2 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-10: Changes to Community Character.

Submission 1464 Darren Bracken

1464-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro is designing the terminus station at the Torrance Transit Center to allow the line to continue further south, should funding become available in the future. Potential extensions from the Torrance Transit Center to San Pedro, Long Beach, and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan. Metro may consider these projects in the future, if additional funding becomes available.

Submission 1465 Cheryl Neese

1465-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1466 Ken Yang

1466-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1467 Johnny Rodriguez

1467-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1468 Grace Eze

1468-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1469 Debby Zagorin

1469-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1470 Marshall Holladay

1470-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1470-2 The commenter's support for a Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-10: Changes to Community Character.

Submission 1471 Kathryn Wathen

1471-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1471-2 Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule.

Submission 1472 U.A. Garred Sexton

1472-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1472-2 Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule.

Submission 1473 Erik Gara

1473-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1474 Norris Blake

1474-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1475 N.

1475-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1476 Victor Kiuhan

1476-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1476-2 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-10: Changes to Community Character.

1476-3 The commenter's support for the Hawthorne Option and secondary support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See responses to Comments 1476-1 and 1476-2.

1476-4 See response to Comment 1476-3. Previous studies also examined routes to Del Amo Mall, but those options were screened out as they did not provide ridership benefits.

Submission 1477 Gary Sisson

1477-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1477-2 As discussed in Section 3.2, Land Use and Planning, of the Draft EIR, the Metro ROW alignments would not physically divide a community because residents would still be able to cross the Metro ROW at all existing designated rail crossings located at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered so as to isolate anyone part of the community from the other.

Submission 1478 Cynthia Benon

1478-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1479 Dan

1479-1 The commenter's opposition to light rail in Torrance is noted. See MR-1: Selection of Alternatives. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by

level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA and Trench Option light rail guideway is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions. Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1480 Chris Jenne

1480-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1481 Steve

1481-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1482 Huong Do

1482-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1483 Kazuhiro Tominaga

1483-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1484 Don Hanson

1484-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1485 Mohammad Sarfaraz Siddiqui

1485-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1485-2 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1486 Dawn Ng

1486-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1487 William M. Weed

1487-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1488 Denise Weed

1488-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1489 Thomas N. Bailey

1489-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1490 Zubiar

1490-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1491 Evelyn Kelly

1491-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1492 Wayne Nakatsu

1492-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1493 Ron Kawasaki

1493-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1494 Isabel Balboa

1494-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 1495 Lee Huniu

1495-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1496 Derrick Yamauchi

1496-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1497 Diana Yamauchi

1497-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1498 Gary Motowaki

1498-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1499 Michael Hikido

1499-1 The commenter's opposition to the light rail in Torrance is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1499-2 Metro takes public safety very seriously. See MR-9: Light Rail Security.

1499-3 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA, Trench Option, and Hawthorne Option light rail guideway would be fully grade-separated from all roadways, thereby avoiding potential conflicts with school-age pedestrians and cyclists. See MR-8: Light Rail and Freight Train Safety.

1499-4 See response to Comment 1499-1.

1499-5 The commenter's preference for a bus lane is noted. All comments have been shared with the Metro Board for their consideration. A High-Frequency Bus Alternative is evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission 1500 Jaycob

1500-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1501 John V. Shaw

1501-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1502 Cecelia Ruiz

1502-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1503 Lauren Lopez

1503-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1504 Barbara Asada

1504-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1504-2 The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

Submission 1505 Todd Zylman

1505-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1506 Dweejal Torado

1506-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1506-2 The proposed stations are located at the Redondo Beach Transit Center or South Bay Galleria and Torrance Transit Center. The proposed stations were selected based on proximity to activity centers, ridership potential, ability to provide seamless and efficient service, and physical fit. Metro does not have plans to add another station at this time.

Submission 1507 Dorota Wiercinska

1507-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1508 Sean O'Connell

1508-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1509 Linh Tu

1509-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1509-2 Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule.

Submission 1510 Judy Chai

1510-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1511 Pei Shao

1511-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1512 Traci Barr

1512-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1513 Michael Van Dyke

1513-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1514 Amber

1514-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1515 Benjamin

1515-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1516 Anna Silhavy

1516-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1517 Mika Yukimura

1517-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1517-2 As described in Section 3.10, Hydrology and Water Quality, of the Draft EIR, subsections 3.10-4.4 and 3.10-4.6, none of the alignment options evaluated would alter drainage patterns in manner that could result in flooding or redirect flood flows. Each alignment option would include integrated stormwater management systems designed to address changes in impervious surfaces and ensure compliance with applicable stormwater management regulations. These systems must be designed to accommodate stormwater runoff volumes associated with current and projected conditions, including the potential for more severe weather patterns. Therefore, impacts related to flooding or redirected flood flows would be less than significant for each alignment option. As discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR, Subsection 4.5-3.10, the hydrology and water quality impacts of the LPA would be similar to those of the Trench Option and would be less than significant.

Submission 1518 Mauricio Padilla

1518-1 This commenter's opposition to light rail in the South Bay but a preference for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1519 Sandhya Pathak

1519-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1520 Monique Sharf

1520-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1521 Nicolas Cerveaux

1521-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1522 Ray Licon

1522-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1523 John Alter

1523-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1524 Chris Alter

1524-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1525 Myra Masuyama

1525-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1526 Sylvia Wagner

1526-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1527 Tina Wu

1527-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1528 Nancy Carr

1528-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1529 Natalie Brecher

1529-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1530 Sandeep Pangala

1530-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1531 Gina Gualtiere

1531-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1532 Russel Lear

1532-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1533 Michael Hering

1533-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1533-2 The commenter's opposition to the project and support for protected bike lanes is noted. The project would provide benefits to Torrance. The project would connect to the new regional bus transit center in Torrance. See MR-17: Response to Torrance Community Letter and MR-19: Project Benefits. The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. See response to Comment 1533-1.

Submission 1534 Nicolas M. Garcia

1534-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. Comments related to increasing development density along the project should be directed to the city with jurisdiction over the land use zoning.

Submission 1535 Clifford Yamamoto

1535-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1536 Kathy Yandell

1536-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1537 Vicki Momary

1537-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1538 Michael Bawolski

1538-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1539 Bob D. Turnbull

1539-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1539-2 See response to Comment 1539-1.

Submission 1540 Fred Deninger

1540-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1541 David W. Tressel

1541-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1542 Marsha Kraus

1542-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1543 Cyndi and Michael Runyan

1543-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1544 Jeffery Ly

1544-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1545 Karyn Campbell

1545-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1546 Michael Navarrete

1546-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1546-2 The environmental impacts of each project option and alternative are analyzed in Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 1547 Onofre Ramirez

1547-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1548 John

1548-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1549 Kristina Nakao

1549-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1550 Jean Garcia-Gomez

1550-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1551 Ingrid Aquino-Gomez

1551-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1552 Christopher Olsen

1552-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1553 Eric Loew

1553-1 The commenter's support for the Trench Option. See MR-1: Selection of Alternatives.

Submission 1554 Glenn Murakami

1554-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1555 Dory Ann Volpe

1555-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1556 Diana

1556-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1557 Jeff Pierce

1557-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1558 Sharon Obatake

1558-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1559 Steve Harmon

1559-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1560 Lilian Harmon

1560-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1561 Jonathan Harmon

1561-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1562 Wendy Ito

1562-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1563 Eric McLeod

1563-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1564 Yuji Kato

1564-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1565 Eric Hambly

1565-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1565-2 The commenter's opposition to the project is noted, along with a preference for the Elevated/At-Grade Alignment.

Submission 1566 Alexis Hambly

1566-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1566-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1567 Giselle L. Henry

1567-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1568 Alison & Michael Kasterko

1568-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1568-2 See response to Comment 1568-1.

Submission 1569 Gary Nakamura

1569-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1570 Robert Munoz

1570-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1571 Hakjoon Song

1571-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1572 Jongmi Kim

1572-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1573 Peter Farb

1573-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1573-2 The project has been designed to improve overall connectivity, including safe and convenient access to the Torrance Transit Center for pedestrians and cyclists. The project's design has taken accessibility into account, and Metro will continue to assess opportunities for further enhancing connections as the design progresses.

Submission 1574 Rod Royales

1574-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1575 Dena Bialick

1575-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1575-2 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. Neither the LPA nor the Trench Option would increase vehicle delay compared to existing conditions, as both alignments fully grade separate the light rail from all roadways and do not require modifications to existing intersections or traffic lanes. Regarding access to the Torrance Transit Center, as described in Chapter 2, Project Description, of the Draft EIR, the project would provide a direct connection. Cities with a light rail station are required to make a local contribution to funding through the Measure M 3% Local Match as part of the Los Angeles County Traffic Improvement Plan Ordinance (#16-01).

Submission 1576 C.B.

1576-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1576-2 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission 1577 Krishna Kallury

1577-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1578 Rebecca Ward

1578-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1578-2 Metro recognizes the importance of minimizing impacts from light rail and relocated freight operations. Section 3.6, Noise and Vibration, of the Draft EIR, provides a detailed noise analysis and identifies mitigation measures to reduce significant noise impacts. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 1579 Martin Gutierrez

1579-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1580 Brian Gillman

1580-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1581 Jeff Etheringtin

1581-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1581-2 Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1582 Angela Stark

1582-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1583 Steven Birenbaum

1583-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1584 Eileen

1584-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1585 Ryan

1585-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1585-2 See the Executive Summary of the Draft EIR for an overview of the analysis and a description of each option. See MR-19: Project Benefits.

Submission 1586 Mark Kohagura

1586-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1587 Andrea Korntheuer

1587-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1588 Dori

1588-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1589 Michael Powe & Barbara Dyer

1589-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1589-2 Section 3.1, Transportation, of the Draft EIR analyzes the project's transportation impacts. See MR-11: Traffic Delay and Level-of-Service for information addressing traffic concerns. Neither the LPA nor the Trench Option would increase vehicle delay compared to existing conditions, as both alignments fully grade separate the light rail from all roadways and do not require modifications to existing intersections or traffic lanes.

Submission 1590 Kelly L. Dewing Wedel

1590-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1590-2 The comment reiterates support for the Elevated/At-Grade Alignment due to cost considerations. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1591 Fernando

1591-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1591-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA, Trench Option, and Hawthorne Option would be fully grade-separated from all roadways. See MR-8: Light Rail and Freight Train Safety.

Submission 1592 Jafet Rosado De Van

1592-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1593 Carolina Olaya

1593-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1594 Maria Brown

1594-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1595 Steven Rosales

1595-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1596 Kevin Knapp

1596-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1597 Michele Starkey

1597-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1598 Jackie

1598-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1598-2 Metro does not have authority to plan for green space within the local jurisdictions. However, as part of the project, Metro would include multi-use paths along the Metro ROW where there is space (between 159th Street and Condon Avenue and between Grant Avenue and 182nd Street, to create recreational space for walking and cycling in the neighborhoods. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA and Trench Option light rail guideway is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions, nor require modifications to existing traffic lanes.

Submission 1599 Paul

1599-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1599-2 Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1600 Kathleen Franczak

1600-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1601 Jenny Lee

1601-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1602 Nitin Dua

1602-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1603 Nolan Miya

1603-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1603-2 The comment reiterates support for the Elevated/At-Grade Alignment as the economical choice.

Submission 1604 Thomas W. Broyles

1604-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1605 Nes Banta

1605-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1606 Michael Flynn

1606-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1606-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The only light rail alignment option studied in the Draft EIR is the Elevated/At-Grade Alignment. The LPA, Trench Option, and Hawthorne Option would fully grade separate the light rail from all roadways. See MR-8: Light Rail and Freight Train Safety.

Submission 1607 Adam Reed

1607-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1608 Brandon Foster

1608-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1608-2 All light rail alternatives and options, except the Elevated/At-Grade Alignment, would be fully grade-separated, meaning that the light rail would be separated from vehicular and pedestrian crossings. For the at-grade crossings proposed under the Elevated/At-Grade Alignment, the light rail would have signal priority.

Submission 1609 Matthew Lin

1609-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1610 Steven Deuel

1610-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1611 Kyle Richardson

1611-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1611-2 See response to comment 1611-1.

1611-3 The comment reiterates support for locating the alignment in the Metro ROW and connecting to the new Redondo Beach Transit. The comment also emphasizes the importance of service frequency and clear wayfinding to support a successful transit system.

1611-4 The Redondo Beach Transit Center Station would be fully Americans with Disabilities Act (ADA) compliant, regardless of alignment. The station would include features such as pedestrian pathways, ramps, and stairs to ensure safe and convenient access for all users.

1611-5 While this project would include measures to address noise impacts specifically associated with the light rail transit line and relocated freight operations, addressing noise from the Interstate 405 Freeway is outside the scope of this project because it is not part of the proposed project. For freight rail noise, the project includes Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment to reduce freight noise impacts by eliminating the need for the routine sounding of freight train horns. See MR-3: Operational Noise Project Features and Mitigation Measures.

1611-6 Metro has proposed two multi-use recreational paths, one between 159th Street and 170th Street and another between Grant Avenue and 182nd Street. The multi-use paths follow the route of the Metro ROW, which is straight rather than curved.

1611-7 The LPA, Trench Option, and Hawthorne Option would fully grade separate the light rail from all roadways, meaning, under those alignment options, there would be no conflict between light rail and vehicular traffic at intersections. As a result, raised pedestrian crossings would not be necessary in areas where the light rail crosses for those alignment options. However, pedestrian enhancements would be included at freight crossings for the Metro ROW alignments, and along Hawthorne Boulevard for the Hawthorne Option to improve safety and accessibility. The Elevated/At-Grade Alignment would also include pedestrian enhancements at the two at-grade crossings at 170th and 182nd Streets. Refer to Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, for more information.

1611-8 As described in Section 3.10, Hydrology and Water Quality, of the Draft EIR, landscaping within the project footprint would meet all relevant regulations, including stormwater retention and infiltration.

1611-9 See MR-13: Soil Stability and Sinkholes and MR-7: Utility Relocation and Hazardous Materials Safety. Pursuant to Project Feature PF-GEO-1: Metro Geotechnical Design Standards, engineering designs, including retaining walls and track support structures, would comply with Metro's safety and engineering standards, and final design would address stability and safety considerations.

Submission 1612 Donald Isozaki

1612-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1613 Jon Robertson

1613-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1614 Garrick McLaughlin

1614-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1615 Ron Carroll

1615-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1616 Al Stahl

1616-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1616-2 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. None of the alignment options would increase vehicle miles traveled.

Submission 1617 Mark Kimura

1617-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1618 Lia

1618-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1618-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA, Trench Option, and Hawthorne Option would fully grade separate the light rail from all roadways.

Submission 1619 Richard Reinhardt

1619-1 The No Project Alternative was analyzed in the Draft EIR as required by CEQA. As concluded in the Draft EIR, the No Project Alternative would have significant and unavoidable impacts related to transportation, land use and planning, air quality and greenhouse gas emissions, while it would avoid the significant and unavoidable noise and vibration impacts of the project and options. The Metro Board does not have to approve the project and retains the authority to approve the No Project Alternative. This decision will be made after a thorough review of the environmental analysis contained in the Draft and Final EIR and community input.

Current Metro line ridership information can be found at the website: https://opa.metro.net/MetroRidership/. The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. Neither the LPA nor the Trench Option would increase vehicle delay compared to existing conditions, as both alignments fully grade separate the

light rail from all roadways and do not require modifications to existing intersections or traffic lanes.

Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1620 George Pimentel

1620-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1620-2 The Metro Board has selected an LPA for purposes of the Final EIR, although it has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. The final decision will be made after the Metro Board reviews the Final EIR, which will include responses to all public comments, including those of the commenter.

Submission 1621 James Hallman

1621-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1622 Annette Porter

1622-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1623 Patrick Porter

1623-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1624 Robert Suyehara

1624-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1624-2 Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 1625 Norig B. Karakashian

1625-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1626 James Thistle

1626-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1626-2 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission 1627 Sandra Radford

1627-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1627-2 The commenter's support for the Metro ROW alignment and opposition to the Hawthorne Option is noted. Section 3.6, Noise and Vibration, of the Draft EIR, provides a detailed noise analysis and identifies mitigation measures to reduce significant noise impacts. See MR-3: Operational Noise Project Features and Mitigation Measures. Relative to the Elevated/At-Grade Alignment, the LPA and Trench Option significantly reduce noise impact to residence near the Metro ROW because they eliminate the at-grade crossings at 170th and 182nd Streets. The Hawthorne Option is also fully grade-separated. By grade-separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option remove the need for audible warning at light rail crossings, such as routine train horns and crossing bells.

Submission 1628 Madu Chanani

1628-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1629 Katerina Yu

1629-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1630 Adeline Chappell

1630-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1631 Ben Gunter

1631-1 The commenter's support for the Trench Option is noted. See MR-1: Selection of Alternatives. Comments related to Torrance Transit should be directed to the City of Torrance.

Submission 1632 Yacgley Valdes

1632-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1633 Current Resident

1633-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1634 Seema S. Turner

1634-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1635 Amy

1635-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1636 Kimberly Wimmer

1636-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1636-2 The commenter's secondary support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1637 Joel Carlson

1637-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1638 Drew Hettinger

1638-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1639 Marlena Allen

1639-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1640 Lisa DiFranco

1640-1 The commenter's opposition to the project has been noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The potential for traffic disruption from at-grade light rail crossings would not occur under the LPA, Trench Option or Hawthorne Option, as all of these alignment options fully grade separate the light rail from all roadways.

Chapter 3, Section 3.4, Air Quality, of the Draft EIR, analyzes air quality impacts and found no significant impacts during operations. Regarding vehicle idling, the primary pollutant of concern related to idling is carbon monoxide (CO). However, CO concentrations in the South Coast Air Basin have been well below federal and state standards for over two decades and the region has been designated as attainment/maintenance of the CO standards since 2007. Even with potential for localized vehicles idling near stations or drop-off areas, or at grade-crossings under the Elevated/At-Grade Alignment, the project would reduce vehicle miles traveled (VMT), which, in turn reduces total emissions. As a result, any localized idling effects are not anticipated to outweigh the project's broader air quality and mobility benefits.

Submission 1641 J. Imai

1641-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1642 Max Huang

1642-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1643 Andrew Zakim

1643-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1644 David Gutierrez

1644-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1645 Geri Harmon

1645-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1645-2 Construction traffic would be managed through a Construction Traffic Management Plan (CTMP), required by Project Feature PF-T-1: Construction Traffic Management Plan, described in Section 3.1, Transportation. That said, as explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. Neither the LPA nor the Trench Option would increase vehicle delay compared to existing conditions, as both alignments fully grade separate the light rail from all roadways and do not require modifications to existing intersections or traffic lanes.

Although, as described in Section 3.6, Noise and Vibration, of the Draft EIR, the project would result in significant and unavoidable noise impacts during construction for all alignment options, construction noise would be managed pursuant to Mitigation Measure MM-NOI-1: Noise Control Plan, which establishes performance standards based on the Federal Transportation Administration's (FTA) 1-hour Leq criteria and requires preparation of a site-specific plan, continuous noise monitoring, and responsive actions to reduce noise to the maximum extent feasible. However, because construction conditions can vary and some activities may temporarily exceed those thresholds, the impact is conservatively considered significant and unavoidable even with mitigation. With respect to long-term operational noise, the Draft EIR finds that only the Elevated/At-Grade Alignment would result in a significant and unavoidable operational noise impact. Operational noise impacts of the Trench Option, Hawthorne Option, and the LPA would be less than significant with mitigation.

Submission 1646 Tanya Sue Cyre

1646-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1647 Sarah Huante-Bimat

1647-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1647-2 Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 1648 Ed Tobias

1648-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1649 Jan Tobias

1649-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1650 Isabel Torres

1650-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1651 Paul Hutchins

1651-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1652 John Phillip Van Deusen

1652-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1652-2 Metro is designing the terminus station at the Torrance Transit Center to allow the line to continue further south, should funding become available in the future. Potential extensions from the Torrance Transit Center to San Pedro, Long Beach, and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan. Metro may consider these projects in the future, if additional funding becomes available.

Submission 1653 Karne Holley

1653-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1654 Lisa Li

1654-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1655 Lois & Ron Jones

1655-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. The project would provide benefits to Torrance. The project would connect to the new regional bus transit center in Torrance. See MR-17: Response to Torrance Community Letter and MR-19: Project Benefits. The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

Submission 1656 Phil Hong

1656-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1657 Randy Garrett

1657-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1658 Maya Yanez

1658-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1659 Judith Gerber

1659-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1660 Michael and Nancy Bergan

1660-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1661 Richard Leroy Lujan

1661-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1662 Stephanie Seki

1662-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1663 Andrew Maxwell

1663-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1663-2 The comment reiterates support for the Elevated/At-Grade Alignment despite noise impacts due to schedule and cost. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including noise.

Submission 1664 Leah Glavan

1664-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. Similar to the Hawthorne Option, the LPA and Trench Option would fully grade separate the light rail from all roadways, thereby avoiding potential conflicts with pedestrians.

Submission 1665 Jawad Jilani

1665-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1666 Nancy Gutierrez

1666-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1667 Pirza Castro

1667-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1668 Chirstos Sbarounis

1668-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1668-2 The proposed stations are located at the Redondo Beach Transit Center or South Bay Galleria and Torrance Transit Center. The proposed stations were selected based on ridership potential, ability to provide seamless and efficient service, physical fit, and community impacts. Metro does not have plans to add another station at this time.

Submission 1669 Jonathan Turcios

1669-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1670 Sumit Kalra

1670-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1671 Deborah Wearn

1671-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1671-2 The comment reiterates support for the Elevated/At-Grade Alignment due to avoiding delays and incremental funding.

Submission 1672 Mitch Koch

1672-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1673 Steven Dillow

1673-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. The commenter also notes that the Elevated/At-Grade Alignment is the most cost-effective method. See MR-21: Cost Estimates and Schedule.

Submission 1674 DarLynn Nemitz

1674-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1674-2 Regarding earthquake safety, as described in Section 3.8, Geology, Soils and Paleontological Resources, of the Draft EIR, in accordance with Project Feature PF-GEO-1: Metro Geotechnical Design Standards, all elements of the project would be designed and constructed in compliance with Metro's geotechnical and seismic design criteria to ensure seismic resistance and stability. In addition, the Metro Rail Design Criteria and associated Metro seismic stability and safety guidelines provide specific requirements to prevent structural failure and protect public safety during seismic events.

Submission 1675 Jay Kim

1675-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1675-2 The comment reiterates support for the Elevated/At-Grade Alignment.

Submission 1676 Erik Aguillon

1676-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1677 Scott Fukuda

1677-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1678 Connie Noehren

1678-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1679 Libra Washington

1679-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1680 Lily Lau

1680-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1681 Ana Sorto

1681-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1681-2 Metro is committed to engaging communities as part of the project development process to inform design and decision-making. Metro collected public comments as part of the Draft EIR public comment process and shared summaries of public input with the Metro Board. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits, and costs.

Submission 1682 Badrinath Ramamoorthy

1682-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1683 Yi Chen Pao

1683-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1683-2 The commenter correctly notes that the Elevated/At-Grade Alignment includes grade crossings. The LPA and Trench Option light rail guideway is fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions.

Submission 1684 Estela Lopez

1684-1 The commenter's preference for enhanced regional bus service is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives. A High-Frequency Bus Alternative on local arterials is discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1685 Alissa Pappadake

1685-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1685-2 See response to Comment 1685-1.

Submission 1686 Jeff Hovsepian

1686-1 The commenter's support for the Elevated/At-Grade Alignment, Hawthorne Option, and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1687 Emanuel Rodriguez

1687-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1687-2 All light rail options and alternatives evaluated in the Draft EIR have two proposed stations: one in Redondo Beach and one in Torrance adjacent to the Torrance Transit Center. Alignments that use the Metro ROW stop at the Redondo Beach Transit Center, adjacent to and west of the South Bay Galleria. The alignment that uses the Hawthorne Option stops on Hawthorne in front of and east of the South Bay Galleria.

Submission 1688 Kathy Miya

1688-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1689 Ben Nye

1689-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1689-2 The commenter's opposition to the Trench Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1690 Layne Sakamoto

1690-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1691 Jose Dennis Alabaso

1691-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

Submission 1692 Molly

1692-1 The commenter's opposition to the light rail in Torrance is noted. All comments have been shared with the Metro Board for their consideration. Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1693 Matthew J. Davis

1693-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1693-2 Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1694 Jon Robertson

1694-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1694-2 The commenter's support for public transit in Torrance is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1695 Michelle

1695-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1695-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1696 Esther

1696-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1697 Patrick Llorens

1697-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1698 James Kotekci

1698-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1699 Mary Kotekci

1699-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1700 Karen Blanchard

1700-1 The commenter's support for the Metro ROW alignment, Hawthorne Option, and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1701 Miguel A. Perez

1701-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1701-2 See response to Comment 1701-1.

Submission 1702 Michael Guzman

1702-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1703 Fred Mosley

1703-1 The commenter's opposition to the project is noted. The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology and MR-19: Project Benefits. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1704 Richard Rodriguez

1704-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1704-2 Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule. The intent of the project is to provide an alternative to driving which would reduce the likelihood of future increases in traffic. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. However, Metro's goal is to help businesses continue to operate throughout construction and post-construction.

Submission 1705 Maria Gordon

1705-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1705-2 The project would provide an alternative to driving which would reduce the likelihood of future increases in traffic. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for discussion on traffic conditions. The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology and MR-19: Project Benefits. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1706 Constance Reynolds

1706-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1707 Joseph Yamashiro

1707-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1707-2 Like the Trench Option, the LPA fully grade separates the light rail from all roadways, as does the Hawthorne Option. See response to Comment 1707-1 and MR-11: Traffic Delay and Level-of-Service.

Submission 1708 Lisa Scherer

1708-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1709 Carlos Delgado

1709-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1709-2 Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1710 Ryan Shiroma

1710-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1711 Tony & Karen Herrada

1711-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1711-2 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology and MR-19: Project Benefits. A High-Frequency Bus Alternative on local arterials is evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Metro takes public safety very seriously. See MR-9: Light Rail Security. See MR-15: Metro Ridership Forecasting Methodology for more information regarding ridership trends.

Submission 1712 Katie Pandolfo

1712-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1713 Graham DesErmia

1713-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1714 Trang Le

1714-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1715 Gianna Valenzuela

1715-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1715-2 The commenter's opinion that the additional cost of the Hawthorne Option is worth the ability to keep streets available for cars is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1716 Carol Erickson

1716-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1716-2 The commenter's primary support for the Elevated/At-Grade Alignment and secondary support for the Hawthorne Option is noted. Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule.

Submission 1717 Brad Aniya

1717-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1717-2 The commenter's support for light rail is noted. All light rail options and alternatives analyzed in the Draft EIR provide a direct connection to the LAX/Metro Transit Center. When the project opens, it would operate as part of the K Line, traveling north-south between the Expo/Crenshaw Station and the proposed station at Torrance. It would connect to the LAX/Metro Transit Station, providing service to LAX. The C (Green) Line currently travels east/west between the LAX/Metro Transit Station and the Norwalk Station. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1718 Yukihisa Aokusa

1718-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1719 Lisa Barry

1719-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1720 Eileen Jaynes

1720-1 The commenter's support for the Elevated/At-Grade Alignment and the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1721 Deborah Pasienski

1721-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1722 Harry Yee

1722-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1723 Mamatha Amrutham

1723-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1724 Jennifer Bullivant

1724-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1725 Edwin Rosas

1725-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1726 Maria Alarcon

1726-1 The commenter's support for the Elevated/At-Grade Alignment is noted. See MR-1: Selection of Alternatives. Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 1727 GN

1727-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1728 James Baker

1728-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1729 Heng Baker

1729-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1730 Brad Shimbukuro

1730-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1731 Melanie Drieke

1731-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1731-2 The commenter's support for the Metro ROW alignment is noted. See MR-1: Selection of Alternatives for more information regarding how the LPA would avoid impacts to the Breakwater Village senior living community. Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule. The commenter's support for the lowest cost and impact to businesses and residents is noted. Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 1732 Jackie Eckland

1732-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1732-2 Metro worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-10: Changes to Community Character.

Submission 1733 West Torrance Homeowners Association

1733-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1733-2 This comment is noted. All comments have been shared with the Metro Board for their consideration. See response to Comment 1733-1.

Submission 1734 Fink Family

1734-1 The commenter's support for Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1734-2 See response to Comment 1734-1.

Submission 1735 Cori Talbot

1735-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1735-2 The commenter's concern for residents along the Metro ROW is noted. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-10: Changes to Community Character.

Submission 1736 C. Henderson

1736-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1736-2 No additional bike path improvements are proposed for the Hawthorne Option. The Metro ROW alignment includes two multi-use paths along where there is space (between 159th Street and Condon Avenue, between Grant Avenue and 182nd Street, and adjacent to the Torrance Transit Center), to create recreational space for walking and cycling in the neighborhoods.

Submission 1737 Gari Tani

1737-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1738 Margaret Heflinger

1738-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1738-2 Elevated structures are used where grade separations are required. There are elevated tracks for both the Hawthorne Option as well as parts of the Metro ROW alignments.

Submission 1739 Michael A. Serufine

1739-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1739-2 See response to Comment 1739-1.

Submission 1740 Donald Heflinger

1740-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1740-2 Elevated structures are used where grade separations are required. There are elevated tracks for both the Hawthorne Option as well as parts of the Metro ROW alignments.

Submission 1741 Dennis LoPiccolo

1741-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1741-2 Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1742 Florence Tebbets

1742-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1743 Eric Homier

1743-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1743-2 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as

required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-10: Changes in Community Character.

Submission 1744 Bruce Lagarte

1744-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1745 Irene Griffith

1745-1 The commenter's support for the Hawthorn Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1745-2 Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 1746 Emily Durbin

1746-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1746-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. The LPA, Trench Option, and Hawthorne Option would fully grade separate the light rail from all roadways, thereby avoiding potential conflicts between the light rail and pedestrians and cyclists. See MR-8: Light Rail and Freight Train Safety.

Submission 1747 Carol Booser

1747-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1748 Gary Maclean

1748-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1748-2 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1749 Pam Combar

1749-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1749-2 Section 3.8, Geology and Soils, of the Draft EIR acknowledges alluvial soils in the project resource study area. As detailed in Section 3.8-4.6 of the Draft EIR, which evaluates the potential for the project to be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, the project would result in a less than significant impact. The project includes Project Feature PF-GEO-1: Metro Geotechnical Design Standards, which requires preparation of a site-specific geotechnical investigation. See MR-13: Soil Stability and Sinkholes.

1749-3 The potential for noise impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission 1750 Harumi Nishikan

1750-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1751 Douglass Coreas

1751-1 The commenter's support for the Trench Option and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1752 Tom O'Neill

1752-1 The commenter's support for the Trench Option and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1752-2 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-10: Changes in Community Character.

Submission 1753 Janet Sue

1753-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1754 Patricia Carlini

1754-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1755 The Browns

1755-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1756 Franco and Kim Reitz

1756-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1757 Geoffrey M. Hefler

1757-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1757-2 Chapter 4, Evaluation of Alternatives, of the Draft EIR, and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR further describe the impacts of the LPA, which, for operational noise and aesthetic impacts, would be similar to the Trench Option. The LPA and Trench Option significantly reduce operational noise impacts to residential land uses along the Metro ROW compared to the Elevated/At-Grade Alignment because they eliminate the at-grade crossings at 170th and 182nd Streets. The Hawthorne Option also fully grade separates the light rail. By grade-separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option remove the need for audible warning at light rail crossings, such as routine light rail train horns and crossing bells.

Submission 1758 Ophelia Biomort

1758-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1759 Frank Kraus

1759-1 The commenter's preference for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1759-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1760 Jerry Morrison

1760-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1761 Seok Jeong Lim

1761-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1762 Juno & Ethel Uyematsu

1762-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1762-2 The commenter's opinion that the Trench Option is aesthetically better is noted. All comments have been shared with the Metro Board for their consideration.

1762-3 The commenter's opinion that the Trench Option would generate less noise is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1763 Louis V. Martel

1763-1 The commenter's support for the Elevated/At-Grade Alignment and the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1764 Alan Sarkisian

1764-1 The commenter's preference for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1764-2 The commenter's opposition to the project is noted. No alignment has been approved at this time. The Metro Board selected the LPA for purposes of the Final EIR. Before making a final determination on the project, the Metro Board will review the comments and responses included in the Final EIR and will consider multiple factors, including environmental impacts, benefits and costs. A bus would cost less than rail but would offer significantly reduced benefits. As described in the 2023 Ridership Summary Report, published concurrently with the Draft EIR, the light rail extension would serve 11,500 and 15,600 daily project trips in 2042 compared to the High-Frequency Bus Alternative, which attracts 3,700 to 4,000 daily project trips. Buses would need to travel within already congested streets, and would not have the same capacity to support anticipated growth in the South Bay. See MR-19: Project Benefits.

Submission 1765 Dana LaRoche

1765-1 The commenter's support for the Trench Option and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1766 William Nichols

1766-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1766-2 The commenter's support for the trench option due to noise reduction is noted. Similar to the Trench Option, the LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. Unlike the Elevated/At-Grade Alignment, the under the LPA, Trench Option and Hawthorne Option would grade separate the light rail from all roadways, thereby eliminating the need for audible warning at light rail crossings, such as routine light rail train horns and crossing bells. Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule.

Submission 1767 Steven Sack

1767-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1768 Eric Orchard

1768-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1768-2 See Section 3.3, Aesthetics, and Section 3.6, Noise and Vibration, of the Draft EIR, along with MR-3: Operational Noise Project Features and Mitigation Measures and MR-10: Changes to Community Character.

Submission 1769 Lisa Loewner

1769-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1770 Merry Passage

1770-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1770-2 The commenter's opposition for the Trench Option is noted despite the prior comment indicating support. As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed with some kind of barrier, such as fencing or a soundwall in areas where noise mitigation is proposed. Metro takes public safety very seriously. See MR-8: Light Rail and Freight Train Safety.

Submission 1771 Chuck Salisbury

1771-1 The commenter's support for the Elevated/At-Grade Alignment and the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1771-2 As described in Chapter 2, Project Description, of the Draft EIR, the entire light rail guideway would be enclosed in a physical barrier, such as fencing, soundwalls, or a combination of both, thereby preventing unauthorized intrusion. Metro takes public safety very seriously. See MR-8: Light Rail and Freight Train Safety.

Submission 1772 David Burrows

1772-1 The commenter's support for the Elevated/At-Grade Alignment and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1772-2 The commenter's opposition to the Trench Option is noted. It is unclear what the commenter means about the Hawthorne Option connecting to the Redondo Green line; the Hawthorne Option would start at the Redondo Beach (Marine) Station, and would have a stop at Artesia Boulevard, where riders could walk to the Redondo Beach Transit Center or connect there via transit.

Submission 1773 K. Nelson

1773-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1774 Joe & Mary

1774-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1775 Camillia Lee

1775-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1776 B. O'Brien

1776-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1776-2 The commenter's support for the Torrance City Council's approved route is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1777 Lisa Pedion

1777-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1777-2 The Hawthorne Boulevard Median Project beautified medians located on Hawthorne Boulevard between Del Amo Boulevard and Torrance Boulevard. The Hawthorne Option would avoid this area and south of 190th Street would run adjacent to the existing freight tracks.

Submission 1778 Kathy

1778-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1779 James Cook

1779-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1780 Nancy Fengler

1780-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1781 H. & J. Taga

1781-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1781-2 The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule. The environmental impacts of each project option and alternative are analyzed in Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 1782 Susan Ludwig

1782-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1782-2 The commenter's support for the Metro ROW alignment as the most cost effective and least impactful to traffic and parking is noted.

Submission 1783 Anonymous

1783-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1784 Geoff Guerrero

1784-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1785 Christine Brenk

1785-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1786 Michael Brenk

1786-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1787 Madison Brenk

1787-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1788 Diana L. Seyb

1788-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1789 Michael Brenk

1789-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1790 Jane Readeur

1790-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

The project's potential relationship to increased density is discussed in Section 3.16, Other CEQA Considerations, of the Draft EIR. The project would improve and facilitate opportunities for growth around transit while helping to reduce reliance on personal automobiles in the region. Senate Bill (SB) 9 and SB 10 are state housing laws that facilitate the development of additional housing units on certain parcels, but their applicability is not determined or driven by the presence of light rail transit. Instead, these laws are part of broader efforts to address California's housing shortage. While the project would support

growth management goals of the affected jurisdictions, and help to reduce potential environmental impacts associated with such foreseeable growth, the project would not cause unplanned or excessive growth. Rather, the project would be consistent with local and regional planning efforts, such as those of the Southern California Association of Governments, to manage growth. These efforts prioritize transit-oriented development to create walkable communities near transit hubs, consistent with local growth management goals. Therefore, no adverse effects associated with growth-inducement are anticipated. See MR-19: Project Benefits.

Submission 1791 Thomas Penland

1791-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1791-1 The commenter's opposition to light rail in Torrance and secondary support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1792 Timothy Cunningham

1792-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1793 Ted Potcovaru

1793-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1794 Eric Caro

1794-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1794-2 This commenter's opposition to the Hawthorne Option is noted. The comment also notes support for the Elevated/At-Grade Alignment due to cost and noise considerations. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule. See Section 3.6, Noise and Vibration, of the Draft EIR, for a thorough analysis of potential noise impacts, as well as mitigation measures to reduce the noise impacts. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. Neither the LPA nor the Trench Option would

increase vehicle delay compared to existing conditions, as both alignments fully grade separate the light rail from all roadways and do not require modifications to existing intersections or traffic lanes. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1795 Allen Perlstein and James Goodrich

1795-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1795-2 See response to Comment 1795-1.

Submission 1796 William Champlin

1796-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1797 Victoria Fox

1797-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1798 James Vaughan

1798-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1799 Henry Martinez

1799-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1799-2 The commenter's concerns regarding delays and cost increases are noted. Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule.

Submission 1800 Mike Madrigal

1800-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1800-2 Presently, the Metro C Line links with the Metro J Line at the Harbor Freeway Station, two stations north of Harbor Gateway Transit Center. Operating as part of the Metro K Line,

riders could connect to the Metro C Line at Aviation/Century, to then connect to the Metro J Line and access the Harbor Gateway Transit Center. Torrance Transit, which provides bus service within this project's study area, also connects to the Harbor Gateway Transit Center.

Submission 1801 David Sanders

1801-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1801-2 The Redondo Beach and Torrance Transit Centers both provide existing parking spaces that could be used for transit customers. Metro will coordinate with the cities on transit parking based on demand. The project would include infrastructure and design features that facilitate access for varying modes of transportation. Metro will continue to engage with the community to identify opportunities for improving station access and connectivity. It does not provide term parking for LAX.

Submission 1802 Margaret Kline

1802-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1803 Sue Walters

1803-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1804 Kelly Wu

1804-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1805 Eva Wuertz

1805-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1806 Kurt Michel

1806-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1807 Jose Dennis Alabaso

1807-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1807-2 The Metro K Line Aviation/Century Station opened in Fall 2024.

Submission 1808 Lisa Whitfield

1808-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1808-2 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA and Trench Option are fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions, nor would they require modifications to existing traffic lanes.

Submission 1809 Sandra Schreyer

1809-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1810 Han Wen Tsao

1810-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1811 Dan Criotoru

1811-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1812 Tana Rice

1812-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1812-2 The environmental impacts of each project option and alternative are analyzed in Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. As part of the project development process in

preparing the alignment routes, Metro emphasized minimizing acquisitions and effects to residents and businesses. The alignment options would have minimal real estate impacts to businesses, as described in the 2025 Real Estate Acquisitions Report.

Submission 1813 Grace Weltman

1813-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1813-2 Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR, including dust control during construction. Compliance with Project Features PF-AQ-1: Tier 4 Engine Standards and PF-AQ-2: Dust Control Best Practices would ensure that construction activities comply with South Coast Air Quality Management District and Metro standards controlling emissions and dust. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. Regional air quality would improve with implementation of the project due to a shift from passenger vehicles to light rail in the corridor. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. See Section 3.6, Noise and Vibration, of the Draft EIR, for a thorough analysis of potential noise impacts, as well as mitigation measures to reduce the noise impacts. For the Metro ROW alignments, the project would enable local cities to establish Quiet Zones with Federal Railroad Administration (FRA), as part of Project Feature PF-NV-1: Quiet Zone Equipment Installation and Mitigation Measure MM-NOI-4: Quiet Zone Establishment. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 1814 Nancy Wilcox

1814-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1814-2 See response to Comment 1814-1. Metro takes public safety very seriously. See MR-9: Light Rail Security. Regarding earthquake safety, as described in Section 3.8, Geology, Soils and Paleontological Resources, of the Draft EIR, in accordance with Project Feature PF-GEO-1: Metro Geotechnical Design Standards, all elements of the project would be designed and constructed in compliance with Metro's geotechnical and seismic design criteria to ensure seismic resistance and stability. In addition, the Metro Rail Design Criteria and associated Metro seismic stability and safety guidelines provide specific requirements to prevent structural failure and protect public safety during seismic events. Routine maintenance has been factored into the cost assumptions for the project. See MR-21: Cost Estimates and Schedule.

Submission 1815 Milton Aineruhanga

1815-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1816 Marco

1816-1 The commenter's opposition to a rail system and support for buses or bus lanes is noted. See MR-1: Selection of Alternatives. A High-Frequency Bus Alternative on local arterials is evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Metro takes public safety very seriously. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including those related to construction. Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act, and Metro's Grade Crossing Safety Policy. See MR-8: Light Rail and Freight Train Safety.

Submission 1817 Stefan Eckland

1817-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1817-2 The commenter's support for the Metro ROW alignment due to cost considerations is noted. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1818 David Dewitt

1818-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1819 Masaru Iwanaga

1819-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1819-2 The project would provide benefits to Torrance. The project would connect to the new regional bus transit center in Torrance. See MR-17: Response to Torrance Community Letter and MR-19: Project Benefits.

Submission 1820 Susan Eriksen

1820-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1821 Leslie Chavez

1821-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1822 Sandra Yoshioka

1822-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1823 Patty Zaremski

1823-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1824 Cristian Guerrero

1824-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1825 Kent Oliver

1825-1 The commenter's support for the Metro ROW alignment, Trench Option, and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1825-2 The commenter's preference for grade-separated transit is noted. All comments have been shared with the Metro Board for their consideration. The LPA, Trench Option, and Hawthorne Option would fully grade separate the light rail from all roadways.

Submission 1826 Brad M.

1826-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1827 Wolfgang Fengler

1827-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1828 Bexsi Fujiwara

1828-1 The commenter's support for the Trench Option and Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1829 Linda & David Ortega

1829-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1830 Karl D. Albert

1830-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1830-2 See response to Comment 1830-1.

Submission 1831 Adrianne Luther

1831-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1831-2 The commenter's support for the project is noted. TAP machines are a requirement for all Metro Rail stations.

Submission 1832 Brenden Baltimore

1832-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1833 Mr. James T. Wright

1833-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1833-2 The commenter's support for the Elevated/At-Grade Alignment but preference for no light rail is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1834 Christopher J. Pon

1834-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1835 Anonymous

1835-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1836 Robin Solomon

1836-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1836-2 This commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule.

Submission 1837 Mr. Richard Smisek

1837-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1838 N. Maloney

1838-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1838-2 The Metro ROW alignments would directly connect to the new Redondo Beach Transit Center.

Submission 1839 Luis Garcia

1839-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1840 Irene Brucks

1840-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1840-2 This commenter's preference for cost savings is noted. The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

Submission 1841 Marianne Moscynski

1841-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1842 Jane K. Hashimoto

1842-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1842-2 The commenter's support for the project is noted.

Submission 1843 George Williams

1843-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1844 Bill Sorosky

1844-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1845 Joseph Palsulich

1845-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1846 Sung J. Hong

1846-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1847 Linda Zelk

1847-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1848 Kathy H. Ujiye

1848-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1849 Anonymous

1849-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1850 Anonymous

1850-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1851 Keith

1851-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1852 Mr. & Mrs. William B. Campbell

1852-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1853 Jaclynn Miller Madoni

1853-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1853-2 The commenter's support for the Torrance City Council's approved route is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1854 Jennifer Silver

1854-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1855 Judy & Bob June

1855-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1856 Carol Campbell

1856-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1856-2 Routine maintenance has been factored into the cost assumptions for the project. See MR-21: Cost Estimates and Schedule.

Submission 1857 Mary Hileman

1857-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1857-2 The commenter's support for the Elevated/At-Grade Alignment due to cost and disruption concerns is noted.

Submission 1858 Patrick Westfahl

1858-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1859 Zalatan Sehovic

1859-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1860 Nancy Brock

1860-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1860-2 This commenter's support for the project is noted.

Submission 1861 Maureen Wilson

1861-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1861-2 Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1862 Mrs. Dana Chambers

1862-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1863 Keiko Kono

1863-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1864 Genie Valdez

1864-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1864-2 As described in Section 3.8, Geology and Soils, of the Draft EIR, the project would be designed to accommodate high seismic ground motion and associated consequences in accordance with Metro's geotechnical design standards and thresholds, Project Feature PF-GEO-1: Metro Geotechnical Design Standards. Site-specific geotechnical investigations would be performed in accordance with the Metro Rail Design Criteria (MRDC) Section 5.6 to incorporate seismic demands and provide engineering solutions. The project would comply with the latest versions of local and state building codes and regulations.

Submission 1865 Randy Degasperin

1865-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1866 Kristen Papac

1866-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1867 Celia Caampued

1867-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1868 Gary E. Kaloostian

1868-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1869 Harry Bellows III

1869-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1869-2 The commenter's support for the Elevated/At-Grade Alignment due to cost and constructability concerns is noted.

Submission 1870 Michael Goguen

1870-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1871 Maurine Swilley

1871-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1872 Harold Jason

1872-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1873 Samuel Gnerre

1873-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1874 Anonymous

1874-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1875 Carol Halfabe

1875-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1876 John Warren

1876-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1877 David Oster

1877-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1878 Bill & Fran Arrowsmith

1878-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1878-2 The commenter's support for the Torrance City Council's approved route is noted.

Submission 1879 Linda Jung

1879-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1880 Beverly A. Borton

1880-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1881 Danelle Berch

1881-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1882 Fazlo Edber

1882-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1882-2 This commenter's preference for cost savings is noted. The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

Submission 1883 Randy & JoanAnn Hart

1883-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1884 Kerry Croucer

1884-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1885 Sam Marteland

1885-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1886 Joann and Mike Tripp

1886-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1886-2 See MR-18: Homelessness, for details on how Metro is addressing concerns related to homeless populations.

Submission 1887 Gail Serrano Vasquez

1887-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1888 Mr. Gary McKenzie

1888-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1889 Chris Tam

1889-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1890 Arelen Dubas

1890-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1891 Kit Chan

1891-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1892 Tomi Kawaski

1892-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1892-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the Americans with Disabilities Act and Metro's Grade Crossing Safety Policy. The LPA, Trench Option, and Hawthorne Option would fully grade separate the light rail from all roadways, thereby avoiding potential conflicts between light rail and pedestrians. In addition, for the Metro ROW alignments, the freight crossing at 182nd Street would include new safety equipment. The Hawthorne Option would also include pedestrian enhancements, as discussed in Chapter 2, Project Description, of the Draft EIR.

Submission 1893 Leonard Zak

1893-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1894 Denny Hallmark

1894-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1894-2 The commenter's support for the Elevated/At-Grade Alignment due to cost, constructability, and traffic concerns is noted.

Submission 1895 Peter Gregoris

1895-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1896 Michele Urbina

1896-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1897 Shoreh Zareh

1897-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1898 Ann Clark

1898-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1899 Heather Albright

1899-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1899-2 The Draft EIR includes quantitative analyses by subject matter experts on the effects of the project on air quality. With respect to actions that would be taken to reduce air pollution during construction, the project's contractor would comply with all applicable air quality control measures adopted by the South Coast Air Quality Management District (SCAQMD) and Metro. These measures include requiring all construction equipment to meet or exceed Tier 4 emission standards, which represent the cleanest available technology for off-road equipment, as outlined in Project Features PF-AQ-1: Metro Green Construction Policy Compliance and PF-AQ-2: SCAQMD Rule 403 Compliance in the Draft EIR. Additionally, best management practices for controlling fugitive dust emissions, such as regular watering of exposed surfaces, covering of stockpiles, and limiting vehicle speeds on unpaved surfaces,

would be enforced. Relative to non-compliance, these practices are expected to reduce dust emissions by up to 91%, as detailed in Section 3.4, Air Quality, of the Draft EIR. The Draft EIR determined that although construction activities would result in temporary emissions, these emissions would not exceed regional or localized thresholds established by SCAQMD for each light rail alignment option considered, other than the Trench Option. As discussed in Chapter 3 of the Final EIR, the LPA would have less than significant construction air quality impacts.

For operations, the project is expected to improve regional air quality by reducing vehicle miles traveled and encouraging a shift from car travel to clean, electric-powered light rail transit. This would result in a net decrease in air pollutants and greenhouse gas (GHG) emissions over the long term. See Section 3.4, Air Quality, of the Draft EIR, for a detailed analysis of both construction and operational air quality impacts.

1899-3 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-10: Changes to Community Character. The project has secured funding from Measure R (2008), Measure M (2016), a Transit and Intercity Rail Capital Project (TIRCP) Grant from the California State Transportation Agency Transit and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

Submission 1900 X

1900-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1901 Hanif Haji

1901-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1901-2 This comment is noted. See response to Comment 1901-1.

Submission 1902 Oluynika Sorunke

1902-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1903 John Usui

1903-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1904 Robert Jung

1904-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1905 Brandon Folkman

1905-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1906 Samantha Folkman

1906-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1907 Ralph

1907-1 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA and Trench Option are fully grade-separated from all roadways, and would not increase vehicle delay compared to existing conditions, nor require modifications to traffic lanes.

1907-2 The project has secured funding from Measure R (2008), Measure M (2016), TIRCP Grant from the California State Transportation Agency Transit and Intercity Rail Capital Program, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery. See MR-21: Cost Estimates and Schedule.

1907-3 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives. It is important to note that while the Elevated/At-Grade Alignment has been selected as the LPA, the Metro Board has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. The final decision will be made after the Metro Board reviews the Final EIR, which will include responses to all public comments.

Submission 1908 Christine Tokunaga

1908-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1908-2 The commenter's opposition to providing a station in Torrance is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1909 Cynthia Kringen

1909-1 The commenter's opposition to light rail in the South Bay is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1910 Isaac Ng

1910-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1910-2 The commenter's support for the Hawthrone Option and opposition to the Elevated/At-Grade Alignment and Trench Option is noted. The project includes two stations for all three options studied in the Draft EIR: one in Redondo Beach and one at the Torrance Transit Center.

Submission 1911 Mahesh Tyagi

1911-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1912 Rajani Patel

1912-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1913 Vinh Cam

1913-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1913-2 Metro strives to complete projects on time and within estimated budgets. See MR-21: Cost Estimates and Schedule. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission 1914 Lori Bowker

1914-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1915 Daniel Bowker

1915-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1916 Ellen Tran

1916-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1917 Cynthia A. Lim

1917-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1918 Sam

1918-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1919 Rachel LaCoe

1919-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1920 Melissa Brymer

1920-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1920-2 See response to Comment 1920-1.

Submission 1921 Potato Jim

1921-1 The commenter's support for the Elevated/At-Grade Alignment and Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1921-2 The project would provide an alternative to driving which would reduce the likelihood of future increases in traffic. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for discussion on traffic conditions.

Submission 1922 Frank Putz

1922-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1923 B. Stacy

1923-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1923-2 This comment's support for the Elevated/At-Grade Alignment due to cost considerations is noted.

Submission 1924 Rebecca Poirier

1924-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1925 Marian Eskander

1925-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1925-2 The commenter's opposition to light rail in Torrance is noted. The Draft EIR considers and analyzes a No Project Alternative, which was presented to the Metro Board along with all other options prior to the Board's selection of the LPA. It is important to note that while the Metro Board has selected an LPA for purposes of the Final EIR, it has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. The final decision will be made after the Metro Board reviews the Final EIR, which will include responses to all public comments, including those of the commenter.

Submission 1926 Linda Holliday

1926-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1926-2 Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

Submission 1927 Cheng-Wen Huang

1927-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1928 Jenifer Roberts

1928-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1928-2 No light rail stations are proposed within predominantly residential areas. Soundwalls would be implemented to reduce noise associated with the light rail transit line as required by Mitigation Measure MM-NOI-2: Soundwalls. See MR-3: Operational Noise Project Features and Mitigation Measures for information regarding noise project features and mitigation measures.

Submission 1929 Lauren Faith Niro

1929-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1930 Linda Hurnbeck

1930-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1931 John Carter

1931-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1932 Frank Yanai

1932-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1933 James C. Reidy

1933-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1934 Lilia Lucero

1934-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1934-2 The commenter's preference for using the existing tracks on the Redondo side is noted.

Submission 1935 Sally Matsumoto

1935-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1936 Gus Mesch

1936-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1936-2 The commenter's support for the project is noted.

Submission 1937 Thomas & Cheryl Lenahan

1937-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1938 Douglas Lowder

1938-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1939 Dorcas Huang

1939-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1940 Richard Astin

1940-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-1: Selection of Alternatives.

Submission 1941 R. Parke

1941-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1942 Mr. Kenneth F. Darr

1942-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1943 Bryan Griebenow

1943-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1944 Bruce Pettingale

1944-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1945 Patrick Healy

1945-1 Metro has designed the project to avoid displacement of residents. See the 2025 Real Estate Acquisition Report for more detailed information on proposed property acquisitions. In some areas along the Metro ROW, property owners have built out past their property lines and encroached into Metro ROW.

1945-2 This commenter's support for the Metro ROW alignment and secondary support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. A gondola has not been studied as the transit mode for the project as it would not meet the objectives of the project, in particular related to providing a direct connection to the existing regional transit network. See Section 4.2, Alternatives Considered and Rejected, of the Draft EIR, for a discussion of alternative studied by Metro starting in 2009.

1945-3 Metro has prioritized designing the project to fit within the existing Metro ROW to reduce disruption to nearby homes and businesses and reduce property acquisition needs. Redevelopment is not proposed by the project.

Submission 1946 Mark Nelson

1946-1 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

1946-2 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Metro, as the CEQA Lead Agency, has the responsibility to determine the appropriate criteria for the project. The Metro ROW is owned by Metro and is not regulated by the City of Redondo Beach. The Redondo Beach Municipal Code does not apply to the Metro ROW and state law preempts Metro from local zoning requirements.

1946-3 See response to Comments 1946-1 and 1946-2.

Submission 1947 Holly Osborne

1947-1 Metro prepared cost estimates in 2022 for all rail alignments and shared them with the Metro Board prior to the May 23, 2024, Board meeting. The cost estimate for the LPA at the time was $2.23B. Metro is continuing to refine the cost estimate as design progresses, and will provide an update to the Metro Board when the Final EIR is completed; see MR-21: Cost Estimates and Schedule. While the LPA is more costly than the Elevated/At-Grade Alignment, it remains over half a billion dollars less expensive than the Trench or Hawthorne Options.

1947-2 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

1947-3 See response to Comment 1947-2.

The commenter refers to presentation materials that were shared at the Draft EIR public hearings. The materials summarized the range of ridership projections for all alignment options. The May 2024 Board Report, available to the public prior to the Metro Board meeting and reviewed by the Metro Board prior to selecting an LPA, included detailed ridership information for all alignment options and alternatives.

Submission 1948 Jennifer L. Dodge

1948-1 All light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, and would fit within the existing Metro ROW. See Appendix 2-A, Select ACE Drawings, of the Draft EIR and Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of the Final EIR for more details on the relocated freight and light rail tracks. See also MR-8: Light Rail and Freight Train Safety.

1948-2 Potential impacts related to soil conditions are evaluated in Section 3.8, Geology and Soils, of the Draft EIR. See MR-7: Utility Relocation and Hazardous Materials Safety for utility relocation details in the Metro ROW, as well as information concerning construction and operational vibration effects on underground utilities. See MR-13: Soil Stability and Sinkholes for a detailed discussion of how construction and operation within the corridor would be managed in consideration of local soil conditions. Potential noise impacts, along with noise mitigation measures, are described in Section 3.6, Noise and Vibration, of the Draft EIR. See also MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

1948-3 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. As described in Section 2, Project Description, of the Draft EIR, existing freight tracks would need to be shifted to accommodate light rail tracks; the distances vary depending on the location. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration

impacts during construction, and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and constructions recommendations to ensure surrounding structures are not damaged.

1948-4 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1949 Ray Hollar

1949-1 Submission 346 includes the same comment from the same commentor. See response to Comment 346-1.

Submission 1950 Ray Hollar

1950-1 The potential loss of on-street parking is part of the Hawthorne Option, thus was included in the description of this option. The 2023 Transportation Detail Report, published concurrently with the Draft EIR, includes an inventory of on-street parking spaces and the number of parking spaces along this segment of the Hawthorne Option. However, this loss of parking spaces in the context of a public transit project in an urban environment is not considered an environmental impact under CEQA that needs to be mitigated.

With regards to inclusion of Areas of Controversy, see the response to Comment 364-1.

1950-2 In the context of a public transit project in an urban environment, parking impacts are not considered an environmental impact that requires mitigation under CEQA. The potential loss of on-street parking is mentioned as an element of the Hawthorne Option's description, not an impact. It is also described in the 2023 Transportation Detail Report, published concurrently with the Draft EIR.

With regards to inclusion of Areas of Controversy, see the response to Comment 364-1.

Submission 1951 Margie Alexander

1951-1 Regarding changes in community character, health impacts, and property values, see MR-10: Changes to Community Character, MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-14: Property Values and Impacts to Businesses, respectively. It should also be noted that the LPA would avoid shifting the freight tracks closer to the Breakwater Village Senior Complex. For additional information, see MR-1: Selection of Alternatives.

1951-2 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. As described in Section 2, Project Description, of the Draft EIR, existing freight tracks would need to be shifted to accommodate light rail tracks; the

distances vary depending on the location. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and constructions recommendations to ensure surrounding structures are not damaged.

The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant.

See MR-7: Utility Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety; and MR-13: Soil Stability and Sinkholes.

1951-3 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant environmental impacts of the project. See MR-10: Changes to Community Character; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-7: Utility Relocation and Hazardous Materials Safety; and MR-14: Property Values and Impacts to Businesses.

It should also be noted that the LPA would avoid shifting the freight tracks closer to the Breakwater Village Senior Complex.

1951-4 Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

1951-5 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1952 Janice Tanabe

1952-1 Passengers at the Redondo Beach TC Station would exit the station toward the city's transit center, where they could connect with other modes of transit. A multi-use recreational path would be located between Grant Avenue and 182nd Street along the east side of the Metro ROW, which would provide access to the station.

There is sufficient room to construct and operate a trench under 182nd Street to allow the light rail to travel below the street. With respect to the embankment near Breakwater Village, a new retaining wall would be constructed to accommodate the grade changes and ensure safe operation of the light rail and freight. See MR-13: Soil Stability and Sinkholes.

All light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, and would fit within the existing Metro ROW. See Appendix 2-A, Select ACE Drawings, of the Draft EIR and Appendix B, Select Advanced Conceptual Engineering Drawings -Locally Preferred Alternative, of the Final EIR for more details on the relocated freight and light rail tracks. See MR-8: Light Rail and Freight Train Safety.

Submission 1953 Monique Negrete-Mitchell

1953-1 The commenter's opposition to the Metro ROW alignment is noted. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11, Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes.

1953-2 This regulation applies to the project and is referenced in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR. As outlined in Project Feature PF-HHM-1: Handling, Storage, and Transport of Hazardous Materials and Wastes, handling, storage, and transport of any identified hazardous materials and waste would comply with applicable federal and state regulations.

In Section 4.13, Corrections and Additions, of this Final EIR, the following text pertaining to the Hazardous Materials Transportation Act's regulations has been added to Project Feature PF-HHM-1: Handling, Storage, and Transport of Hazardous Materials and Wastes for clarity: "The transportation of hazardous materials and waste shall be conducted in accordance with the applicable regulations codified in 49 Code of Federal Regulations (CFR) Parts 101, 106, 107, and 171 to 180, including, but not limited to, those related to packagings, pre-transportation functions, transportation functions, and functions not subject to the requirements of the federal Hazardous Materials Regulations." This addition does not change the meaning or conclusions of the Draft EIR. The impact is still less than significant.

Submission 1954 Giana Mitchell

1954-1 Urbanized avian species, including resident birds of prey such as red-tailed hawks, great-horned owls, and barn owls (as noted in the article provided), are protected under the Migratory Birds Treaty Act and the California Fish and Game Code (CFGC). As discussed in Section 3.7, Biological Resources, of the Draft EIR, species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) have potential to occur within the SA. This includes resident birds of prey, such as red-tailed hawks and great-horned owls. As stated on page 3.7-22 of the Draft EIR, portions of the Resource Study Area (RSA) provide urbanized avian species with both suitable breeding and foraging habitat in the form of trees, vegetation, and man-made structures. The Draft EIR acknowledges that construction activities could temporarily disturb these habitats. To address this, Mitigation

Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys establishes protections for nesting birds, including seasonal restrictions and pre-construction surveys to identify active nests. Given the existing anthropogenic disturbance (e.g., vehicular traffic, train traffic, human presence) throughout the RSA, these measures are anticipated to mitigate potential impacts on local avian species to less than significant. The project does not propose any permanent changes that would preclude birds from returning to the area after construction is completed.

Submission 1955 Jan Kurth

1955-1 The commenter's opposition to the project in Torrance is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1955-2 Metro takes public safety very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

1955-3 The 2023 Ridership Summary Report, published concurrently with the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology

1955-4 See response to Comment 1955-2.

1955-5 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

1955-6 See MR-8: Light Rail and Freight Train Safety.

Submission 1956 Marie Puterbaugh

1956-1 Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1957 Maria Savage

1957-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Metro recognizes the concerns of residents near the Metro ROW, including those on 182nd Place and Firmona Avenue. The Draft EIR evaluates all alignment options, including the Hawthorne Option, which is referenced in the comment. For additional information related to the issues raised in this comment, see Section 3.1, Transportation, Section 3.3, Aesthetics, Section 3.4, Air Quality, Section 3.6, Noise and Vibration, and Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Compared to the Elevated/At-Grade Alignment, the LPA significantly reduces operational noise impacts because, like the Trench Option, it eliminates the at-grade crossings at 170th and 182nd Streets. By grade-separating the light rail from all roadways, the LPA, as well as the Trench and Hawthorne Options, removes the need for audible warning at light rail crossings, such as routine light rail train horns and crossing bells. As described in Chapter 4,

Evaluation of Alternatives, of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, operational noise impacts of the LPA would be reduced to less than significant levels with mitigation at all sensitive receptors. As further described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the impacts of the LPA would be comparable to those of the Trench Option.

Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including noise and vibration. See MR-3: Operational Noise Project Features and Mitigation Measures; MR-6: Vibration Analysis During Final Design; and MR-10: Changes to Community Character.

See MR-21: Cost Estimates and Schedule for details on the construction schedule for the project.

Submission 1959 Mike

1959-1 The commenter does not provide specific information on which properties are of concern, but there are two gas stations along Inglewood Avenue that would be affected by the project. One property on the north side of Inglewood Avenue would be affected by the Hawthorne Option, and would be fully acquired for construction and operations. The other gas station on the south side of Inglewood Avenue would be affected by the Metro ROW alignments, including the LPA, with a small portion of the property identified as being needed for grade crossing infrastructure, as well as for a temporary construction easement. See the 2025 Real Estate Acquisitions Report for more information.

The project email included in the comment is correct, and Metro checks it frequently and on a regular basis for comments, including for comments on the Draft EIR.

Should property acquisition be required, Metro would comply with all applicable laws and regulations, including the California Relocation Act (Gov. Code subsection 7260 et seq.) and Metro's internal policies. Metro would provide relocation assistance and compensation to eligible displaced property and business owners, in accordance with these regulations. Just compensation would be based on the fair market value established by an approved appraisal, and all affected property owners would be notified in advance and informed of their rights and eligibility for assistance and benefits

Submission 1960 Ray Hollar

1960-1 As stated on page 3.3-54 of the Draft EIR, there are no designated scenic vistas in the resource study area (RSA). Views of the mountains and other landmarks the commenter mentioned are located relatively long distances from the Metro ROW in Lawndale, which makes any possible views of them quite distant. For example, the Hollywood Sign is located approximately 17 miles north/northeast of the Metro ROW in Lawndale. Nonetheless, those distant views would remain available from public streets and sidewalks, even with the addition of project elements such as soundwalls and elevated structure.

Project Feature PF-AES-2: Metro Design Standards further commits the project to implementing Metro's design policies, which ensure high-quality landscaping and visual appeal. Section 3.3-4.3.2 of the Draft EIR provides details concerning landscaping, as relevant, in the text and corresponding visual simulations. The project's unified design elements and landscaping would contribute positive visual enhancements, such as uniform landscaped public spaces. In addition, as relevant to the City of Lawndale, the 2023 Urban Design Report, published concurrently with the Draft EIR, provides that the project design would focus on preserving the open space character along Condon Avenue by retaining mature trees, where feasible, and introducing additional shade trees to enhance the corridor's visual character. CEQA does not mandate a detailed landscape and maintenance plan at the EIR stage. Such details would be determined during final design.

1960-2 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-10: Changes to Community Character.

Submission 1961 Kylee Kirby-Smith

1961-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-10: Changes to Community Character.

1961-2 Although some residents use the Metro ROW for recreational activities, this use is not authorized or compliant with freight safety standards. See response to Comment 1961-1.

1961-3 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1962 Janice Tanabe

1962-1 Urbanized avian species, including resident birds of prey such as red-tailed hawks and great-horned owls, are protected under the Migratory Birds Treaty Act and the California Fish and Game Code (CFGC). As discussed in Section 3.7, Biological Resources, of the Draft EIR, species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) have potential to occur within the Resource Study Area (RSA). This includes resident birds of prey, such as red-tailed hawks and great-horned owls. As stated on page 3.7-22 of the Draft EIR, portions of the RSA, such as El Nido Park, provide urbanized avian species with both suitable breeding and foraging habitat in the form of trees, vegetation, and man-made structures. The Draft EIR acknowledges that construction activities could temporarily disturb these habitats. To address this, Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys establishes protections for nesting birds, including seasonal restrictions and pre-construction surveys to identify active nests. Given the existing anthropogenic disturbance (e.g., vehicular traffic, train traffic, human presence) throughout the RSA, these measures are anticipated to mitigate potential impacts on local avian species to less than significant. The project does not propose any permanent

changes that would preclude birds from returning to the area after construction is completed. Further, El Nido Park is a landscaped area consisting of ornamental vegetation and located adjacent to the existing Metro ROW where disturbance from ongoing freight activity and anthropogenic use occurs daily; terrestrial wildlife species utilizing the park are adapted to living in an urban environment; therefore operational impacts would be less than significant. See MR-10: Changes in Community Character.

Submission 1963 Colleen Villegas

1963-1 The potential for noise and vibration impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. The analysis concludes that, with mitigation, vibration levels from light rail and relocated freight operations would be well below thresholds that could cause structural damage to buildings. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and constructions recommendations to ensure surrounding structures are not damaged.

The Draft EIR identifies potential construction noise and construction vibration impacts as significant and unavoidable. However, Metro's contractor would implement Mitigation Measures MM-NOI-1: Noise Control Plan and MM-VIB-1: Vibration Control Plan to reduce these impacts to the extent feasible. The vibration control plan would include monitoring vibration levels to ensure compliance with the damage and annoyance thresholds to the maximum extent feasible. Additionally, construction-related activities would proceed in phases, limiting the duration of any impacts at a given location.

The commenter provides a link to a National Geographic Encyclopedia Entry, which discusses the global issue of noise pollution, particularly its high-intensity effects on human health, wildlife, and marine life. In contrast, the noise generated by the project would be intermittent, localized, and mitigated through soundwalls, quiet zones, and low-impact technologies. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

1963-2 Metro has extensive experience overseeing the design and construction of light rail projects and has successfully managed utility relocations for similar transit projects throughout the region. Potential soil stability impacts are addressed in Section 3.8, Geology and Soils, of the Draft EIR. See MR-13: Soil Stability and Sinkholes. As described in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR, pursuant to Project Feature PF-GEO-1: Metro Geotechnical Design Standards, engineering designs, including retaining walls and track support structures, would comply with Metro's safety and engineering standards, and final design would address stability and safety considerations.

1963-3 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality and MR-10: Changes to Community Character. Section 3.7, Biological Resources, of the Draft EIR, discusses implementation of mitigation measures that include general protection measures to avoid and minimize impacts on sensitive biological resources and nesting bird season restrictions, and pre-construction surveys. See response to Comments 1963-1 and 1963-2.

1963-4 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1964 Armando Vicente

1964-1 The commenter's opposition to the project using the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1964-2 Noise and vibration are addressed in Section 3.6, Noise and Vibration of the Draft EIR. Chapter 4, Evaluation of Alternatives, of the Draft EIR evaluates these impacts with respect to the LPA. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including noise and vibration. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact Types and Impact Thresholds; and MR-6: Vibration Analysis During Final Design.

As discussed in Section 3.2, Land Use, of the Final EIR, the Elevated/At-Grade Alignment would not physically divide the community because residents would still be able to cross the Metro ROW at all existing designated rail crossings located at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered to isolate any one part of the community from the other. See also MR-10: Changes to Community Character.

For clarification, commuter rail would not run on this track. Metro light rail trains would operate within the Metro ROW, and would operate every five minutes during peak periods. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes.

1964-3 The commenter's support for shuttle buses is noted. A High-Frequency Bus Alternative is discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives.

1964-4 The commenter's opposition to the Metro ROW alignment and support for increased bus circulation is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1965 Ana Maria Houck

1965-1 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

All light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, and would fit within the existing Metro ROW. See Appendix 2-A, Select ACE Drawings, of the Draft EIR and Appendix B, Select Advanced Conceptual Engineering Drawings-Locally Preferred Alternative, of the Final EIR for more details on the relocated freight and light rail tracks. See MR-8: Light Rail and Freight Train Safety.

Metro has extensive experience overseeing the design and construction of light rail projects and has successfully managed utility relocations for similar transit projects throughout the region. See MR-7: Utility Relocation and Hazardous Materials.

Metro has designed the project to avoid displacement of residents. See the 2023 Real Estate Acquisition Report, published concurrently with the Draft EIR, and the 2025 Real Estate Acquisition Report, published concurrently with the Final EIR, for more detailed information on proposed property acquisitions. In some areas along the Metro ROW, property owners have built out past their property lines and encroached into Metro ROW.

Submission 1966 Sirley Cuevas

1966-1 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. See MR-7: Utility Relocation and Hazardous Materials.

Submission 1968 Nancy Skiba

1968-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1968-2 The commenter's concerns are noted. The issues raised in the response are addressed in the following master responses: MR-20: Proximity Impacts of Relocated Freight Tracks, MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character.

1968-3 See MR-8: Light Rail and Freight Train Safety.

1968-4 A fully underground alignment option was not considered as it would have significantly more impacts on surrounding communities during construction, as well as significantly higher costs. Metro takes public safety very seriously. See MR-9: Light Rail Security.

Submission 1969 Mike Kim

1969-1 Metro has extensive experience overseeing the design and construction of light rail projects and has successfully managed utility relocations for similar transit projects throughout the region. See MR-7: Utility Relocation and Hazardous Materials.

1969-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-8: Light Rail and Freight Train Safety.

Submission 1970 Mark Nelson

1970-1 The comment states that, "the Metro Draft EIR is defective and based on, "Redondo Beach Municipal Code (RBMC), evidence from Beach Cities Health District's multimillion dollar investment in Blue Zones and other peer-reviewed studies as cited by the National Institutes of Health (NIH) research findings." See responses to Comments 1970-2 through 1970-17 for responses to specific comments.

1970-2 The project does not violate Redondo Beach Municipal Code 10-2.2502 related to Planning Design Review. Metro, as the CEQA Lead Agency, has the responsibility to determine the appropriate criteria for the project. The Metro ROW is owned by Metro, and not regulated by the City of Redondo Beach. The Redondo Beach Municipal Code does not apply to the Metro ROW.

1970-3 The project does not violate Redondo Beach Municipal Code 4-24.301 related to noise. Metro, as the CEQA Lead Agency, has the responsibility to determine the appropriate criteria for the project, and has utilized the Federal Transportation Administration's (FTA) noise impact criteria, which was specifically developed to address transit noise based on well-documented criteria and research on human response to community noise. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds. As discussed therein, application of the FTA criteria contrasts with the "brightline" operational noise thresholds used by many local jurisdictions, which set fixed operational limits without considering existing noise levels, and in many cases, these city thresholds have already been exceeded by existing conditions.

1970-4 The comment states that, "Project alternatives that use the existing freight right-of-way create a variety of health damages." See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. It is not technically feasible to correlate project-specific effects to specific health outcomes, given the complexity of factors contributing to these conditions. However, health effects related to air quality, noise, and other CEQA resources would be reduced with implementation of the proposed mitigation measures.

1970-5 The comment states that, "Project alternatives that use the existing freight right-of-way damage child development." It is not technically feasible to correlate project-specific effects to specific health outcomes, given the complexity of factors contributing to these conditions. However, health effects related to air quality, noise, and other CEQA resources would be reduced with implementation of the proposed mitigation measures. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

1970-6 The commenter has not provided substantial evidence that, "adjustments must be made to project, and no use of the freight right-of-way could be selected by Metro without non-compliance with RBMC and damages to both adults and generations of children." See response to Comments 1970-2 through 1970-5.

1970-7 The project does not violate Redondo Beach Municipal Code 10-2.2502 related to Planning Design Review. Metro, as the CEQA Lead Agency, has the responsibility to determine the appropriate criteria for the project. The Metro ROW is owned by Metro, and not regulated by the City of Redondo Beach. The Redondo Beach Municipal Code does not apply to the Metro ROW.

1970-8 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

1970-9 The project does not violate Redondo Beach Municipal Code 4-24.301 related to noise. Metro, as the CEQA Lead Agency, has the responsibility to determine the appropriate criteria for the project, and has utilized the FTA's noise impact criteria, which was specifically developed to address transit noise based on well-documented criteria and research on human response to community noise. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds. As discussed therein, application of the FTA criteria contrasts with the "brightline" operational noise thresholds used by many local jurisdictions, which set fixed operational limits without considering existing noise levels, and in many cases, these city thresholds have already been exceeded by existing conditions.

1970-10 The comment does not provide substantial evidence that the project would increase the risk of death and illness from chronic stress. It is not technically feasible to correlate project-specific effects to specific health outcomes, given the complexity of factors contributing to these conditions. However, health effects related to air quality, noise, and other CEQA resources would be reduced with implementation of the proposed mitigation measures. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. See response to Comment 1970-11 related to the cited Blue Zone Articles.

1970-11 The commenter provides the following quote from a book titled, "Business Engagement in Building Healthy Communities: Workshop Summary": "… widen its main street and raise the speed limit, which, Buettner [Blue Zones CEO] said, creates stress, danger, noise pollution, and air pollution." Metro does not dispute that excessive noise levels could cause adverse health effects. However, refer to Section 3.4, Air Quality, and Section 3.6, Noise and Vibration, of the Draft EIR, for project-specific analysis using health impact criteria established by the FTA and the South Coast Air Quality Management District. Also see MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

The commenter provides the following quote from an article titled, "Stress Makes us Sick": [T]his stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks in offspring." Metro does not dispute that stress could make people ill. This comment does not dispute the contents of the Draft EIR.

The commenter provides the following quote from an article titled, "Maximize Health and Longevity Using These Stress Management Strategies": "… causes many harmful, often overlooked effects … pain and strain … sleep habits … physical suffering … headache, upset

stomach, or back pain … stress can reduce the ability of your immune system". Metro does not dispute that stress could cause the cited health effects. This comment does not dispute the contents of the Draft EIR.

The commenter provides the following quote from an article titled, "Fighting Chronic Stress from Current Events? You Are Not Alone": "Although people often underestimate the influence of the mind on the body, a growing catalog of research shows that high levels of stress over an extended time can drastically alter physical function and affect nearly every organ system." Metro does not dispute that stress could cause health effects. This comment does not dispute the contents of the Draft EIR.

1970-12 The link provided for the National Geographic article on rail noise and stress in East Palestine is broken. Regardless, articles such as those cited by National Geographic, often address general or cumulative effects of noise from various types of rail or transportation systems, including heavy freight, passenger rail, and light rail. The project is a proposed light rail system, which operates differently than heavy rail of freight systems, with shorter and lighter trains and electric propulsion (reducing noise compared to diesel-powered freight trains). These distinctions mean that impacts identified in general studies may not directly apply to the project. This comment does not dispute the contents of the Draft EIR.

1970-13 The commenter submits an article titled, "Effects of Exposure to Road, Railway, Airport and Recreational Noise on Blood Pressure and Hypertension" as evidence of project impacts. The project is a proposed light rail system, which operates differently than heavy rail of freight systems, with shorter and lighter trains and electric propulsion (reducing noise compared to diesel-powered freight trains). These distinctions mean that impacts identified in general studies may not directly apply to the project. This comment does not dispute the contents of the Draft EIR.

1970-14 The commenter submits an article titled, "The Effect of Aircraft, Road, and Railway Traffic Noise on Stroke – Results of a Case–Control Study Based on Secondary Data" as evidence of project impacts. The project is a proposed light rail system, which operates differently than heavy rail of freight systems, with shorter and lighter trains and electric propulsion (reducing noise compared to diesel-powered freight trains). These distinctions mean that impacts identified in general studies may not directly apply to the project. This comment does not dispute the contents of the Draft EIR.

1970-15 The commenter submits an article titled, "Transportation Noise and Risk of Tinnitus: A Nationwide Cohort Study from Denmark as evidence of project impacts. The project is a proposed light rail system, which operates differently than heavy rail of freight systems, with shorter and lighter trains and electric propulsion (reducing noise compared to diesel-powered freight trains). These distinctions mean that impacts identified in general studies may not directly apply to the project. This comment does not dispute the contents of the Draft EIR.

1970-16 The commenter submits an article titled, "A study of self-reported health problems of the people living near railway tracks in Raipur city" as evidence of project impacts. The project is a proposed light rail system, which operates differently than heavy rail of freight systems, with shorter and lighter trains and electric propulsion (reducing noise compared to diesel-

powered freight trains). These distinctions mean that impacts identified in general studies may not directly apply to the project. This comment does not dispute the contents of the Draft EIR.

1970-17 See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. It is not technically feasible to correlate project-specific effects to specific health outcomes, given the complexity of factors contributing to these conditions. However, health effects related to air quality, noise, and other CEQA resources would be reduced with implementation of the proposed mitigation measures. Furthermore, the project would not operate 24 hours per day for seven days per week. The proposed hours of operation are 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes.

Submission 1971 Jiri Samuel

1971-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Metro recognizes the importance of minimizing impacts from light rail and relocated freight operations. Section 3.6, Noise and Vibration, of the Draft EIR, provides a detailed noise analysis and identifies mitigation measures to reduce significant noise impacts. The analysis follows the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual and evaluates the potential changes from existing conditions. The analysis accounts for the proposed frequency of train operation and proximity to sensitive receptors, such as residences. The noise standards used in the noise analysis are based on exterior noise levels, meaning that impacts were evaluated without assumed closed windows or air conditioning. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

Submission 1972 Jiri Samuel

1972-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and constructions recommendations to ensure surrounding structures are not damaged.

Submission 1973 Jan Kurth

1973-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. See responses to Comments 1973-3, 1973-5, 1973-6, and 1973-7 for specific

responses related to vibration. The project under consideration is a light rail transit line, not a commuter rail line, which typically consists of heavy rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains.

Section 3.6, Noise and Vibration, of the Draft EIR identifies locations where potential operational vibration impacts related to structural damage and annoyance would occur and sets forth Mitigation Measures MM-VIB-4: Low Impact Frogs through MM-VIB-6: Ballast Mats. The foregoing mitigation measures would reduce vibration operational annoyance impacts to less than significant. See MR-5: Vibration Impact Types and Impact Thresholds and MR-6: Vibration Analysis During Final Design for more information regarding the vibration analysis in the Draft EIR and during final design.

1973-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, and Metro's Grade Crossing Safety Policy. See MR-8: Light Rail and Freight Train Safety.

1973-3 The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction, and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and constructions recommendations to ensure surrounding structures are not damaged.

1973-4 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. The construction duration for the LPA is included in the Final EIR. Construction-related activities would proceed in phases, limiting the duration of any impacts at a given location. See MR-21: Cost Estimates and Schedule.

1973-5 See response to Comment 1973-3. As described in Section 3.6, Noise and Vibration, of the Draft EIR, the Federal Transit Administration (FTA) has defined vibration thresholds for human annoyance and structural damage. As shown in Table 3.6-6 of the Draft EIR, the threshold for vibration annoyance is 65 vibration decibels, for "frequent events." The threshold for construction vibration damage is shown in Table 3.6-5, which expresses vibration in terms of peak particle velocity inches per second. The analysis in the Draft EIR evaluates construction vibration impacts based on these established thresholds. For operational vibration impacts, vibration impacts are assessed in terms of human annoyance, as building damage thresholds are much greater than annoyance thresholds and are typically limited to construction activities which generate higher peak vibration levels than freight or light rail trains.

1973-6 See responses to Comments 1973-3 and 1973-5.

1973-7 The commenter's interpretation of the vibration data is inaccurate. Vibration levels were elevated at the El Nido Park measurement location for both northbound and southbound trains, indicating that the observed levels were not solely attributable to variations in train weight. For both loaded and unloaded trains, the highest vibration levels typically occurred with the passage of the locomotive, which is generally the heaviest part of the train.

As described on page 3.6-28 of the Draft EIR, the FTA general assessment methodology does not require vibration measurements. Vibration measurements were primarily conducted to collect samples of vibration generated by the existing freight train pass-bys and not as a requirement to prepare the analysis. As described on Page 3.6-31 of the Draft EIR, where higher vibration propagation was predicted compared to the predicted vibration levels, adjustments were made to calibrate the model such that it reflected higher vibration levels in the vicinity of El Nido Park.

See response to Comment 133-3 regarding vibration mitigation and vibration effects related to annoyance and damage during operations.

The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration.

Submission 1974 Michael Cowan

1974-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1975 Kelly F.

1975-1 A map of the project and options is provided in Figure 1.2-1 of the Draft EIR, located on page 1-3 of the document and page 2-7 of the Final EIR. A map is also available online at Metro's website located here: Metro C Line Extension to Torrance - LA Metro. If accessing Draft EIR or the online map is difficult, printed copies of the map can be requested by contacting Metro at: greenlineextension@metro.net

Additionally, Metro staff are available to assist seniors and other community members in reviewing the map and project details, either by phone at 213-922-4004 or in person at public outreach events and meetings.

The proposed light rail tracks would be built adjacent to the freight tracks within the Metro ROW. While freight tracks would remain, in some locations the freight tracks would be shifted within the Metro ROW to accommodate the light rail tracks. For more information regarding the proposed modifications to the freight tracks, see Section 2.3-1 of the Draft EIR and Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR. Also refer to Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative.

Submission 1976 Jay Gould

1976-1 The comment does not address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

1976-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1976-3 The commenter's objection to the project alignment in proximity to residences is noted. The project is designed to avoid displacement of residents. However, for properties where acquisition is necessary, Metro would comply with all applicable laws and regulations, including the California Relocation Act. See the 2025 Real Estate Acquisitions Report for additional information about property needs associated with the project. See also MR-14: Property Values and Impacts to Businesses.

1976-4 The comment does not address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

1976-5 The commenter's opposition to the project is noted. As described in the 2023 Alternatives Considered and Eliminated Report, published alongside the Draft EIR, Metro evaluated multiple alternatives and design options for a light rail extension in the South Bay from 2010 to the present day. Prior to the publication of the 2023 Draft EIR, reports analyzing the extension were published in 2009 and 2018. Crenshaw Boulevard would not be a feasible route, as it does not connect to the existing Redondo Beach (Marine) Station.

Submission 1977 Jay Gould

1977-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives. Vibration is addressed in Section 3.6, Noise and Vibration of the Draft EIR. Chapter 4, Evaluation of Alternatives, of the Draft EIR evaluates these impacts with respect to the LPA. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including vibration. See MR-5: Vibration Impact Types and Impact Thresholds and MR-6: Vibration Analysis During Final Design.

Submission 1978 Mark Car

1978-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

1978-2 The comment does not address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission 1979 Stable

1979-1 Noise is addressed in Section 3.6, Noise and Vibration of the Draft EIR. Chapter 4, Evaluation of Alternatives, of the Draft EIR evaluates these impacts with respect to the LPA. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including noise. See MR-2: Operational Noise

Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

Metro has undertaken extensive community outreach for potential transit service along the Metro ROW for well over a decade. Metro's outreach program also takes into consideration limited English proficiency within the communities. Most recently, in notifying the community regarding the Locally Preferred Alternative decision at a Metro Board of Directors meeting in May 2024 connection with the Draft EIR open houses, Metro distributed 32,000 flyers to residents, property owners, and businesses within a one-mile radius of all the alignments under study to notify the community of the LPA selection. Additionally, at the request of the City of Lawndale, Metro sent flyers to every resident within Lawndale. All outreach notifications are provided in both English and Spanish. Documentation on the outreach conducted during the environmental review process is available on the Metro project Dropbox, by visiting metro.net/clineext/#documents.

Submission 1980 Teresita Gonzales

1980-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1981 Lyuamila Gurevich

1981-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1982 Anne and Steve Granick

1982-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1983 Ralph Giordano

1983-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1984 Ricardo Gonzalez

1984-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1985 R. Yanase

1985-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1986 Ana Sofia Chappeton

1986-1 The commenter's support for the Elevated/At-Grade Alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1987 Grant Glazebrook

1987-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1988 Jason Macdonald

1988-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1989 Anonymous

1989-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission 1990 can be found in Section 5.3 Responses to Public Agencies

Submission 1991 Holly Osborne

1991-1 Figure 3.2-5 and Figure 3.2-10 incorrectly duplicated the City of Torrance percentage of existing land uses in the resource study area for the Proposed Project and Trench Option (Figure 3.2-5) and Hawthorne Option (Figure 3.2-10) totals.

This error has been corrected in Section 4.6, Corrections and Additions, of the Final EIR. The correction does not change the overall conclusion of the DEIR.

1991-2 See response to Comment 1991-1.

5.6 RESPONSES TO PUBLIC HEARING COMMENTS

Submission PH-1 Armando Vicente

PH-1-1 The commenter's support for the Hawthorne Option and opposition to the Elevated/At-Grade Alignment and Trench Option is noted. All comments have been shared with the Metro Board for its consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission PH-2 Josh Standifer

PH-2-1 The use of the Metro ROW as recreational space is acknowledged on page 3.15-38 of the Draft EIR. While Metro recognizes that some residents currently use the Metro ROW as informal recreational space, it is important to note that the Metro ROW is not a designated park or public recreational area. Its primary purpose is rail transportation. The project includes two multi-use paths, expanding access to residential neighborhoods and offering additional recreational options. See MR-10: Changes to Community Character and MR-16: Response to Lawndale and Redondo Beach Community Letter.

PH-2-2 Metro Homeless Outreach Teams are deployed on Metro buses, trains, and stations to engage with unhoused riders and connect them to resources. See MR-18: Homelessness.

PH-2-3 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-3 Craig St. John

PH-3-1 Property along Manhattan Beach Boulevard and Inglewood Avenue has been identified as potential location for a traction power substation (TPSS), as well as for a sump pump for the Trench Option. The LPA would not require a sump pump or the use of the parcel. The Draft EIR evaluated multiple TPSS locations, which are updated in the Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings – Locally Preferred Alternative, and would be further refined in the next phase of design, pending certification of the Final EIR and approval of the project by the Metro Board.

PH-3-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

PH-3-3 The commenter's preference for an elevated alignment in the Metro ROW alignment is noted. The Metro Board has selected an LPA for purposes of the Final EIR, although it has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which will include responses to all public comments, including those of the commenter. See MR-1: Selection of Alternatives.

PH-3-4 As described in Section 3.1, Transportation, of the Draft EIR, on page 3.1-15, PF-T-1: Construction Traffic Management Plan (CTMP), a CTMP would be prepared and implemented to manage disruptions during construction. The plan would include strategies

to manage traffic flow, including phased construction to avoid long-term closures, clearly marked detours, and coordination with local agencies to ensure efficient traffic management. As part of Metro's standard practice, the CTMP would explore scheduling certain construction activities, including deliveries and pick-ups of materials, during non-peak travel periods, and the possibility of conducting some construction work at night. The CTMP would be updated as construction progresses to reflect changes and updates at the work areas.

Submission PH-4 Kevin Mitchell

PH-4-1 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including those related to noise and vibration. Light rail transit operations differ significantly from freight operations in terms of noise and vibration characteristics. Light rail transit systems use lighter, electrically powered vehicles, resulting in lower noise and vibration levels compared to the diesel-powered freight trains currently operating along the Metro ROW. While the project would introduce light rail noise and would require adjustments to the locations of the existing freight tracks, the project would not increase freight operations.

Section 3.6, Noise and Vibration, of the Draft EIR, provides a comprehensive analysis of potential noise and vibration impacts associated with construction and operation of the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option. In addition, Chapter 4, Evaluation of Alternatives, of the Draft EIR, also evaluates the No Project Alternative, and the LPA. Operational noise and vibration impacts of the Trench Option, the Hawthorne Option and the LPA would be reduced to less than significant levels with mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-10: Changes to Community Character

Regarding construction impacts, Section 3.6, Noise and Vibration, of the Draft EIR, discloses that construction activities would cause potentially significant noise and vibration impacts. To address these impacts, Mitigation Measures MM-NOI-1: Noise Control Plan and MM-VIB-1: Vibration Control Plan would be implemented to reduce these temporary construction impacts to the maximum extent feasible. Additionally, construction-related activities would proceed in phases, meaning that work would not occur in one location for the entire construction period.

PH-4-2 The mitigation measures included in the Draft EIR are designed to eliminate or lessen potentially significant impacts of the project to environmental resources listed in the CEQA Guidelines. The Draft EIR established existing conditions for each resource addressed in the Draft EIR to appropriately study potential impacts to affected neighborhoods.

Submission PH-5 John Schreiber

PH-5-1 The project provides multiple benefits to the City of Lawndale, including improving mobility in the South Bay and providing equitable access to regional destinations through improved connections to the Metro regional rail system. Stations in the City of Lawndale were proposed as part of the 2018 Supplemental Alternatives Analysis, but were removed from consideration at the request of the City of Lawndale. See MR-19: Project Benefits.

PH-5-2 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. The use of the Metro ROW as recreational space is acknowledged on page 3.15-38 of the Draft EIR. While Metro recognizes that some residents currently use the Metro ROW as informal recreational space, it is important to note that the Metro ROW is not a designated park or public recreational area. Its primary purpose is rail transportation. The project includes two new multi-use paths, expanding access to residential neighborhoods and offering additional recreational options. See MR-10: Changes to Community Character and MR-16: Response to Lawndale and Redondo Beach Community Letter.

Section 3.2, Land Use and Planning, Section 3.3, Aesthetics, and 3.7, Biological Resources, of the Draft EIR, evaluate potential impacts to natural resources, including trees and green space, along the Metro ROW. Section 3.15-4.5, Public Services and Recreation, of the Draft EIR, concludes that the project would not lead to a significant impact or the need for new or physically altered government facilities to meet demand for parks or recreational areas. Existing parks and recreational facilities in the area would continue to serve residents after project implementation.

PH-5-3 See MR-8: Light Rail and Freight Train Safety. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utilities Relocation and Hazardous Materials Safety, MR-8: Light Rail and Freight Train Safety, and MR-20: Proximity Impacts of Relocated Freight Tracks. In addition, the potential for the project to interfere with evacuation plans is addressed on page 3.9-47 of the Draft EIR. The project would not interfere with an emergency response plan or emergency evacuation plan. See MR-12: Emergency Access. The Metro Board has selected an LPA for purposes of the Final EIR, which would fully grade separate the light rail within the Metro ROW.

PH-5-4 In order to provide every commenter with an opportunity to express their opinions during the public hearing, a one-minute time limit was allocated. The public has several other avenues to express their comments, including through the project email, letters, and the project phone number.

Submission PH-6 Chelsea Schreiber

PH-6-1 As discussed on page 3.3-71 and several other locations within Section 3.3, Aesthetics, of the Draft EIR, Metro's Tree Policy requires a minimum tree replacement ratio of 2:1 (or 4:1 if the tree is considered a heritage tree), and the planting of California-native or other drought-tolerant trees. Trees would also be replanted along the corridor to preserve and enhance the aesthetic character of the community.

PH-6-2 Under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

PH-6-3 Metro has constructed nearly 120 miles of light rail throughout Los Angeles County. More information on light rail projects can be found https://www.metro.net/projects/. Comments from stakeholders can be found in the Final EIR of each respective Metro project.

PH-6-4 Approximately 178 residential properties are located immediately adjacent to the Metro ROW, and 22 residential properties are located immediately adjacent to the Hawthorne Option. Metro has designed the project to avoid displacement of residents under either the Metro ROW alignments or the Hawthorne Option. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. Project operations would not introduce a new substantial permanent source of air pollutant emissions along the alignment. The light rail system would be powered by electricity, meaning there would be no direct emissions associated with rail propulsion. Consequently, operation of the light rail would not contribute to air pollution that could affect long-term health concerns such as asthma or cancer. Regarding potential air quality impacts associated with the relocation of the freight tracks, the distance to which the freight track would be shifted would vary all throughout the alignment, with a maximum shift of approximately 25 feet in the industrial areas north of the Torrance TC Station. This relocation is designed to accommodate the light rail tracks while minimizing potential impacts on adjacent properties. See MR-20: Proximity Impacts of Relocated Freight Tracks. Regarding construction impacts, as shown in Table 3.4-21 of the Draft EIR, localized emissions during construction, including those from freight track relocation, would remain below the applicable South Coast Air Quality Management District (SCAQMD) localized screening thresholds, even with sensitive receptors located near the edge of the Metro ROW. For a comparative evaluation of the alignment options and alternatives, see Chapter 4, Evaluation of Alternatives, of the Draft EIR and Section 4.21, Corrections and Additions, of this Final EIR.

PH-6-5 Metro takes the safety and well-being of nearby communities very seriously. Metro has worked diligently to design the project in a manner that avoids impacts to adjacent residential areas and to develop feasible and effective mitigation measures to address potentially significant environmental impacts. See response to Comment PH-6-4.

Submission PH-7 Lena Pullen

PH-7-1 Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security. Metro Homeless Outreach Teams are deployed on Metro buses, trains, and stations to engage with unhoused riders and connect them to resources. See MR-18: Homelessness.

PH-7-2 The Hawthorne Boulevard Option, the Trench Option, and the LPA would fully grade separate light rail from all roadways, thereby avoiding potential conflicts with school-age pedestrians and cyclists. As described in Chapter 2, Project Description, of the Draft EIR, the Elevated/At-Grade Alignment would have two at-grade light rail crossings at 170th and

182nd Streets. During operations, the potential for delays is dependent on dispatch routing of emergency responders to these particular crossings. Emergency responders are dispatched either from the station or from their current location, which means they may not utilize this crossing to arrive at their response destination. Alternative routes include Grant Avenue, Artesia Boulevard, and 190th Street. Metro would coordinate with involved police departments in addressing security and station areas within their respective jurisdictions. Gate operations for at-grade crossings would be configured per California Public Utility Commission standards. The LPA and Trench Option would grade separate light rail at 170th Street and 182nd Street.

During construction, Project Feature PF-T-1: Construction Traffic Management Plan, as described on page 3.1-15 of the Draft EIR, would require Metro to coordinate with the local jurisdictions to minimize disruptions to public services (e.g., schools). This plan would include details on street closure, detour routes, haul routes and staging areas and would be reviewed by the Cities of Lawndale, Redondo Beach, and Torrance. Consistent with standard Metro practice, the construction traffic management plan would account for peak hours to minimize any disruption to student transportation, including access to Lawndale High School and other schools in the district. Project Feature PF-T-1 also requires Metro to coordinate with emergency service providers, including fire, police and EMTs, to ensure emergency access is provided to the construction zones and neighboring land uses. Emergency access points would be clearly marked in consultation with local fire departments to ensure that emergency vehicles could quickly respond to incidents in the community during construction. See MR-12: Emergency Access.

PH-7-3 The commenter's support for the No Build Alternative and opposition to the Hawthorne Boulevard Option and an alignment through the City of Lawndale are noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-8 Eric Hermelin

PH-8-1 Section 3.6. Noise and Vibration, of the Draft EIR, discloses that each alignment option would result in potentially significant construction-related noise and vibration impacts. To address these impacts, the project would implement Mitigation Measures MM NOI-1: Noise Control Plan, MM-VIB-1: Vibration Control Plan, MM-VIB-2: Construction Equipment Location, and MM-VIB-3: Pre- and Post- Construction Surveys. While implementation of these measures would reduce the construction noise and vibration impacts to the maximum extent feasible, some noise and vibration impacts during construction would remain significant and unavoidable. These impacts would be temporary and would cease upon the completion of construction activities.

The potential operational noise impacts for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures.

PH-8-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-9 Barry Ogle

PH-9-1 The commenter's experience as a retired BNSF conductor remote control engineer is noted. See MR-8: Light Rail and Freight Train Safety.

PH-9-2 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Soil conditions and potential impacts along the Metro ROW are identified in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR. Any design using the Metro ROW would account for these conditions in order to construct and operate the project safely. See MR-13: Soil Stability and Sinkholes.

PH-9-3 Several routes were examined as part of previous phases and studies of the project, but were eliminated from further consideration, as described in the 2023 Alternatives Considered and Eliminated Report, published alongside the Draft EIR. See Chapter 4, Evaluation of Alternatives, of the Draft EIR.

Submission PH-10 Angelica Vicente

PH-10-1 The commenter's concerns regarding the Metro ROW alignments are noted. Metro has designed the project to fit within the Metro ROW and avoid displacement of people from their homes. Metro has designed the project to avoid displacement of residents. See the 2025 Real Estate Acquisition Report, published concurrently with this Final EIR, for more detailed information on proposed property acquisitions. Metro understands the concern related to property values. See MR-14: Property Values and Impacts to Businesses.

PH-10-2 Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of the Final EIR show the locations and approximate heights of the retaining walls. The commenter refers to their property near the Metro ROW in the area between 170th Street and Artesia Boulevard. The retaining walls proposed in this area would be approximately the same height as the existing freight track, and would not substantially alter views or affect natural light relative to existing conditions. Figure 3.3-64 in the Draft EIR provides a simulation of a similar scenario, where the retaining wall near Grant Avenue would replace the existing earthen berm. Overall, the impacts related to the retaining walls would be similar to the rest of the project as a whole, as discussed in Section 3.3-4.3.2 of the Draft EIR. They would represent a visual change compared to existing conditions but through application of Metro design policies to ensure a high level of quality in design, they would be consistent with local policies regarding visual character and quality. Soundwalls are designed to withstand all but the most severe earthquakes per the California Building Code.

With respect to potential shading, the creation of shade on private property, such as reduced sunlight in private yards, is generally not considered a significant environmental impact unless it affects public spaces or public resources such as parks, open space, or solar access. In addition, because the position of the sun changes throughout the day and year,

any shading from the project features would be temporary and vary in duration, rather than causing continuous loss of light. Furthermore, the scale of retaining walls and soundwalls would generally be similar to the surrounding environment, and would therefore not introduce substantial new shade. Accordingly, shading of individual residences would not constitute a significant impact.

PH-10-3 Noise and vibration are discussed in Section 3.6, Noise and Vibration, of the Draft EIR. The analysis considers both the light rail train and relocated freight tracks. See MR-2: Operational Noise Analysis Methodology, MR-3: Operational Noise Project Features and Mitigation Measures, MR-5: Vibration Impact Types and Impact Thresholds, MR-6: Vibration Analysis During Final Design, and MR-20: Proximity Impacts of Relocated Freight Tracks.

PH-10-4 Metro has extensive experience overseeing the design and construction of light rail projects and has successfully managed utility relocations for similar transit projects throughout the region. See MR-7: Utility Relocation and Hazardous Materials Safety.

PH-10-5 As discussed in Section 3.2, Land Use and Planning, of the Draft EIR, the project would not physically divide a community because residents would still be able to cross the Metro ROW at all existing designated rail crossings located at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered to isolate any one part of the community from the other. All at-grade crossings for light rail and/or freight would include upgraded safety crossing infrastructure. The LPA, Trench Option, and Hawthorne Option would fully grade separate light rail from all roadways. See MR-10: Changes to Community Character.

Submission PH-11 Rhonda Hofmann Gorman

PH-11-1 In order to provide every commenter with an opportunity to express their opinions, a one-minute time limit was allocated. The public has several other avenues to express their comments, including through the project email, letters, and the project phone number.

PH-11-2 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-11-3 Metro Homeless Outreach Teams are deployed on Metro buses, trains, and stations to engage with unhoused riders and connect them to resources. See MR-18: Homelessness.

Submission PH-12 Ted Hofmann

PH-12-1 The commenter's opposition to the project is noted. The chart that the commenter refers to was displayed at the public hearings showing the Elevated/At-Grade Alignment and Trench and Hawthorne Options analyzed in the Draft EIR, and did not include the alternatives to the project discussed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives.

PH-12-2 See response to Comment PH12-1. The High-Frequency Bus Alternative is considered and analyzed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. CEQA requires that an EIR identify the Environmentally Superior Alternative and discuss the facts that support that

selection. However, the Lead Agency is not obligated to select the Environmentally Superior Alternative for implementation if it would not accomplish the basic project objectives.

PH-12-3 The commenter's opposition to the Hawthorne Option, which may require an overhead easement for the light rail to cross over their property is noted. All comments have been shared with the Metro Board for their consideration.

Submission PH-13 Doris Hofmann

PH-13-1 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

PH-13-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). Metro Homeless Outreach Teams are deployed on Metro buses, trains, and stations to engage with unhoused riders and connect them to resources. See MR-18: Homelessness.

PH-13-3 The commenter's opposition to the project is noted. The Draft EIR analyzed a High-Frequency Bus Alternative. Light rail offers travel time savings over bus, as demonstrated in the 2023 Ridership Summary Report, which makes light rail transfer to bus rather than a single ride on a bus preferable to many riders. See MR-1: Selection of Alternatives. Metro has a graffiti program that requires removal of graffiti within 24 hours of being reported. In addition, the Metro Rail Design Criteria requires that a graffiti-resistant coating be applied to furnishings and surfaces to prevent graffiti.

Submission PH-14 Robert Pullen Miles

PH-14-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-1: Selection of Alternatives.

PH-14-2 The use of the Metro ROW as recreational space is acknowledged on page 3.15-38 of the Draft EIR. However, access to the Metro ROW is not authorized, as the Metro ROW is part of an active transportation corridor, nor compliant with freight safety standards. The Metro ROW is not a designated park or public recreational area. Its primary purpose is rail transportation. The project would include new multi-use paths, expanding access to residential neighborhoods and offering safe recreational options. See MR-10: Changes to Community Character and MR-16: Response to Lawndale and Redondo Beach Community Letter.

PH-14-3 Metro has been coordinating with Westwood Building Supplies since early phases of the project and has refined the design to minimize potential disruptions to the property's operations, as well as their storage area, which they lease from Metro. Although construction activities could result in partial and full road closures along Inglewood Avenue

and Manhattan Beach Boulevard, Metro is committed to minimizing disruption to local businesses. As part of Project Feature PF-T-1: Construction Traffic Management Plan, described in Section 3.1, Transportation, of the Draft EIR, the project would include a Construction Traffic Management Plan (CTMP), which would manage closures, maintain access, and coordinate with businesses. The CTMP requires Metro to coordinate with impacted businesses to limit disruptions.

PH-14-4 The commenter's opposition to the project in Lawndale, support for the No Project Alternative, and preference for more buses is noted. The No Project Alternative and a High-Frequency Bus Alternative were analyzed in Section 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives.

Submission PH-15 Pat Nichols

PH-15-1 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. The Trench Option would reduce noise impacts compared to the Elevated/At-Grade Alignment by blocking the line-of-site between noise sources and nearby receptors and by eliminating the need for audible light rail warning devices at the 170th Street and 182nd Street crossings.

The Metro Board selected the LPA for the purposes of the Final EIR. Similar to the Trench Option, the LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option avoid the need for audible warning at light rail crossings, such as routine light rail train horns and crossing bells. Operational noise impacts of the LPA, Trench Option, and Hawthorne Option would be less than significant with mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures.

Metro acknowledges that the project would result in light rail noise along the Metro ROW. Per guidance established by the Federal Transit Administration (FTA) in the Transit Noise and Vibration Impact Assessment Manual (2018), the potential for impacts is based on exterior noise levels. The analysis in Section 3.6, Noise and Vibration, of the Draft EIR, demonstrates that with mitigation, exterior noise levels impacts would be below the FTA noise thresholds, regardless of whether windows are open or closed.

PH-15-2 The vibration levels from light rail operations would be significantly lower than those generated by freight trains due to the lighter weight. The vibration analysis considered both light rail trains and relocated freight. Operational vibration annoyance impacts would be mitigated to less than significant with mitigation for the Metro ROW alignments and the Hawthorne Option. Mitigation measures include MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats. Vibration mitigation measures and locations where they would apply are included on pages 3.6-106 through 3.6-108 of the Draft EIR. Because, with mitigation, the operational vibration levels would be below the FTA's thresholds for annoyance, they would also be well below the levels associated with structural damage to adjacent buildings. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site-specific

geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged. See MR-13: Soil Stability and Sinkholes.

Submission PH-16 Denise

PH-16-1 The LPA and the Trench Option would fully grade separate light rail from all roadways, and would not increase traffic congestion, nor affect emergency access along the Metro ROW. For the Elevated/At-Grade Alignment, the frequency of the railroad crossing gate down time would increase travel times for vehicles relative to existing conditions, but it would not result in the permanent closure of emergency access. All homes and businesses on either side of the Metro ROW are accessible by alternate routes within a half-mile and, therefore, would not be substantially affected by train frequency. See MR-12: Emergency Access for additional information.

Submission PH-17 Andrew Wang

PH-17-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-18 Jay Gould

PH-18-1 Metro extends its sympathy to the commenter and their family for the experience described. While Metro is not able to comment on individual criminal investigations, safety and security are a top priority for Metro. The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. Metro is committed to integrating safety into all Metro rail operations, as well as construction. See MR-9: Light Rail Security.

Submission PH-19 Josh Standifer

PH-19-1 The Draft evaluates potential environmental impacts using established regulatory thresholds and methodologies developed by expert agencies such as the Federal Transit Administration (FTA) and the South Coast Air Quality Management District (SCAQMD). These thresholds are not arbitrary; they are designed to protect public health, safety, and quality of life, based on peer-reviewed research and real-world data. Metro understands concerns regarding the introduction of additional rail infrastructure near residential areas, and has worked diligently to develop feasible and effective mitigation measures to address the potentially significant environmental impacts of the project. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds; MR-3: Operational Noise Project Features and Mitigation Measures; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; MR-5: Vibration Impact types and Impact Thresholds; and MR-8: Light Rail and Freight Train Safety.

PH-19-2 Metro Homeless Outreach Teams are deployed on Metro buses, trains, and stations to engage with unhoused riders and connect them to resources. See MR-18: Homelessness.

PH-19-3 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-20 Maria Francis

PH-20-1 The commenter's opposition to the project in Lawndale and support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Operation and construction noise impacts and associated mitigation measures are evaluated in Section 3.6, Noise and Vibration, of the Draft EIR. Construction impacts are addressed for each relevant environmental topic in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Chapter 4, Corrections and Additions, of the Final EIR, with mitigation measures proposed as necessary to reduce potentially significant impacts. See MR-3: Operational Noise Project Features and Mitigation Measures. It should also be noted that, with mitigation, the LPA would not result in significant operational noise impacts.

Submission PH-21 Marvin Francis

PH-21-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-21-2 Metro understands concerns regarding the introduction of additional train infrastructure near residential areas and has worked diligently to develop feasible and effective mitigation measures to address the potentially significant environmental impacts of the project. The commenter's concern about construction impacts is noted. Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR, analyzes the impacts that would occur during construction and identifies mitigation measures that would be required to reduce impacts.

PH-21-3 Noise impacts associated with operation of the project are analyzed in detail in Section 3.6, Noise and Vibration, of the Draft EIR. Relative to the Elevated/At-Grade Alignment, the LPA and Trench Option within the Metro ROW would significantly reduce noise impacts because they eliminate the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option avoid the need for audible warning at light rail crossings, such as routine light rail train horns and crossing bells. Operational noise impacts of the LPA, Trench Option, and the Hawthorne Option would be less than significant with mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures. The anticipated hours of operation would be 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00 p.m. to 1:00 a.m.) to approximately 15 minutes. This would result in a reduced frequency of trains during these hours and reduced overall noise compared to peak-hour system headways of 5 minutes.

PH-21-4 The commenter's support for the Hawthorne Option is noted. The street improvements on Manhattan Beach Boulevard from Aviation Boulevard to Inglewood Avenue were implemented by the City of Redondo Beach and are unrelated to this project. Those street improvements were completed in early 2025.

Submission PH-22 Tom Wooge

PH-22-1 As discussed in Section 3.2, Land Use and Planning, of the Draft EIR, the project would not physically divide a community because residents would still be able to cross the Metro ROW at all existing designated rail crossings: at Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. There are no legal crossings between 162nd Street and 170th Street. Although some individuals trespass across the Metro ROW, such use is unauthorized. Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. The LPA, the Trench Option, and the Hawthorne Option would fully grade separate light rail from all roadways, thereby avoiding potential conflicts with school-age pedestrians and cyclists. The freight track would remain at-grade, but the project would include new pedestrian safety infrastructure, such as gates, which would improve safety compared to existing conditions, where no pedestrian safety infrastructure exists. The presence of a station could also benefit access to schools for residents, parents, and caretakers. See MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

Submission PH-23 Fred Sadegh

PH-23-1 The commenter's concerns for businesses impacts near the corner of Inglewood Avenue and Manhattan Beach Boulevard are noted. It is unclear which alignment the commenter is supporting. The commenter's preference for the alignment located where there is already a train track may be referring to the Metro ROW alignment. The LPA would require permanent acquisition of three industrial parcels near Inglewood Avenue and Condon Avenue (APN # 4080-025-057- 4080-025-059) to locate operational equipment including traction power substation (TPSS), pump station, and grade-crossing infrastructure. There are a few commercial and industrial properties along Inglewood Avenue near Manhattan Beach Boulevard where Metro has identified the need for a temporary construction easement (TCE) or partial acquisition to locate grade-crossing equipment. See the 2025 Real Estate Acquisitions Report for more information. See MR-1: Selection of Alternatives.

Noise and vibration impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. It should also be noted that, with mitigation, the LPA, Trench Option, and Hawthorne Option would not result in significant operational noise impacts.

Submission PH-24 Abby Sahjari

PH-24-1 The commenter's concerns for business impacts near the corner of Inglewood Ave and Manhattan Beach Blvd are noted. It is not clear what parcel the commenter is referring to. Metro published the 2023 Real Estate Acquisition Report concurrent with the Draft EIR to identify potentially affected properties and has updated it for the LPA, which identifies potential temporary construction easements (TCEs), partial acquisitions for grade-crossing

infrastructure, and permanent acquisitions for light rail operational equipment for commercial and industrial properties that may be needed for construction and operations. See the 2025 Real Estate Acquisitions Report for updated information.

Submission PH-25 Kehla Guirguis

PH-25-1 Noise impacts associated with the operation of the project are analyzed in detail in Section 3.6, Noise and Vibration, of the Draft EIR. The Elevated/At-Grade Alignment, the Trench Option, and the LPA would include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. This would eliminate routine freight train horn noise along the Metro ROW in the area. See MR-3: Operational Noise Project Features and Mitigation Measures; MR-7: Utility Relocation and Hazardous Materials Safety; and MR-10: Changes to Community Character.

The commenter's concerns about the potential impacts to privacy, safety, and the character of the neighborhood are noted. The Metro ROW alignments have been designed to stay within the existing Metro ROW, which has been an active freight corridor for decades. Metro has designed the project to avoid encroachment into the surrounding residential areas and reduce impacts wherever feasible. To address concerns related to proximity, safety and privacy, Metro would install new or upgraded fencing and soundwalls along the light rail guideway. These barriers would enhance safety by preventing unauthorized access, reduce operational noise impacts, and help to preserve privacy for adjacent residents. Soundwall design would also include aesthetic treatments to ensure compatibility with surrounding neighborhoods. Landscaping would also be provided along the Metro ROW. Any remaining views from the light rail into adjacent areas would be brief and transitory. Moreover, Metro's light rail trains are not designed for sightseeing; passengers are typically seated facing inward or are engaged in other activities, further limiting the potential for visual intrusion. As project design advances, Metro would continue to work with local communities to ensure a high level of design. As described in Section 3.3, Aesthetics, of the Draft EIR, the project would include Project Feature PF-AES-1: Local Zoning Ordinances and PF-AES-2: Metro Design Standards to ensure compliance with local ordinances and enhance the visual identity and character of the project within surrounding communities.

Submission PH-26 Safah Guirguis

PH-26-1 Noise is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. Metro has established procedures to maintain the cleanliness and appearance of its transit corridors. Metro's standard operations and maintenance plans address routine landscaping, vegetation management, and litter removal activities. See MR-3: Operational Noise Project Features and Mitigation Measures; MR-8: Light Rail and Freight Train Safety; and MR-10: Changes to Community Character.

PH-26-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-27 Lena Pullen

PH-27-1 Several routes were examined as part of previous phases and studies of the project, but were eliminated from further consideration, as described in the 2023 Alternatives Considered and Eliminated Report, published alongside the Draft EIR. See Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives.

PH-27-2 Metro Homeless Outreach Teams are deployed on Metro buses, trains, and stations to engage with unhoused riders and connect them to resources. See MR-9: Light Rail Security and MR-18: Homelessness.

PH-27-3 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. The LPA, Trench Option, and Hawthorne Option would fully grade separate light rail from all roadways, thereby avoiding potential conflicts between light rail and with school-age pedestrians and cyclists, and avoid increasing traffic congestion or inhibiting emergency access. The freight track would remain at-grade, but the project would include new pedestrian safety infrastructure, such as gates, which would improve safety compared to existing conditions, where no pedestrian safety infrastructure exists. The presence of a station could also benefit access to schools for residents and parents. See MR-8: Light Rail and Freight Train Safety and MR-10: Changes to Community Character.

For the Elevated/At-Grade Alignment, the frequency of the railroad crossing gate down time would increase relative to existing conditions, but it would not result in the permanent closure of emergency access. All homes and businesses on either side of the Metro ROW are accessible by alternate routes within a half-mile and therefore not affected by train frequency. See MR-12: Emergency Access.

PH-27-4 The commenter's opposition to the project and support for the No Build Alternative is noted.

Noise and vibration are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. Operational noise impacts of the LPA would be less than significant, with mitigation.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission PH-28 Angelica Vicente

PH-28-1 Metro has designed the project to fit within the Metro ROW and avoid displacement of residents. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

PH-28-2 As described in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR, the project would be designed to accommodate high seismic ground motion and associated consequences in accordance with Metro's geotechnical design standards and thresholds, per Project Feature PF-GEO-1: Metro Geotechnical Design Standards. Site-specific geotechnical investigations would be performed in accordance with the Metro Rail Design Criteria Section 5.6 to incorporate seismic demands and provide engineering solutions. The project would comply with the latest versions of local and state building codes and regulations. See MR-8: Light Rail and Freight Train Safety. See MR-13: Soil Stability and Sinkholes.

PH-28-3 The potential for vibration impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The vibration levels from light rail operations would be significantly lower than those generated by freight trains, due to the lighter weight. The vibration analysis considered both light rail trains and relocated freight. Operational vibration annoyance impacts would be mitigated to less than significant with mitigation for the Metro ROW alignment and the Hawthorne Option. Mitigation measures include MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats. Vibration mitigation measures and locations where they would apply are included on pages 3.6-106 through 3.6-108 of the Draft EIR. See MR-5: Vibration Impact Types and Impact Thresholds.

PH-28-4 Metro has extensive experience overseeing the design and construction of light rail projects and has successfully managed utility relocations for similar transit projects throughout the region. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety and MR-20: Proximity Impacts of Relocated Freight Tracks.

Submission PH-29 Armando Vicente

PH-29-1 The commenter's opposition to a project along the Metro ROW is noted. The project is expected to follow the operating patterns of Metro's current rail lines. The anticipated hours of operation are 4:00 a.m. one day to 1:00 a.m. the following day. System headways would be reduced during early morning (4:00 a.m. to 6:00 a.m.) and late-night hours (7:00

p.m. to 1:00 a.m.) to approximately 15 minutes. This would result in a reduced frequency of trains during these hours and reduced overall noise compared to peak-hour system headways of 5 minutes. Weekend system headways would be reduced compared to weekdays. For purposes of the impact analysis, the Draft EIR assumes that trains would run approximately every 5 to 10 minutes during peak periods (typical commuting hours) and would run approximately every 10 to 20 minutes during non-peak periods, depending on the time of day. The final operating schedule will be determined closer to project operation. More sensitive time periods of the day, such as nighttime hours would have a reduced frequency of trains and therefore reduced overall noise compared to peak-hour system headways of 5 minutes.

The potential operational noise impacts for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. Like the Trench and Hawthorne Options, the LPA would not result in significant operational noise impact. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures, and MR-10: Changes to Community Character.

Submission PH-30 Brandon Vickers

PH-30-1 The commenter's support for the project and an at-grade alignment along the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-31 Sean Moore

PH-31-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-31-2 The project is evaluated as a standalone project under CEQA because it has a logical terminus and independent utility, serving a specific transit need between Redondo Beach and Torrance without requiring additional phases to function effectively (*Del Mar Terrace Conservancy, Inc. v. City Council* (1992) 10 Cal. App. 4th 712). The cumulative impact analysis in the Draft EIR incorporates regional projections from the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which accounts for other projects, including Metro rail, and their combined regional effects. In doing so, the Draft EIR evaluates the potential growth effects from past, present, and probable future projects. Each Metro project has specific local objectives, routes, and impacts that must be assessed individually to ensure an accurate and meaningful analysis under CEQA. Evaluating each project independently allows for the consideration of project-specific conditions, resources, and community concerns, while cumulative impacts are addressed within the framework of regional planning documents. Furthermore, consistent with how CEQA Guidelines Section 15378(c) defines a "project," permit approvals facilitated, in part, by the environmental analysis in the Draft EIR, would be limited to only those associated with the Metro ROW alignments and the Hawthorne Option. Future projects proposed by Metro along other alignments not evaluated by the Draft EIR would be required to undergo their own environmental analysis in accordance

with the requirements established by CEQA. Thus, the Draft EIR adequately evaluates the whole of the action and does not piecemeal.

The commenter also expresses general concerns about the adequacy of mitigation measures, but does not specify which mitigation measures they believe to be deferred or inadequately addressed. All mitigation measures proposed in the Draft EIR are based on established standards, methods and guidelines, commonly accepted under CEQA for large-scale transportation projects. In cases where mitigation measures require further refinements and identify feasible compliance options to achieve those standards.

The commenter further states that the Draft EIR does not adequately address multiple CEQA topics. No reason for this belief is provided in the comment. The Draft EIR complies with CEQA and Metro worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Finally, the commenter asserts the ridership study is flawed. The operational parameters in the Draft EIR are based on the travel demand modeling performed for the project. This modeling is included in the 2023 Ridership Report, published concurrently with the Draft EIR. See MR-15: Metro Ridership Forecasting Methodology.

Submission PH-32 Jonathan Shultz

PH-32-1 Each environmental topic analyzed in the Draft EIR, including noise and vibration, is evaluated for both construction and operational phases. The operational noise impact analysis is presented in Section 3.6-4.1.2, Noise and Vibration, of the Draft EIR, beginning on page 3.6-46. As concluded therein, the operational noise impact would only be for the Elevated/At-Grade Alignment and at one specific location, which is near 170th Street.

Regarding the Trench Option, the Draft EIR recognizes that the alignment transitions out of the trench south of 170th Street, including the areas noted in the comment. The Trench Option is described in Section 2.3-2, Project Description, of the Draft EIR beginning on page 2-21.

The Metro Board selected the LPA for purposes of the Final EIR, which significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. See MR-1: Selection of Alternatives.

Submission PH-33 George Gale

PH-33-1 The existing freight rail line is located within the Metro ROW, which runs behind residential properties in Lawndale and Redondo Beach. The proposed light rail alignments that follow the Metro ROW would place the new light rail tracks within that same Metro ROW. Metro has extensive experience overseeing the design and construction of light rail projects and has successfully managed utility relocations for similar transit projects throughout the region. The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential

impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety.

PH-33-2 See response to Comment PH-33-1. Impacts related to soil stability are addressed in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR. See MR-13: Soil Stability and Sinkholes.

PH-33-3 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

The potential operational noise impacts for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures. The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains. Section 3.6, Noise and Vibration, of the Draft EIR, evaluates the potential for noise impacts and mitigation measures in detail.

PH-33-4 See MR-7: Utility Relocation and Hazardous Materials Safety and MR-8: Light Rail and Freight Train Safety.

Submission PH-34 Raul Moratto

PH-34-1 The use of the Metro ROW as recreational space is acknowledged on page 3.15-38 of the Draft EIR. While Metro recognizes that some residents currently use the Metro ROW as informal recreational space, it is important to note that the Metro ROW is part of an active transportation corridor and recreational use of the Metro ROW is unauthorized and not compliant with freight safety standards. The Metro ROW alignments, including the LPA, would provide new multi-use paths, expanding access to residential neighborhoods and offering additional recreational options. See MR-10: Changes to Community Character and MR-16: Response to Lawndale and Redondo Beach Community Letter.

PH-34-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-34-3 See response to Comment 34-1.

Submission PH-35 Ted Hofmann

PH-35-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. The commenter also notes a preference for a bus system should a project be developed within the Metro ROW. A High-Frequency Bus Alternative is analyzed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives.

PH-35-2 The fundamental purpose of the project is to provide high-capacity transit service in the South Bay. All project objectives could be viewed on page ES-4 of the Draft EIR. The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission PH-36 Amy Lacoe

PH-36-1 The commenter's concern about construction impacts on Hawthorne Boulevard is noted. Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR, analyzes the impacts that would occur during construction, and identifies mitigation measures that would be required to reduce impacts. As detailed in Section 3.1, Transportation, Project Feature PF-T-1: Construction Traffic Management Plan would ensure that access would be maintained, and disruptions reduced during construction.

PH-36-2 The impacts of the Hawthorne Option to nearby residents are described in Section 3.1, Transportation, Section 3.2, Land Use and Planning, Section 3.3, Aesthetics, Section 3.4, Air Quality, and Section 3.6, Noise and Vibration of the Draft EIR. Mitigation measures are proposed to address these impacts, including MM-NOI-2: Soundwalls, MM-NOI-3: Low Impact Frogs and MM-NOI-5: Wheel Squeal Noise Monitoring, as well as design considerations to maintain aesthetic compatibility and minimize disruptions. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-10: Changes to Community Character.

PH-36-3 In 2009, Metro prepared an alternatives analysis that studied the potential for transit service along all or portions of the Metro ROW and identified the segment between the Redondo Beach (Marine) Station and the Torrance Transit Center as the highest priority project. Since then, several alignments and alternatives have been studied. The 2018 Supplemental Alternatives Analysis report recommended two alignments to be carried forward into environmental analysis: the Metro ROW and the Hawthorne Boulevard alignment (both primarily at-grade alignments).

Submission PH-37 Kim

PH-37-1 Urbanized avian species, including resident birds of prey such as red-tailed hawks and great-horned owls, are protected under the Migratory Birds Treaty Act and the California Fish and Game Code. As discussed in Section 3.7, Biological Resources, of the Draft EIR, these species have potential to occur within the Resource Study Area (RSA), which provides suitable breeding and foraging habitat in the form of trees, vegetation, and man-made structures (see page 3.7-22). The Draft EIR acknowledges that construction activities could temporarily

disturb these habitats. To address this, Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys, establishes seasonal restrictions and pre-construction surveys to identify and protect active nests. Given the existing anthropogenic disturbance (e.g., vehicular traffic, train traffic, human presence) throughout the RSA, these mitigation measures are anticipated to reduce potential impacts on nesting and foraging birds to less than significant. The project does not propose any permanent changes that would preclude birds from returning to the area after construction. Moreover, birds and terrestrial species in the RSA are adapted to living in an urban environment, and operational impacts would be less than significant.

PH-37-2 The commenter's opposition to a project located in residential neighborhoods is noted. Metro has successfully implemented light rail in residential communities across Los Angeles County, including along the Metro E Line in West Los Angeles and the Metro A Line in South Pasadena, where light rail operates adjacent to homes. Metro has worked diligently to design the project in a way that minimizes disruption and to develop feasible and effective mitigation measures to address potentially significant impacts.

PH-37-3 As described in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR, the project would be designed to accommodate high seismic ground motion and associated consequences in accordance with Metro's geotechnical design standards and thresholds, per Project Feature PF-GEO-1: Metro Geotechnical Design Standards. Site-specific geotechnical investigations would be performed in accordance with the Metro Rail Design Criteria Section 5.6 to incorporate seismic demands and provide engineering solutions. See MR-8: Light Rail and Freight Train Safety.

Submission PH-38 Marianna Carlton

PH-38-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration.

PH-38-2 An additional station along the Hawthorne Option within the City of Lawndale was studied as part of the 2018 Supplemental Alternatives Analysis, but was removed from further consideration at the request of the City of Lawndale. Over the course of several planning studies, the project has been designed to provide convenient access to the Redondo Beach Transit Center and Torrance Transit Center, which were selected based on extensive analysis of connectivity and accessibility and community outreach. The stations would serve as key transit hubs, with existing local bus routes providing access to nearby destinations. While Metro assists in identifying improvements during the planning and design phases, the implementation of local access to regional transit facilities falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in this planning.

Submission PH-39 Mike Gallin

PH-39-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-39-2 Approximately 178 residential properties are located immediately adjacent to the Metro ROW, and 22 residential properties are located immediately adjacent to the Hawthorne Option. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including air quality and noise effects to residences.

PH-39-3 The commenter's reiteration of support for the Hawthorne Option is noted.

Submission PH-40 Ray Hollar

PH-40-1 Section 3.3, Aesthetics, of the Draft EIR, evaluates baseline conditions of the existing Metro ROW as an active railroad corridor. This includes not only the current freight train operations, but also the visual characteristics inherent to a railroad corridor, such as railroad tracks and associated infrastructure. In addition, as stated on page 3.3-54 of the Draft EIR, views of the mountains and other landmarks the commenter mentioned are located relatively long distances from the Metro ROW in Lawndale, which makes any possible views of them quite distant. For example, the Hollywood Sign is located approximately 17 miles north/northeast of the Metro ROW in Lawndale. Nonetheless, those distant views would remain available from public streets and sidewalks, even with the addition of project elements such as soundwalls and elevated structure. The implementation of the project would not fundamentally change the use of the Metro ROW as a transportation corridor. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR.

PH-40-2 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-10: Changes to Community Character.

Submission PH-41 Ted Hoffmann

PH-41-1 The commenter's opposition to the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-41-2 It is unclear what problems the commenter is referring to at the Galleria. The Hawthorne Option would be located within Hawthorne Boulevard and would not require any acquisitions of private property as part of the South Bay Galleria.

PH-41-3 The commenter's support for the No Project Alternative or buses is noted. Chapter 4, Evaluation of Alternatives, of the Draft EIR, assesses a No Project Alternative and a High-Frequency Bus Alternative.

Submission PH-42 Lama Barikhan

PH-42-1 The commenter's opposition to the project in Lawndale is noted. Noise and vibration impacts and associated mitigation measures are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. Moreover, the LPA significantly reduces noise impacts compared to the

Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

PH-42-2 The commenter's support for the No Project Alternative or buses is noted. Chapter 4, Evaluation of Alternatives, of the Draft EIR, assessed a No Project Alternative and a High-Frequency Bus Alternative. The Metro Board reviewed and considered these alternatives when they selected the Hybrid Alternative as the LPA in May 2024.

Submission PH-43 Samsung

PH-43-1 The use of the Metro ROW as recreational space is acknowledged on page 3.15-38 of the Draft EIR. While Metro recognizes that some residents currently use the Metro ROW as informal recreational space, it is important to note that the Metro ROW is not a designated park or public recreational area. Its primary purpose is rail transportation. The project would include two new multi-use paths, expanding access to residential neighborhoods and offering additional recreational options. See MR-10: Changes to Community Character and MR-16: Response to Lawndale and Redondo Beach Community Letter.

Submission PH-44 Lama Barikhan

PH-44-1 The commenter's question appears to refer to a future proposal in 2024 and its potential effect on the housing market. It is unclear what specific proposal the commenter is referencing. If the comment is referring to the proposed C Line Extension Project and its potential impacts on the real estate market, note that economic effects such as changes in property values are not considered physical environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. Metro acknowledges community concerns related to property values. See MR-14: Property Values and Impacts to Businesses.

Submission PH-45 Kim

PH-45-1 The project would not pass by 192nd Street. If the commenter intended to say 182nd Street, the project would pass through that area. The project under consideration is a light rail transit line to be operated by Metro, not a heavy rail line operated by Metrolink or freight rail. Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains and freight operators. Mitigation Measure MM-VIB-3: Pre- and Post-Construction Surveys requires contractors to document damage resulting from vibration impacts during construction, and repair them. In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged. Regarding operational vibration damage, see MR-5: Vibration Impact Types and Impact Thresholds.

PH-45-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-46 Mike Gallin

PH-46-1 Section 3.6, Noise and Vibration, of the Draft EIR, evaluates potential noise impacts, including those from wheel squeal. According to the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual (2018), curves with a radius greater than 1,000 feet do not generate wheel squeal. As a result, the Federal Transit Administration (FTA) recommends designing transit projects to avoid tight curves with radii of less than 1,000 feet to mitigate potential noise impacts. The Elevated/At-Grade Alignment, Trench Option, and the LPA do not include curves with radii less than 1,000 feet, which are the primary cause of wheel squeal. Consequently, wheel squeal is not anticipated under these design conditions.

The Hawthorne Option includes two curves which could potentially produce wheel squeal. Mitigation Measure MM-NOI-5: Wheel Squeal Noise Monitoring would require noise monitoring to identify wheel squeal at two curves with a radius less than 1,000 feet for the Hawthorne Option:

> Curve between Santa Fe Avenue and Inglewood Avenue

> Curve between 161st Street and 163rd Street

If wheel squeal is identified, Metro shall install wayside rail lubrication to ensure wheel squeal does not occur. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission PH-47 Becky Sitton

PH-47-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-48 Nancy Cline

PH-48-1 The commenter's opposition to the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-48-2 The commenter reiterates opposition to the Hawthorne Option. The comment does not address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission PH-49 Kim

PH-49-1 Section 3.6, Noise and Vibration, of the Draft EIR, evaluates potential noise impacts, including those from wheel squeal. According to the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), curves with a radius greater than 1,000 feet do not generate wheel squeal. As a result, the FTA recommends designing transit projects to avoid tight curves with radii of less than 1,000 feet to mitigate potential noise impacts. The Elevated/At-Grade Alignment, Trench Option, and the LPA do not include

curves with radii less than 1,000 feet, which are the primary cause of wheel squeal. Consequently, wheel squeal is not anticipated under these design conditions.

The Hawthorne Option includes two curves which could potentially produce wheel squeal. Mitigation Measure MM-NOI-5: Wheel Squeal Noise Monitoring would require noise monitoring to identify wheel squeal at two curves with a radius less than 1,000 feet for the Hawthorne Option:

> Curve between Santa Fe Avenue and Inglewood Avenue

> Curve between 161st Street and 163rd Street

If wheel squeal is identified, Metro shall install wayside rail lubrication to ensure wheel squeal does not occur. See MR-3: Operational Noise Project Features and Mitigation Measures.

The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission PH-50 Rupesh

PH-50-1 Light rail transit vehicles are much quieter than freight trains because they are electrically powered and propelled by propulsion motors in the wheels of the transit vehicles. Freight locomotives are significantly louder as a result of the large diesel engines needed to propel the train and the freight horn which is sounded on approach to at-grade crossings. For example, a freight locomotive has a reference sound exposure level of 97 A-weighted decibels (dBA) and the freight horn has a reference sound exposure level of 110 dBA. In comparison, a light rail transit vehicle has a reference sound exposure level of 78 dBA, approximately 19 dBA quieter than a freight locomotive. The light rail transit vehicles use a "quacker" horn which produces a relatively low-volume sound (78 dBA at 50 feet in front of the lead vehicle) and has a marginal effect on community noise exposure at train speeds greater than 35 miles per hour. The "quacker" horn is approximately 32 dBA quieter than the freight horn. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission PH-51 Ted Hofmann

PH-51-1 Regarding existing horn noise from freight trains, for the Metro ROW alignments, the project would enable local cities to establish a Quiet Zone in coordination with the Federal Railroad Administration (FRA). More specifically, as part of Project Feature PF-NV-1: Quiet Zone Equipment Installation, Metro would install all necessary safety equipment to meet FRA standards for the establishment of a freight quiet zone. Additionally, Mitigation Measure MM-NOI-4: Quiet Zone Establishment would require Metro to provide support and guidance to the City of Lawndale, City of Redondo Beach, and City of Torrance to establish a quiet zone(s) from north of Inglewood Avenue to south of 182nd Street. The establishment of a quiet zone would reduce freight noise overall along the Metro ROW by eliminating one of the primary sources of noise from freight trains, the horn, which produces a noise level of 110 decibels. In most cases, with implementation of the quiet zone, freight noise would be

quieter than existing conditions even though the tracks would be in closer proximity to some sensitive receptors.

Light rail transit vehicles are much quieter than freight trains because they are electrically powered and propelled by propulsion motors in the wheels of the transit vehicles. Freight locomotives are significantly louder as a result of the large diesel engines needed to propel the train and the freight horn which is sounded on approach to at-grade crossings. For example, a freight locomotive has a reference sound exposure level of 97 A-weighted decibels (dBA) and the freight horn has a reference sound exposure level of 110 dBA. In comparison, a light rail transit vehicle has a reference sound exposure level of 78 dBA, approximately 19 dBA quieter than a freight locomotive. The light rail transit vehicles use a "quacker" horn which produces a relatively low-volume sound (78 dBA at 50 feet in front of the lead vehicle) and has a marginal effect on community noise exposure at train speeds greater than 35 miles per hour. The "quacker" horn is approximately 32 dBA quieter than the freight horn. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission PH-52 Kim

PH-52-1 The commenter's opposition to a light rail project in the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-53 Rupesh

PH-53-1 Metro worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including those related to construction. The Metro Board has selected an LPA for the purposes of the Final EIR, although it has not yet made a final decision on the project, including whether to approve of the options and alternatives evaluated in the Draft EIR or reject the project for approval. A final decision will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter.

Submission PH-54 Ted Hofmann

PH-54-1 The commenter's opposition to a light rail project in the City of Lawndale is noted. See MR-1: Selection of Alternatives. During construction, Project Feature PF-T-1: Construction Traffic Management Plan, as described on page 3.1-15 of the Draft EIR, requires Metro to coordinate with emergency service providers, including fire, police, and EMTs, to ensure emergency access is provided to the construction zones and neighboring land uses. Emergency access points would be clearly marked in consultation with local fire departments to ensure that emergency vehicles could quickly respond to incidents in the community during construction. See MR-12: Emergency Access.

Submission PH-55 Kevin McKenzie

PH-55-1 The commenter's support for the project is noted. See MR-1: Selection of Alternatives. The C Line Extension would operate as the K Line and connect to the LAX/Metro Transit Station, which serves LAX. The K Lines operate as a north-south line between the South Bay and the

Metro E Line and the C Line now operates east-west between LAX and Norwalk. Both lines would provide a direct connection to LAX.

Submission PH-56 Ray Hollar

PH-56-1 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including those related to construction. The potential operational noise impacts for the Elevated/At-Grade Alignment, the Trench option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. Along the Metro ROW, the LPA and Trench Option would significantly reduce noise impacts compared to the Elevated/At-Grade Alignment because they eliminate the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA, Trench Option and Hawthorne Option avoid the need for audible warning at light rail crossings, such as routine train horns and crossing bells. Operational noise impacts of the LPA would be less than significant with mitigation. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures. Section 3.6, Noise and Vibration, of the Draft EIR, evaluates potential noise impacts in detail for both construction and operation. The analysis identifies mitigation measures to reduce these impacts to the extent feasible.

PH-56-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. A Metro ride is 75 cents for seniors during peak periods and 35 cents during non-peak periods, with fare capping of $2.50 per day. See Metro website for fare information at www.metro.net/riding/fares/seniors/#how-much-does-it-cost.

Submission PH-57 Amy Lacoe

PH-57-1 The commenter's opposition to the project is noted. See MR-1: Selection of Alternatives. Approximately 178 residential properties are located immediately adjacent to the Metro ROW, and 22 residential properties are located immediately adjacent to the Hawthorne Option. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project, including air quality and noise effects to residences. The Draft EIR considers and analyzes noise and vibration impacts in Section 3.6. See MR-3: Operational Noise Project Features and Mitigation Measures. Moreover, the LPA significantly reduces noise impacts compared to the Elevated/At-Grade Alignment because it eliminates the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA removes the need for audible warning at light rail crossings, such as routine train horns and crossing bells.

Submission PH-58 Traber Schroeder

PH-58-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-58-2 The commenter's support for more extensive transit lines, sidewalks, bike lanes and bike parking, is noted. As described in Chapter 2, Description of the Locally Preferred Alternative, of the Final EIR, the project would feature multi-use paths along the Metro ROW, where space permits along Condon Avenue in Lawndale and between Grant Avenue and 182nd Street in Redondo Beach. The new paths would improve neighborhood walking/cycling spaces within neighborhoods where sidewalks do not exist and access to proposed stations. The project has been designed to provide convenient access to the Redondo Beach Transit Center and Torrance Transit Center, which were selected based on extensive analysis of connectivity and accessibility and community outreach. The stations would serve as key transit hubs, with existing local bus routes providing access to nearby destinations. While Metro assists in identifying improvements during the planning and design phases, the implementation of local access to regional transit facilities falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in this planning.

Submission PH-59 Pam Combar

PH-59-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-59-2 The project's potential impacts related to soil and ground conditions are evaluated in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR, with additional information regarding soil stability provided in Section 4.12, Corrections and Additions, of the Final EIR. Regarding the sinkhole cited by the commenter and potential for collapsible soil more generally, see MR-13: Soil Stability and Sinkholes.

Submission PH-60 Nathan Koller

PH-60-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-61 Bill Lingar

PH-61-1 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security.

Submission PH-62 Kimberly Gillen

PH-62-1 Section 3.6, Noise and Vibration, of the Draft EIR, evaluates potential noise and vibration impacts, including noise impacts from wheel squeal. According to the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), curves with a radius greater than 1,000 feet do not generate wheel squeal. As a result, the FTA recommends designing transit projects to avoid curves with radii of less than 1,000 feet to mitigate potential noise impacts. The Elevated/At-Grade Alignment, Trench Option, and the LPA do not include tight curves with radii less than 1,000 feet, which are the primary

cause of wheel squeal. Consequently, wheel squeal is not anticipated under these design conditions.

The Hawthorne Option includes two curves which could potentially produce wheel squeal. Mitigation Measure MM-NOI-5: Wheel Squeal Noise Monitoring would require noise monitoring to identify wheel squeal at two curves with a radius less than 1,000 feet for the Hawthorne Option:

> Curve between Santa Fe Avenue and Inglewood Avenue

> Curve between 161st Street and 163rd Street

If wheel squeal is identified, Metro shall install wayside rail lubrication to ensure wheel squeal does not occur.

PH-62-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

PH-62-3 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety. See MR-8: Light Rail and Freight Train Safety.

In addition, as discussed in Section 3.8, Geology and Soils, of the Draft EIR, the project design process would include thorough site geotechnical investigations to ensure the stability of nearby structures. Per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, site-specific geotechnical investigations would be conducted to address foundation and structural safety. The investigation would include engineering and construction recommendations to ensure surrounding structures are not damaged. See MR-13: Soil Stability and Sinkholes.

Submission PH-63 Aram Chaparyam

PH-63-1 The commenter's support for the Metro ROW alignments is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-63-2 Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Submission PH-64 Robin Willinis

PH-64-1 The Metro Board has not committed to approving the project. The Metro Board has selected an LPA for purposes of the Final EIR, although it has not yet approved the project,

including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter. The Metro Board may select the No Build Alternative. The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission PH-65 Michael Kim

PH-65-1 Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security.

PH-65-2 The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. The LPA, Trench Option and Hawthorne Option would fully grade separate the light rail from all roadways, thereby avoiding potential light rail conflicts with school-age pedestrians and cyclists. The freight track would remain at-grade, but the project would include new pedestrian safety infrastructure, such as gates, which would improve safety compared to existing conditions, where no pedestrian safety infrastructure exists. The presence of a station could also benefit access to schools for residents, parents, and caretakers. Both the LPA and Trench Option would grade separate light rail at 170th Street, which could eliminate conflicts between light rail trains, vehicles, pedestrians, and cyclists and eliminate the need for audible warning sounds to reduce noise to less than significant with mitigation.

PH-65-3 As described in Section 3.8, Geology, Soils, and Paleontological Resources, of the Draft EIR, the project would be designed to accommodate high seismic ground motion and associated consequences in accordance with Metro's geotechnical design standards and thresholds, per Project Feature PF-GEO-1: Metro Geotechnical Design Standards. Site-specific geotechnical investigations would be performed in accordance with the Metro Rail Design Criteria Section 5.6 to incorporate seismic demands and provide engineering solutions. The project would comply with the latest versions of local and state building codes and regulations. See MR-8: Light Rail and Freight Train Safety.

Submission PH-66 Ted Hofmann

PH-66-1 The comment does not raise significant environmental issues or otherwise address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-66-2 The properties mentioned by the commenter relate to the Hawthorne Option, where an overhead (aerial) easement would be needed for the elevated light rail structure to cross over the owner's property. Metro has designed the project to avoid displacement of residents. The maps referenced are from the 2023 Real Estate Acquisitions Report, published concurrently with the Draft EIR.

PH-66-3 As indicated by the commenter, Chapter 4, Evaluation of Alternatives, of the Draft EIR assesses a No Project Alternative and a High-Frequency Bus Alternative.

PH-66-4 CEQA requires that an EIR identify the Environmentally Superior Alternative and discuss the facts that support that selection. However, the Lead Agency is not obligated to select the Environmentally Superior Alternative for implementation if it would not accomplish the basic project objectives.

Submission PH-67 James Eckland

PH-67-1 As shown in Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR, there would be walkways along the elevated guideway for maintenance of the Hawthorne Option.

PH-67-2 Metro's projects are all designed to National Fire Protection Association (NFPA) and California Public Utilities Commission (CPUC) requirements that cover fire/life safety. Metro has emergency response plans and safety policies and procedures to address incidents that may occur during operation. In the event of an emergency, passengers would be able to exit the train and leave the light rail guideway via walkways. Additionally, communication systems would be integrated into the project equipment to communicate with emergency providers during incidents.

PH-67-3 The commenter's support for the Metro ROW alignments is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-68 George Gillen

PH-68-1 The commenter's opposition to the Metro ROW alignments is noted. See MR-1: Selection of Alternatives. All light rail and freight tracks are designed according to Metro's design criteria with appropriate clearances, which includes space for maintenance. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings of the Draft EIR and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, for more details on the relocated freight and light rail tracks. Potential hazard impacts were analyzed in Section 3.9-4, Hazards and Hazardous Materials, of the Draft EIR, and Section 4.13 of this Final EIR and determined to be less than significant. Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

PH-68-2 The commenter's support for a bus system is noted. Chapter 4, Evaluation of Alternatives, of the Draft EIR includes an analysis of a High-Frequency Bus Alternative. For more information regarding the concerns raised in the comment, see MR-1: Selection of Alternatives, MR-3: Operational Noise Project Features and Mitigation Measures, MR-8: Light Rail and Freight Train Safety, MR-12: Emergency Access, and MR-14: Property Values and Impacts to Businesses.

Submission PH-69 Patti Giglio

PH-69-1 The commenter's support for the Metro ROW alignments is noted. See MR-1: Selection of Alternatives. Metro has not conducted an economic impact study for the project. Under CEQA, potential economic effects such as reductions in property values or loss of property tax revenues would not constitute an effect to the physical environment. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Additionally, Metro's goal is to help businesses continue to thrive throughout and following construction. Metro has developed programs to provide financial assistance to small businesses along transit corridor construction project through the Business Interruption Fund and marketing support through the Eat Shop Play program. More information about these programs is available on the Metro website at https://www.metro.net/about/business-interruption-fund/ and https://eat-shop-play-lametro.hub.arcgis.com/.

Submission PH-70 Bettina Osten

PH-70-1 Metro takes the safety and well-being of nearby communities very seriously. See MR-8: Light Rail and Freight Train Safety. Vibration is discussed in Section 3.6, Noise and Vibration, of the Draft EIR. The analysis considers both the light rail train and relocated freight tracks. See MR-5: Vibration Impact Types and Impact Thresholds.

Submission PH-71 Milan Matsumoto

PH-71-1 The commenter's support for the project and preference for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-72 Robert Acherman

PH-72-1 The C Line Extension would operate as the K Line and connect to the LAX/Metro Transit Station, which serves LAX. The K Line operates as a north-south line between the South Bay and the Metro E Line and the C Line operates east-west between LAX and Norwalk. Both lines provide a direct connection to LAX.

PH-72-2 The commenter's concerns are noted. Cost effectiveness is one of the project objectives and has been and will continue to be taken into consideration by the Metro Board with respect to this project. See MR-21: Cost Estimates and Schedule.

PH-72-3 Section 3.6, Noise and Vibration, of the Draft EIR evaluates the potential noise and vibration impacts of the project and identifies mitigation measures to reduce these impacts to the extent feasible. The Metro Board selected the LPA for the purposes of the Final EIR. The LPA and Trench Option significantly reduce noise impacts along the Metro ROW compared to the Elevated/At-Grade Alignment because they eliminate the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA, Trench Option and Hawthorne Option avoid the need for audible warning at light rail crossings, such as routine light rail train horns and crossing bells. Operational noise impacts of the LPA,

Trench Option, and Hawthorne Option would be less than significant with mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-10: Changes to Community Character. Metro's general contact information is included at this website: https://www.metro.net/about/contacts/. Metro Customer relations handles complaints and feedback.

Submission PH-73 Thomas Dorsey

PH-73-1 The commenter's support for the Trench Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-74 Kyle Brubaker

PH-74-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-14: Property Values and Impacts to Businesses.

Submission PH-75 Massima Darom

PH-75-1 Metro has considered multiple alignment options, starting with the 2009 Alternatives Analysis, which identified the C Line extension to Torrance within the Metro ROW as a priority project. Alignments to other destinations were considered and eliminated in past studies because they did not provide ridership benefits or achieve the project objectives. The project would connect the two new city transit centers in Redondo Beach and Torrance to the Metro rail network. See MR-1: Selection of Alternatives.

PH-75-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

PH-75-3 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Noise is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. It should also be noted that, with mitigation, the LPA, Trench Option, and Hawthorne Option would not result in significant operational noise impacts.

Submission PH-76 Paul Miller

PH-76-1 The commenter's support for the Metro ROW alignments and opposition to the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Air quality is addressed in Section 3.4, Air Quality, of the Draft EIR. Traffic congestion and delays (often measured by Level of Service) are not considered significant environmental impacts under CEQA, but Metro prepared a 2023 Transportation Detail Report, published alongside the Draft EIR, providing additional information on potential changes in traffic patterns and impacts not required by CEQA, but for the public's information. See also MR-11: Traffic Delay and Level-of-Service.

Submission PH-77 Michelle Bonnee

PH-77-1 The commenter's opposition to the Hawthorne Option and concerns for cost are noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-21: Cost Estimates and Schedule.

Submission PH-78 Monica Sweet

PH-78-1 The commenter's support for the Trench Option is noted. See MR-1: Selection of Alternatives and MR-8: Light Rail and Freight Train Safety.

PH-78-2 The Metro Board has selected an LPA for purposes of the Final EIR, although it has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which will include responses to all public comments, including those of the commenter.

Submission PH-79 Kim Turner

PH-79-1 The commenter's support for the Metro ROW alignments is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-79-2 The comment does not address the adequacy of the Draft EIR, or otherwise raise significant environmental issues, and is noted for the record. All comments have been shared with the Metro Board for their consideration.

PH-79-3 See response to PH-79-1.

Submission PH-80 Holly Osborne

PH-80-1 Cost estimates are not part of the Draft EIR but were prepared in 2022 and published in 2023 alongside the Draft EIR for public information and Metro Board consideration. The costs estimates for all light rail alternatives considered in the Draft EIR as estimated in 2022 are as follows: Elevated/At-Grade Alignment ($1.96B), Trench Option ($2.84B), Hawthorne Option ($2.96B), and the LPA ($2.23B). These costs were considered by the Metro Board in the May 2024 Board meeting prior to selecting the LPA, and would continue to be a major consideration. See MR-21: Cost Estimates and Schedule. Metro has published refined cost estimates concurrent with the release of the Final EIR.

The commenter's opposition to the Metro ROW alignments is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-81 Ray Hollar

PH-81-1 CEQA does not require funding to be demonstrated in a Draft EIR. However, the May 2024 Board Report, available to the public prior to the Metro Board meeting and reviewed by the Metro Board prior to selecting an LPA, included estimates of how much funding could be expected from identified funding sources, shortfalls, and potential additional sources. The

project has secured funding from Measure R (2008), Measure M (2016), a Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency, and 3% match contributions from local jurisdictions. Metro is committed to the responsible use of public funds and to managing project costs efficiently, while continuing to pursue additional funding sources to support project delivery.

PH-81-2 The commenter's statement about rental businesses is noted. All comments have been shared with the Metro Board for their consideration.

PH-81-3 It is unclear how the commenter derived their cost per rider figure. The May 2024 Board Report, available to the public prior to the Metro Board meeting and reviewed by the Metro Board prior to selecting an LPA, included cost/benefit information on cost per annual new rider, cost per all annual trips, and cost per reduction in vehicle miles traveled (VMT). In all instances the Elevated/At-Grade Alignment performed the best on this metric of the light rail alignments. The LPA performed second best on cost per annual new rider and cost per reduction in VMT. The Hawthorne Option performed second best in cost per annual trips and worse than the Trench Option in cost per reduction in VMT.

After the close of the Draft EIR comment period, Metro continued to coordinate with the commenter on questions related to cost, including an email sent on April 22, 2024. In the additional correspondence, Metro provided more information regarding cost estimate assumptions.

Submission PH-82 Ted Hofmann

PH-82-1 The commenter's support for the No Project Alternative or the High Frequency Bus Alternative is noted. CEQA requires that an EIR identify the Environmentally Superior Alternative. However, the Lead Agency is not obligated to select the Environmentally Superior Alternative for implementation if it is infeasible. See MR-1: Selection of Alternatives. The Metro Board has selected an LPA for the purposes of the Final EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which will include responses to all public comments, including those of the commenter.

Submission PH-83 John Schreiber

PH-83-1 Section 3.3, Aesthetics, of the Draft EIR, evaluates baseline conditions of the existing Metro ROW as an active railroad corridor. This includes not only the current freight train operations, but also the visual characteristics inherent to a railroad corridor, such as railroad tracks and associated infrastructure. In addition, as stated on page 3.3-54 of the Draft EIR, views of the mountains and other landmarks the commenter mentioned are located relatively long distances from the Metro ROW in Lawndale, which makes any possible views of them quite distant. For example, the Hollywood Sign is located approximately 17 miles north/northeast of the Metro ROW in Lawndale. Nonetheless, those distant views would remain available from public streets and sidewalks, even with the addition of project elements such as soundwalls and elevated structure. The implementation of the project would not fundamentally change the use of the Metro ROW as a transportation corridor. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-10: Changes to Community Character.

Submission PH-84 Don Szerlip

PH-84-1 The commenter's support for the Metro ROW alignment to directly connect to the Redondo Beach Transit Center is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-85 Jennifer Dodge

PH-85-1 Metro has been exploring options for transit service along the Metro ROW for several decades. Metro purchased the Harbor Subdivision from the precursor to the BNSF in the early 1990s with plans to provide passenger rail service to the South Bay. In 2009, Metro prepared an alternatives analysis that studied the potential for transit service along all, or portions of the Metro ROW and identified the segment between the Redondo Beach (Marine) Station and the Torrance Transit Center as the highest priority project. Since then, several alignments and alternatives have been studied. The project is designed to fit within the Metro ROW. Metro completed a property boundary survey in 2025, the results of which are reflected in the Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. Chapter 3, Environmental Impact Analyses, of the Draft EIR, analyzes not only the potential impacts of light rail, but impacts associated with modifications to freight tracks as well as their simultaneous operation. See MR-8: Light Rail and Freight Train Safety.

Submission PH-86 Kimberly Gillen

PH-86-1 The project is designed to fit within the Metro ROW. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR, Select Advance Conceptual Engineering Drawings, and Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. See MR-8: Light Rail and Freight Train Safety.

The Draft EIR, Section 3.9, Hazards and Hazardous Materials and Section 3.11, Utilities and Service Systems, account for the presence of underground utilities. As described in Project Feature PF-US-1: Utility Identification and Coordination, Metro and its contractors would coordinate with utility providers to implement required safety measures during design and construction. See MR-7: Utility Relocation and Hazardous Materials Safety. Section 3.6, Noise and Vibration of the Draft EIR analyze impacts related to noise and vibration.

Metro understands concerns regarding property value. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

PH-86-2 See response to Comment 86-1. See also MR-8: Light Rail and Freight Train Safety and MR-20: Proximity Impacts of Relocated Freight Tracks.

Submission PH-87 Erik Ore

PH-87-1 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-88 Kimberly Gillen

PH-88-1 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

PH-88-2 The commenter's opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-8: Light Rail and Freight Train Safety.

PH-88-3 Urbanized avian species, including resident birds of prey such as red-tailed hawks, great-horned owls, and barn owls, are protected under the Migratory Birds Treaty Act and the California Fish and Game Code. As discussed in Section 3.7, Biological Resources, of the Draft EIR, these species have potential to occur within the RSA, which provides suitable breeding and foraging habitat in the form of trees, vegetation, and man-made structures (see page 3.7-22 of the Draft EIR). The Draft EIR acknowledges that construction activities could temporarily disturb these habitats. To address this, Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys establishes protections for nesting birds, including seasonal restrictions and pre-construction surveys to identify active nests. Given the existing anthropogenic disturbance (e.g., vehicular traffic, train traffic, human presence) throughout the RSA, these measures are anticipated to mitigate potential impacts on local avian species to less than significant. The project does not propose any permanent changes that would preclude birds from returning to the area after construction is completed. Moreover, birds and terrestrial species in the RSA are adapted to living in an urban environment, and operational impacts would be less than significant with mitigation.

PH-88-4 Regarding potential for derailments, see MR-8: Light Rail and Freight Train Safety. Metro is aware of the Friendship Campus, which is currently under construction. The property fronts Inglewood Avenue and is approximately 550 feet from the Metro ROW at the nearest boundary. The presence of the under-construction Friendship Campus within a quarter-mile of the Metro ROW is acknowledged in Section 4.13, Corrections and Additions, of the Final EIR. As discussed in Section 3.9-4.3 of the Draft EIR, although proposed construction activities would occur within a quarter-mile of several existing schools, the project includes Project Feature PF-HHM-2: Demolition Plans, which requires demolition plans detailing the procedures for handling ACMs, LBP, PCB, TWW, and universal waste in accordance with federal and state regulations. The project feature also includes provisions for the handling and transport of contaminated soil in compliance with SCAQMD Rule 116. Additionally, the project includes Project Feature PF-AQ-1: Metro Green Construction Policy Compliance, which would require construction activities to comply with the provisions of the Metro Green Construction Policy related to emissions and fugitive dust control. Furthermore, the project includes Project Feature PF-HHM-1: Handling, Storage, and Transport of Hazardous Materials and Wastes, which requires preparation of plans detailing BMPs for hazardous

materials transport, storage, and use, as well as BMPs for cleanup should releases occur. The Friendship Campus does not alter this conclusion.

Submission PH-89 David Zappacosta

PH-89-1 Section 3.6, Noise and Vibration, of the Draft EIR evaluates vibration impacts to sensitive uses along the proposed alignments, including both vibration annoyance and potential for structural damage during construction. The Draft EIR concludes that construction of the Elevated/At-Grade Alignment would result in one significant and unavoidable vibration damage impact near Grant Avenue, where reconstruction of the freight bridge would require equipment such as an impact pile driver. For all other areas of the corridor, construction methods would generate lower vibration levels, and with implementation of Mitigation Measures MM-VIB-1: Vibration Control Plan and MM-VIB-2: Construction Equipment Location, damage-related vibration impacts would be reduced to less than significant.

The Trench Option, Hawthorne Option, and LPA would not require reconstruction of the Grant Avenue freight bridge and therefore would not result in significant construction vibration damage impacts with mitigation. For more information on vibration damage and annoyance, see MR-5: Vibration Impact Types and Thresholds.

The LPA would also avoid relocating the freight track closer to the Breakwater Village Condominiums; this is one of the reasons it was selected as the LPA.

For additional information on structural concerns, see MR-13: Soil Stability and Sinkholes.

Finally, Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

The Metro Board selected an LPA for the purposes of the Final EIR, but has not approved the project. The Board will make that decision after reviewing the Final EIR, which includes analysis of potential impacts and public input.

PH-89-2 Noise and vibration are addressed in Section 3.6, Noise and Vibration, of Draft EIR. The analysis follows the Federal Transit Administration Transit Noise and Vibration Assessment Manual to evaluate both construction and operational noise impacts, including potential impacts on nearby residences.

The Draft EIR discloses that construction activities may cause temporary noise impacts in exceedance of the Federal Transit Administration (FTA) noise criteria. To address these impacts, Mitigation Measures such as MM-NOI-1: Noise Control Plan and MM-VIB-1: Vibration Control Plan would be implemented to minimize construction noise and vibration to the extent feasible. These plans include measures such as the use of quieter equipment, noise barriers, and monitoring to ensure compliance with the FTA construction noise and vibration criteria to the maximum extent feasible.

The comment references noise levels of 76 and 94 decibels as "punitive" to those living along the Metro ROW. However, it is unclear to which specific noise levels the commenter is referring. Construction noise levels would not be continuous. Regarding operational noise impacts, the Draft EIR assesses those impacts by calculating the total noise exposure at sensitive receptors, which combines the existing noise exposure with the incremental noise caused by the project. The FTA criteria, as shown in Table 3.6-3 and Figure 3.6-2 of the Draft EIR, determine the thresholds for moderate and severe impacts based on existing conditions at each cluster of properties. For example, if the existing noise level at a residence is 50 a-weighted decibels (dBA (L_{dn})), the severe impact threshold would be noise levels above 59 dBA (L_{dn}). These thresholds ensure that noise impacts remain within acceptable levels relative to the existing conditions of the area.

It should also be noted that the frequency of trains has been factored into the analysis, consistent with the FTA guidance. The operational noise impacts for the Metro ROW alignments would be less than significant with mitigation.

See MR-1: Selection of Alternatives, MR-3: Operational Noise Project Features and Mitigation Measures, MR-5: Vibration Impact Types and Impact Thresholds, and MR-10: Changes to Community Character.

PH-89-3 The commenter's opposition to the Metro ROW alignments is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-90 Kevin Mitchell

PH-90-1 See MR-7: Utility Relocation and Hazardous Materials Safety; MR-8: Light Rail and Freight Train Safety; and MR-13: Soil Stability and Sinkholes.

PH-90-2 The commenter's support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-91 Niki Negrete-Mitchell

PH-91-1 As discussed in Section 3.8-2.3 of the Draft EIR, the Resource Study Areas (RSAs) for geology, soils, and paleontological resources are the footprints of the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option. The footprints are defined as the areas necessary to construct, operate, and maintain the Elevated/At-Grade Alignment and Options. The footprints evaluated by the Draft EIR are consistent in soil composition and geologic characteristics with those found throughout Los Angeles County.

According to the utility owner, the sinkhole referenced by the commenter was the result of a broken irrigation line in a residential flower bed and was a localized issue that has since been repaired. Although Metro cannot independently confirm the exact cause, available information suggests it was unrelated to underlying geologic conditions, which differ significantly from the construction methods planned for the project. Drilling operations, especially those involving extraction, could alter subsurface pressure and create voids, increasing the risk of subsidence and sinkholes. In contrast, Metro's construction, including the proposed trenching, would involve controlled excavation with no substantial extraction

of subsurface materials that could destabilize soil layers. In Section 4.3 of Chapter 4, Corrections and Additions, of the Final EIR, the following language has been added to the Project Description regarding construction: "Any existing sinkholes shall be examined by the geotechnical engineer of record prior to construction to inform specific steps needed for unique site conditions." The addition provides further clarity that sinkholes, as well as immediately adjacent features such as existing retaining walls, would be examined as part of site-specific soil investigations, but does not change the conclusions of the Draft EIR. See also MR-13: Soil Stability and Sinkholes.

With respect to underground utilities, including the high-pressure gas lines, see MR-7: Utility Relocation and Hazardous Materials Safety.

With respect to the risk of freight derailment, see MR-8: Light Rail and Freight Train Safety.

With respect to the relocation of the existing freight, see MR-20: Proximity Impacts of Relocated Freight Tracks.

PH-91-2 The commenter's support for the Hawthorne Option and opposition to using the Metro ROW alignments is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-92 Candice Nafissi

PH-92-1 The commenter's support for the Hawthorne Option and opposition to using the Metro ROW is noted. All comments have been shared with the Metro Board for their consideration. The Metro Board selected the Hybrid Alternative as the LPA. See MR-1: Selection of Alternatives.

The Draft EIR analyzes noise impacts and air quality impacts in Sections 3.6, Noise and Vibration, and 3.4, Air Quality, of the Draft EIR, respectively. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality. It should also be noted that, with mitigation, the LPA, Trench Option, and Hawthorne Option would not result in significant operational noise impacts. With respect to the commenter's assertion that the project would generate noise that "exacerbates Redondo Beach's noise ordinance," see responses to Comments 130-5 and 130-15.

Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

Submission PH-93 Michelle Lopez

PH-93-1 The commenter's opposition to the project is noted. Metro understands the commenter's concerns regarding property values and crime. However, social and economic impacts are not considered environmental impacts under CEQA. The Draft EIR focuses on physical

environmental impacts and measures to mitigate them, as required by CEQA. See MR-14: Property Values and Impacts to Businesses. Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security. Metro Homeless Outreach Teams are deployed on Metro buses, trains, and stations to engage with unhoused riders and connect them to resources. See MR-18: Homelessness.

PH-93-2 See response to Comment 93-1. Metro has not conducted an economic impact study for the project at this time.

Submission PH-94 Cindy Lederman

PH-94-1 Metro has undertaken extensive community outreach for potential transit service along all or portions of the Metro ROW for well over a decade. Metro's outreach program also accommodates the needs of residents with limited English proficiency. Most recently, in advance of the Metro Board of Director's selection of the LPA in May 2024, Metro distributed 32,000 postcards to residents, property owners, and businesses within a one-mile radius of all alignments under study. Additionally, at the request of the City of Lawndale, Metro sent flyers to every resident within Lawndale. All outreach notifications are provided in both English and Spanish. Documentation on the outreach conducted during the environmental review process is available on the Metro project Dropbox, by visiting metro.net/clineext/#documents.

Metro prepared cost estimates for the alignments in 2022, which included the cost of the length of the tracks as well as excavation. See MR-21: Cost Estimates and Schedule. While CEQA does not require an EIR to include project cost information, Metro provided this information to support public understanding of the project alternatives and to inform the Metro Board's selection of the LPA. The costs as estimated in 2022 are as follows: Elevated/At-Grade Alignment ($1.96B), Trench Option ($2.84B), Hawthorne Option ($2.96B), and the LPA ($2.23B). Metro has released refined cost estimates in 2025 dollars, concurrent with the Final EIR.

PH-94-2 The Draft EIR identifies all significant and unavoidable impacts in Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR. The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

Submission PH-95 Lucas Love

PH-95-1 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignments is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

The Draft EIR analyzed the project's noise impacts in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. It should also be noted that, with mitigation, the LPA would not result in significant operational noise impacts.

Potential impacts related to hazardous materials were analyzed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, and determined to be less than significant. MR-7:

Utilities Relocation and Hazardous Materials. See MR-8: Light Rail and Freight Train Safety and MR-14: Property Values and Impacts to Businesses, for additional information.

Submission PH-96 Mike Garlan

PH-96-1 Section 3.6, Noise and Vibration, of the Draft EIR, provides a thorough analysis of the project's potential noise and vibration impacts and identifies mitigation measures to reduce significant impacts to the maximum extent feasible. See MR-1: Selection of Alternatives, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-10: Changes to Community Character.

PH-96-2 The potential for aesthetics impacts for the Elevated/At-Grade Alignment and the Trench Option are addressed in Section 3.3, Aesthetics, of the Draft EIR. The potential for aesthetics impacts for the LPA is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. None of the Metro ROW alignments would result in temporary or permanent significant aesthetic impacts. The analysis in Section 3.3, Aesthetics, of the Draft EIR, does not assign value judgments to neighborhoods or communities. Instead, every effort was made to be objective in the descriptions of the existing visual conditions. The analysis considers the characteristics of the area, including existing infrastructure, land use, and visual features, to determine whether the project would result in a significant aesthetic impact. The descriptions in the Draft EIR are intended to provide factual context for the analysis and do not reflect Metro's value or perception of the community. Metro values the input of residents and works to ensure that projects enhance neighborhoods and meet the needs of local communities.

See MR-10: Changes to Community Character.

PH-96-3 The commenter's support for the No Project Alternative and secondary preference for the Hawthorne Option is noted. See MR-1: Selection of Alternatives.

Submission PH-97 Colleen Villegas

PH-97-1 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-97-2 Vibration is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. With mitigation, the project would not result in significant operational vibration impacts. See MR-5: Vibration Impact Types and Impact Thresholds.

PH-97-3 Metro is not aware of any study linking noise from Metro transit to increased health effects. See response to Comment PH-97-1 and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

Submission PH-98 Michael Kim

PH-98-1 The Draft EIR analyzes the potential impacts of each project option in Chapter 3, Affected Environment and Environmental Impact Analyses, of the Draft EIR. The impacts of each option are summarized in the Executive Summary of the Draft EIR.

This comment does not identify any specific impacts that lack detail. The conclusions of the Draft EIR are based on technical studies, modeling, and data prepared by qualified experts. Its assumptions and analyses are documented in the report and its technical appendices for public review. If there are specific aspects of the analysis that the commenter believes require clarification or revision, the commenter is encouraged to provide further details so that Metro may address them.

PH-98-2 The frequency of freight operations on the Metro ROW is determined by BNSF, subject to existing agreements and applicable regulatory constraints. Metro does not control the freight train schedule or operations but coordinates with BNSF to ensure continued safe and efficient use of the Metro ROW. The Draft EIR's analysis of freight train operations is based on existing operating patterns, developed in consultation with BNSF and based on observed conditions. While BNSF has the right to operate within the Metro ROW, any substantial increase in freight traffic would require major infrastructure modifications, scheduling adjustments, and regulatory approvals (e.g., from the Federal Railroad Administration and the California Public Utilities Code) that are not reasonably foreseeable at this time. The project would replace freight tracks as needed, in kind, with newer tracks, but it would not increase track capacity. The demand for freight movement along this corridor has remained stable for years, and no changes to freight operation are anticipated.

PH-98-3 See MR-8: Light Rail and Freight Train Safety.

Submission PH-99 Paige Kaluderovic

PH-99-1 The commenter's support for the Hawthorne Option and opposition to the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives and MR-10: Changes to Community Character.

PH-99-2 See MR-8: Light Rail and Freight Train Safety.

PH-99-3 As described in Section 3.6, Noise and Vibration, of the Draft EIR, soundwalls would be implemented to mitigate noise generated by the light rail and to some extent, noise generated by the freight trains as required by Mitigation Measure MM-NOI-2: Soundwalls. However, two of the primary sources of freight noise are the diesel engines and the horn; soundwalls are less effective at mitigating these due to the height of the engines and horn as well as the decibel level of the horn. Other measures would be implemented to reduce freight noise.

Project Feature PF-NV-1: Quiet Zone Equipment Installation ensures that the project would be quiet zone ready and freight noise is anticipated to be reduced with implementation of Mitigation Measure MM-NOI-4: Quiet Zone Establishment. Per Project Feature PF-NV-1: Quiet Zone Equipment Installation, the eight at-grade freight crossings between Inglewood Ave and 182nd Street have been designed and would be constructed to include all Federal Railroad Administration (FRA) required Supplemental Safety Measures and associated improvements and equipment that are needed to qualify for Automatic FRA Approval to establish a quiet zone. Crossing signal bells would also be set to the minimum noise level of

75 a-weighted decibel (dBA) at 10 feet per American Railway and Engineering and Maintenance of Way requirements.

Mitigation Measure MM-NOI-4: Quiet Zone Establishment would require Metro to cooperate with the City of Lawndale, City of Redondo Beach, and City of Torrance to establish a quiet zone(s) from north of Inglewood Avenue to south of 182nd Street. The quiet zone is anticipated to reduce freight noise overall along the Metro ROW by eliminating one of the primary sources of noise from freight trains, the horn, which produces a noise level of 110 dBA. See MR-3: Operational Noise Project Features and Mitigation Measures.

PH-99-4 While Metro is not responsible for freight operations, the EIR includes mitigation measures to address potential impacts from the freight relocation that occur as part of this project. See response to Comment PH-99-3.

Submission PH-100 Jill Love

PH-100-1 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. The LPA, Trench Option, and Hawthorne Option would fully grade separate light rail from all roadways, thereby avoiding potential conflicts with pedestrians and cyclists. See MR-8: Light Rail and Freight Train Safety.

PH-100-2 See MR-7: Utility Relocation and Hazardous Materials Safety and MR-13: Soil Stability and Sinkholes for detailed discussions of how construction and operation in the corridor would be managed in the consideration of local soils conditions, including preventing potential impacts to underground utilities, including with respect to groundborne-vibration during construction and operations of the project.

With respect to potential impacts associated with views of the retaining walls, the Draft EIR includes a detailed evaluation of potential visual changes. This assessment uses the Federal Highway Administration's (FHWA) methodology for evaluating visual quality, based on three criteria: vividness (the memorability of the landscape), intactness (the extent to which the landscape is free from visual intrusions), and unity (the coherence and harmony of the landscape). As described in Section 3.3, Aesthetics, of the Draft EIR, the project area is already highly urbanized, with a mix of residential, industrial, and commercial land uses, as well as the existing freight rail corridor. There are no designated scenic vistas or notable natural landscapes within the project's vicinity. As required by Project Feature PF-AES-1: Local Zoning Ordinances, the proposed retaining walls would be developed consistently with Metro's Design Criteria. The addition of these retaining walls would not substantially degrade the visual character of the environment, which, as noted is generally low under all three of FHWA criteria. In many cases, the retaining walls would be screened by fencing, landscaping, or adjacent structures. The addition of retaining walls and other project elements would be considered neutral and would not result in significant aesthetic impacts.

Regarding potential impacts related to flooding as a result of the retaining walls, the project would include a Low-Impact Development (LID) drainage system designed to retain most

stormwater runoff within the project footprint. This system would meet the stormwater quality design volume requirements under the Municipal Separate Storm Sewer System (MS4) Permit established by the Los Angeles Regional Water Quality Control Board (LARWQCB), thereby minimizing flooding on-site and off-site, including in sumps, per Project Feature PF-HWQ-6: Low Impact Development (LID) BMPs per Regional Requirements. Additional runoff from the project would continue to be collected by storm drain facilities. Discharge locations of underdrains installed along the alignment would be the same as existing discharge locations. The retainment of the majority of stormwater runoff within the project footprint and preservation of existing discharge locations reduces the potential for erosion and sedimentation to occur on or off site. Thus, the addition of impervious surfaces would not result in substantial erosion or siltation, and this impact would be less than significant. For the Trench Option, storm water management would be addressed through Project Feature PF-HWQ-7: Trench Operation Runoff Collection and Treatment, which provides for proper collection, treatment, and rerouting of excess runoff, which would prevent flooding, reduce strain on sump pumps and help maintain natural water absorption.

None of the alignment options have potential to cause vibration-related structural damage during operations (see Draft EIR page 3.6-92). During construction, with mitigation, only the Elevated/At-Grade Alignment would result in a potentially significant and unavoidable vibration-related damage impact (see Draft EIR, Sections 3.6-4.3, 4.5-3.6.3, and 4.5-3.6.4). See MR-5: Vibration Impact Types and Impact Thresholds, and MR-6: Vibration Analysis During Final Design for additional information.

PH-100-3 The potential for noise impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds, MR-3: Operational Noise Project Features and Mitigation Measures, and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

PH-100-4 As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. As described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1: Construction Traffic Management Plan requires contractors to develop a construction management traffic plan. Metro and its contractors would coordinate with emergency providers, schools, local businesses, residents and relevant jurisdictions to manage access and the effects of temporary closures and identify reasonable accommodations or alternatives, which could include limiting construction hours, providing alternate routes or temporary easements, or other strategies. See MR-12: Emergency Access. The Metro Board has selected an LPA for the purpose of the Final EIR, which, like the Trench Option, would fully grade separate the light rail at 182nd Street and therefore have no effect on emergency vehicles along 182nd Street.

PH-100-5 While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use and Planning, of the Draft EIR, analyzes the project's consistency or support with the many goals and policies of the jurisdictions along the corridor and finds less than significant impacts. See MR-10: Changes to Community Character.

Submission PH-101 Jerome Chang

PH 101-1 Washington Elementary School and Adams Middle school are both located approximately 1,200 feet from the Metro ROW. Section 3.4, Air Quality, of the Draft EIR, analyzes air quality impacts to sensitive receptors, including schools within the study area. As described in the Draft EIR and Final EIR, the Metro ROW alignments and the LPA would not generate localized emissions that exceed regional air quality standards; therefore, localized air quality impacts to schools would be less than significant.

Section 3.6, Noise and Vibration, of the Draft EIR, analyzes construction-related noise impacts to sensitive uses using a screening distance of 500 feet. Because the schools are located approximately 1,200 feet from the ROW, they are outside of this screening distance. At this distance, typical construction noise would be less than 65 a-weighted decibels (dBA), not accounting for additional noise reduction provided by intervening structures. For the Elevated/At-Grade Alignment, pile driving activity at the Grant Avenue freight bridge would result in an hourly equivalent sound level (Leq) of approximately 67 dBA at the schools. The LPA, Trench Option and Hawthorne Option would not involve constructing a new freight bridge at Grant Avenue.

These estimated noise levels would not exceed the Federal Transit Administration (FTA) daytime construction noise impact criteria of 90 dBA 1-hour Leq. Noise contours for typical construction activities and for pile driving near Washington Elementary School and Adams Middle School are shown in Figure 3.6-13 (page 3.6-27) and Figure 3.6-19 (page 3.6-45) of the Draft EIR, respectively. As shown, neither school is located within the construction noise contours. Mitigation Measure NOI-1 (Noise Control Plan) would be implemented to control noise during construction. The Noise Control Plan would include noise reducing measures to reduce construction noise and noise monitoring to ensure compliance with the FTA noise criteria to the maximum extent feasible.

PH-101-2 See response to Comment PH-101-1. Regarding the potential for concurrent construction activities with other nearby construction projects, Metro is committed to integrating safety into all Metro rail construction activities. As described in Section 3.1, Transportation, of the Draft EIR, Project Feature PF-T-1: Construction Traffic Management Plan, Metro would require contractors to develop a detailed construction traffic management plan (CTMP) prior to the start of localized construction activities. The CTMP would require Metro and its contractors to coordinate with emergency providers, schools, and relevant jurisdictions. Among other things, the plan would address how to maintain access to schools, ensure pedestrian and cyclist safety, and coordinate with emergency service providers to preserve emergency access. The CTMP may also include measures such as limiting construction hours, scheduling material deliveries during off-peak hours, providing off-site truck staging. The plan would also be updated as needed to reflect changing conditions, such as the presence of other active construction in the area, to minimize disruptions and ensure effectiveness. Metro would work closely with the local jurisdictions to reduce impacts and maintain safe, navigable conditions for pedestrians, vehicles, and school operations throughout the construction period.

PH-101-3 The commenter's support for a rapid bus line on Hawthorne Boulevard is noted. A High-Frequency Bus Alternative is analyzed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives.

Submission PH-102 Ted Hoffmann

PH-102-1 The freight train estimates included in the Draft EIR are based on actual operations data collected through field monitoring and coordination with the BNSF.

PH-102-2 As currently designed, the Hawthorne Option would include an elevated structure that would span over a portion of the property identified by the commenter. However, based on the current engineering plans, the project would not require permanent acquisition of the home, but rather an overhead (aerial) easement to cross over a portion of the property. If the Metro Board selects the Hawthorne Option for implementation, Metro would coordinate with potentially affected property owners as needed.

Submission PH-103 Bob Pinzlon

PH-103-1 Several routes were examined as part of previous phases and studies of the project, but were eliminated from further consideration, as described in the 2023 Alternatives Considered and Eliminated Report, published alongside the Draft EIR See Chapter 4, Evaluation of Alternatives, of the Draft EIR.

The commenter's support for Hawthorne Option is noted. See MR-1: Selection of Alternatives. While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use and Planning, of the Draft EIR, analyzes the project's consistency or support with the many goals and policies of the jurisdictions along the corridor and finds less than significant impacts. See MR-10: Changes to Community Character.

Submission PH-104 Julie Iffland

PH-104-1 Metro has been exploring options for transit service along the Metro ROW for several decades. Metro purchased the Harbor Subdivision from the precursor to the BNSF in the early 1990s. In 2009, Metro prepared an alternatives analysis that studied the potential for transit service along all or portions of the Metro ROW and identified the segment between the Redondo Beach (Marine) Station and the Torrance Transit Center as the highest priority project. Since then, several alignments and alternatives have been studied. The 2018 Supplemental Alternatives Analysis report recommended two alignments to be carried forward into environmental analysis: the Metro ROW and the Hawthorne Boulevard alignment (both primarily at-grade alignments).

PH-104-2 Metro is committed to integrating safety into all Metro rail operations. The project would comply with relevant safety standards, including the California Manual on Uniform Traffic Control Devices, the California Department of Transportation Highway Design Manual, the Americans with Disabilities Act (ADA), and Metro's Grade Crossing Safety Policy. The LPA, Trench Option and Hawthorne Option would fully grade separate light rail from all roadways, thereby avoiding potential conflicts with school-age pedestrians and cyclists. The

freight track would remain at-grade, but the project would include new pedestrian safety infrastructure, such as gates, which would improve safety compared to existing conditions, where no pedestrian safety infrastructure exists. The presence of a station could also benefit access to schools for residents and parents. See MR-8: Light Rail and Freight Train Safety.

PH-104-3 The commenter's opposition to the Metro ROW alignment, and at-grade options in particular, is noted. The only alignment option with at-grade light rail under consideration is the Elevated/At-Grade Alignment. See MR-1: Selection of Alternatives. As a point of clarification, light rail transit has not been studied by Metro within the City of Manhattan Beach.

Submission PH-105 John Hough

PH-105-1 This comment is noted. The Los Angeles County Transportation Commission, Metro's predecessor, purchased the Harbor Subdivision in the early 1990s from the predecessor of the BNSF Railway, prior to the opening of the Alameda Corridor. The 2009 Harbor Subdivision Alternatives Analysis Study analyzed existing and future transportation conditions and studied many transit alternatives along the 26-mile Metro ROW between Downtown Los Angeles, and the Ports of Los Angeles and Long Beach. The Alternatives Analysis Study recommended a Phased Implementation Strategy that identified a Metro Light Rail extension from Redondo Beach to Torrance as the highest priority for implementation. This 2009 study considered Hawthorne Boulevard as a potential route for this extension. Based on community input, the Trench Option was studied through Lawndale in the Draft EIR.

Submission PH-106 G.P. Sudduth

PH-106-1 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-1: Selection of Alternatives.

PH-106-2 Section 3.6, Noise and Vibration, of the Draft EIR, evaluates potential noise impacts, including those from wheel squeal. According to the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual (2018), curves with a radius greater than 1,000 feet do not generate wheel squeal. As a result, the Federal Transit Administration (FTA) recommends designing transit projects to avoid tight curves with radii of less than 1,000 feet to mitigate potential noise impacts. The Elevated/At-Grade Alignment, Trench Option, and the LPA do not include curves with radii less than 1,000 feet, which are the primary cause of wheel squeal. Consequently, wheel squeal is not anticipated under these design conditions.

The Hawthorne Option includes two curves which could potentially produce wheel squeal. Mitigation Measure MM-NOI-5: Wheel Squeal Noise Monitoring would require noise

monitoring to identify wheel squeal at two curves with a radius less than 1,000 feet for the Hawthorne Option:

> Curve between Santa Fe Avenue and Inglewood Avenue

> Curve between 161st Street and 163rd Street

If wheel squeal is identified, Metro shall install wayside rail lubrication to ensure wheel squeal does not occur. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission PH-107 Niki Negrete-Mitchell

PH-107-1 The commenter's concern about construction impacts is noted. As described in Section 3.6, Noise and Vibration of the Draft EIR, a Noise Control Plan (Mitigation Measure MM-NOI-1: Noise Control Plan) would be implemented to minimize noise levels to below the Federal Transit Administration (FTA) construction noise criteria to the maximum extent feasible. Construction-related activities would proceed in phases, limiting the duration of any impacts at a given location. With respect to construction vibration impacts, Mitigation Measures MM-VIB-1: Vibration Control Plan; MM-VIB-2: Construction Equipment Location; and MM-VIB-3: Pre- and Post-Construction Surveys would be implemented to minimize vibration near sensitive receptors. Metro closely engages with neighborhoods during construction, there would be a designated construction manager that could be contacted to report any construction related concerns. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

PH-107-2 Urbanized avian species, including resident birds of prey such as red-tailed hawks and great-horned owls, are protected under the Migratory Birds Treaty Act and the California Fish and Game Code (CFGC). As discussed in Section 3.7, Biological Resources, of the Draft EIR, species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) have potential to occur within the Resource Study Area (RSA). This includes resident birds of prey, such as red-tailed hawks and great-horned owls. As stated on page 3.7-22 of the Draft EIR, portions of the RSA, such as El Nido Park, provide urbanized avian species with both suitable breeding and foraging habitat in the form of trees, vegetation, and man-made structures. The Draft EIR acknowledges that construction activities could temporarily disturb these habitats. To address this, Mitigation Measure MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys establishes protections for nesting birds, including seasonal restrictions and pre-construction surveys to identify active nests. Given the existing anthropogenic disturbance (e.g., vehicular traffic, train traffic, human presence) throughout the RSA, these measures are anticipated to mitigate potential impacts on local avian species to less than significant. The project does not propose any permanent changes that would preclude birds from returning to the area after construction is completed.

See MR-10: Changes to Community Character.

Submission PH-108 Holly Osborne

PH-108-1 The noise analysis in the Draft EIR follows the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), which specifies the use of 24-hour time-averaged noise levels to assess the ambient noise environment. These levels capture all sound sources, including the occasional freight train pass-by, as part of the existing baseline. The analysis also incorporates a 10-dBA (a-weighted decibel) penalty for all sound occurring during the nighttime hours (10:00 p.m. to 7:00 a.m.) to account for increased sensitivity to noise during these hours. The effect of the penalty is that in the calculation of 24-hour noise, any event that occurs during the nighttime hours, is equivalent to 10 of the same events during the daytime hours. This ensures the assessment reflects the potential for greater disturbance from nighttime noise events. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

Although noise from freight trains is loud and increases the 24-hour average noise levels, its infrequent occurrence during the day means that it does not dominate or skew the overall noise profile. Excluding the freight noise from the existing ambient noise conditions would not comply with FTA methodology and would misrepresent the true ambient noise environment. The 24-hour noise measurements include both periods when the freight is not operating and periods when freight is operating.

Submission PH-109 Lara Duke

PH-109-1 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. The Draft EIR analyzed biological impacts in Section 3.7, Biological Resources, and concluded that impacts would be less than significant or less than significant with mitigation. See MR-14: Property Values and Impacts to Businesses.

PH-109-2 Section 3.6, Noise and Vibration, of the Draft EIR, includes a comprehensive analysis of the potential noise and vibration impacts of the proposed light rail and freight train operations. Mitigation measures, including MM-NOI-2: Soundwalls, MM-NOI-3: Low Impact Frogs, and MM-NOI-4: Quiet Zone Establishment are designed to reduce noise levels to less than significant for most sensitive receptors. Additionally, the Metro Board selected the LPA for purposes of the Final EIR. The LPA and Trench Option significantly reduce noise impacts compared to the Elevated/At-Grade Alignment because they eliminate the at-grade crossings at 170th and 182nd Streets. By grade separating the light rail from all roadways, the LPA, Trench Option, and Hawthorne Option remove the need for audible warning at light rail crossings, such as routine light rail train horns and crossing bells.

PH-109-3 Metro takes the safety and well-being of nearby communities very seriously. See MR-8: Light Rail and Freight Train Safety and See MR-9: Light Rail Security.

The project has been designed to provide convenient access to the Redondo Beach Transit Center and Torrance Transit Center, which were selected based on extensive analysis of connectivity and accessibility and community outreach. The stations would serve as key transit hubs, with existing local bus routes providing access to nearby destinations. While Metro assists in identifying improvements during the planning and design phases, the implementation of local access to regional transit facilities falls under the jurisdiction of the

local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in this planning.

Submission PH-110 Jan Kurth

PH-110-1 The commenter's support for the Hawthorne Option is noted. Metro takes the safety and well-being of nearby communities very seriously. See Section 2.4-1 of the Draft EIR for more information on methods anticipated for retaining wall construction. Also see MR-8: Light Rail and Freight Train Safety.

PH-110-2 The commenter's support for the No Project Alternative, the High-Frequency Bus Alternative, or high-speed buses is noted. The commenter also reiterates support for the Hawthorne Option and opposition to Metro ROW alignment. See MR-1: Selection of Alternatives; MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character.

Submission PH-111 Shelby Michael

PH-111-1 The commenter's support for the project with a preference for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. The project has been designed to provide convenient access to the Redondo Beach Transit Center and Torrance Transit Center, which were selected based on extensive analysis of connectivity and accessibility and community outreach. The stations would serve as key transit hubs, with existing local bus routes providing access to nearby destinations. While Metro assists in identifying improvements during the planning and design phases, the implementation of local access to regional transit facilities falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in this planning.

Submission PH-112 Kimberly

PH-112-1 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security and MR-18: Homelessness.

PH-112-2 The commenter's concern about construction impacts is noted. As part of Metro's standard construction management practices, contractors are required to maintain clean and safe work zones, including regular site inspections and debris removal to minimize impacts to the surrounding community. Metro closely engages with neighborhoods during construction, there would be a designated construction manager that could be contacted to report any construction related concerns.

PH-112-3 See MR-8: Light Rail and Freight Train Safety and MR-21: Cost Estimates and Schedule.

Submission PH-113 Holly Osborne

PH-113-1 Project-related noise was estimated using methodologies provided in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018). The FTA Manual includes screening guidance for distances at which rail transit noise would not

significantly impact land uses. The screening distance for sensitive land uses is 175 feet for obstructed uses and 350 feet for unobstructed uses. The park facilities of William Green Park in Lawndale are approximately 350 feet from the Metro ROW and classrooms are located approximately 0.13 mile (686 feet) from the Metro ROW. William Green Elementary School would not be exposed to excessive noise.

PH-113-2 Metro has undertaken extensive community outreach for potential transit service along all or portions of the Metro ROW for well over a decade. Metro's outreach program also accommodates the needs of residents with limited English proficiency. Most recently, in advance of the Metro Board of Director's selection of the LPA in May 2024, Metro distributed 32,000 postcards to residents, property owners, and businesses within a one-mile radius of all alignments under study. Additionally, at the request of the City of Lawndale, Metro sent flyers to every resident within Lawndale. All outreach notifications are provided in both English and Spanish. Documentation on the outreach conducted during the environmental review process is available on the Metro project Dropbox, by visiting metro.net/clineext/#documents.

Submission PH-114 Chelsea Schreiber

PH-114-1 There are approximately 178 residential properties located immediately adjacent to the Metro ROW, from the Redondo Beach (Marine) Station to the Torrance Transit Center.

PH-114-2 Metro has undertaken extensive community outreach for potential transit service along all or portions of the Metro ROW for well over a decade. Metro's outreach program also accommodates the needs of residents with limited English proficiency. Most recently, in advance of the Metro Board of Director's selection of the LPA in May 2024, Metro distributed 32,000 postcards to residents, property owners, and businesses within a one-mile radius of all alignments under study. Additionally, at the request of the City of Lawndale, Metro sent flyers to every resident within Lawndale. All outreach notifications are provided in both English and Spanish. Documentation on the outreach conducted during the environmental review process is available on the Metro project Dropbox, by visiting metro.net/clineext/#documents.

Submission PH-115 Zein Obagi

PH-115-1 The Executive Summary is intended to provide a high-level overview of the project and its impacts, consistent with CEQA Guidelines section 15123. More detailed information is provided in the body of the Draft EIR, including in Chapter 2, Project Description, of the Draft EIR, which explains that freight track relocation would vary along the Metro ROW. The Draft EIR accurately describes the freight track relocation, which would vary along the Metro ROW, and remain at-grade. The Final EIR will be presented to the Metro Board who, prior to approving the project must certify that it has reviewed and considered the information contained in the Final EIR. Throughout the entire corridor, the width of the Metro ROW is more than sufficient to meet design requirements to safely incorporate the project elements, including for tracks, retaining walls, soundwalls or other barriers, and maintenance access areas. See MR-8: Light Rail and Freight Train Safety. The Draft EIR evaluates the potential impacts of the freight relocation on adjacent residences. See MR-20: Proximity Impacts of Relocated Freight Tracks.

PH-115-2 Project Feature PF-NV-1: Quiet Zone Equipment Installation ensures that equipment would be installed at the eight at-grade freight crossings to ensure seamless implementation of a quiet zone by the cities of Lawndale, Redondo Beach, and Torrance. It does not require discretionary action from the California Public Utilities Commission (CPUC) or other agencies. Project Features PF-NV-2: Crossing Signal Bell Shrouds and PF-NV-3: Gate-Down-Bell-Stop Variance would require CPUC coordination and approval, but based on Metro's past experience with CPUC on similar light rail transit projects, it is fully anticipated that these project features would receive CPUC approval. See MR-3: Operational Noise Project Features and Mitigation Measures.

PH-115-3 The route for the High-Frequency Bus was chosen to maximize the use of existing bus infrastructure on existing arterials and minimize travel time by not deviating off the main roadways. Light rail with dedicated tracks and stations does not face that same constraint as bus. Ridership is discussed in the 2023 Ridership Summary Report, published alongside the Draft EIR. See MR-15: Metro Ridership Forecasting Methodology.

Submission PH-116 Kim Binegar

PH-116-1 Metro has published two alternatives analyses related to a light rail extension to Torrance and the South Bay: the 2009 Harbor Subdivision Alternatives Analysis Report and the 2018 Green Line Extension to Torrance Supplemental Alternatives Analysis Report. These reports can be found on the project website project filing cabinet and include an explanation of their methodology. The Metro Board has selected an LPA for the purposes of the Final EIR, although it has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which will include responses to all public comments, including those of the commenter. See MR-1: Selection of Alternatives. The EIR does not weigh factors such as cost and community preferences, as those are outside the scope of CEQA. However, those broader considerations are part of the Metro Board's policy decision-making process. These factors were summarized in Board reports available on the project website and presented in September 2023 and April 2024, prior to the selection of the LPA in May 2024. The Metro Board will consider the findings of the Final EIR, along with all public comments and community input received throughout the process, and take into account other policy considerations, before making any final decision on the project.

Submission PH-117 Mark Cole

PH-117-1 The commenter's support for the project is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-117-2 The project has been designed to provide convenient access to the Redondo Beach Transit Center and Torrance Transit Center, which were selected based on extensive analysis of connectivity and accessibility and community outreach. The stations would serve as key transit hubs, with existing local bus routes providing access to nearby destinations. While Metro assists in identifying improvements during the planning and design phases, the implementation of local access to regional transit facilities falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in this planning.

Submission PH-118 Kimberly

PH-118-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives and MR-13: Soil Stability and Sinkholes. Metro is aware of the Friendship Campus, which is currently under construction and located approximately 550 feet from the Metro ROW at its closest point. The Draft EIR includes analysis of potential noise, vibration, air quality, and other impacts to receptors located within the vicinity of the Metro ROW, including at this distance. Based on that analysis, the project would not result in significant noise, vibration, pollutant or other impacts to this property. Metro acknowledges that project construction is not anticipated to be complete before the 2028 Olympics.

PH-118-2 The commenter's support for the Hawthorne Option is noted. The project has been studied by Metro well before Los Angeles was awarded as the host city for the 2028 Olympic Games in 2017. Metro has been exploring options for transit service along the Metro ROW for several decades. Metro purchased the Harbor Subdivision from the precursor to the BNSF in the early 1990s. In 2009, Metro prepared an alternatives analysis that studied the potential for transit service along all or portions of the Metro ROW and identified the segment between the Redondo Beach (Marine) Station and the Torrance Transit Center as the highest priority project. Since then, several alignments and alternatives have been studied. The 2018 Supplemental Alternatives Analysis report recommended two alignments to be carried forward into environmental analysis: the Metro ROW and the Hawthorne Boulevard alignment (both primarily at-grade alignments). The project is estimated to serve between 11,500 and 15,600 daily project trips in 2042. Ridership projections are discussed in the 2023 Ridership Summary Report, published alongside the Draft EIR. See MR-15: Metro Ridership Forecasting Methodology.

Submission PH-119 Kim Turner

PH-119-1 The commenter's support for the Metro ROW alignment is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-119-2 See response to Comment PH-119-1.

Submission PH-120 Massimi Darou

PH-120-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Metro has undertaken extensive community outreach for potential transit service along all or portions of the Metro ROW for well over a decade. Metro's outreach program also takes into consideration limited English proficiency within the communities. Most recently, in connection with the Draft EIR open houses, Metro mailed nearly 32,000 postcards to residents, property owners, and businesses within a one-mile radius of all the alignments under study. Additionally, at the request of the City of Lawndale, Metro sent flyers to every resident within Lawndale. All outreach notifications are provided in both English and Spanish. Documentation on the outreach conducted during the environmental review process is available on the Metro project Dropbox, by visiting metro.net/clineext/#documents.

PH-120-2 The commenter's opposition to the Metro ROW alignments, and support for the Hawthorne Option, High-Frequency Bus Alternative, or No Project Alternative, are noted. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project. See MR-1: Selection of Alternatives; See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality; and MR-10: Changes to Community Character.

Submission PH-121 Doug Boswell

PH-121-1 Metro has worked diligently to design the project in a manner that minimizes property acquisitions, and disruptions to adjacent residential areas and to develop feasible, and effective mitigation measures to address the potentially significant impacts of the project, including noise and safety effects. See MR-3: Operational Noise Project Features and Mitigation Measures and MR-9: Light Rail Security. See MR-8: Light Rail and Freight Train Safety.

The Metro Board will not select the project based only on cost. Instead, the Board considers a range of factors, including technical analysis, environmental impacts, and community input. The Metro Board has selected an LPA for the purposes of the Final EIR, although it has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which will include responses to all public comments, including those of the commenter.

The width of the Metro ROW varies across the project area. Most segments measure 100 feet, but some are narrower (75 feet) or wider (over 150 feet). Metro conducted a property survey in Spring 2025 to verify Metro's property boundaries, the results of which are reflected in the Final EIR Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative. Throughout the entire corridor, the width of the Metro ROW is more than sufficient to meet design requirements for the project elements, including for tracks, retaining walls, soundwalls or other barriers, maintenance access areas, and sufficient clearance from freight. Metro has designed the project to avoid displacement of residents.

PH-121-2 Section 3.8-4.6 of the Draft EIR evaluates the potential for the project to be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project. As described in 3.8-2.5 of the Draft EIR, the project includes Project Feature PF-GEO-1: Metro Geotechnical Design Standards, which requires preparation of site-specific geotechnical investigations, consistent with Metro's established design criteria. Based on the project as defined, including PF-GEO-1: Metro Geotechnical Standards, the Draft EIR concludes that this impact would be less than significant. Similarly, Section 3.8-4.7 of the Draft EIR evaluates whether the project to be located on expansive soil, as defined in California Building Code Section 1803.5.3, and whether it would create a substantial risk to life or property. The Draft EIR concludes that this impact would also be less than significant based on the full project description, which incorporates Project Feature PF-GEO-1: Metro Geotechnical Design Standards. Compliance with established engineering and safety criteria, as required by Project Feature PF-GEO-1: Metro Geotechnical Design Standards, would

ensure long-term structural stability and safety. See MR-13: Soil Stability and Sinkholes for additional information.

As discussed in Section 3.8-4.2 of the Draft EIR, using construction techniques like sloping or benching of excavation and shoring of trench walls with support would prevent any construction impacts like caving or soil instability. The following text has been added to Section 4.12, Corrections and Additions, of the Final EIR: "Shoring would be monitored for lateral and vertical movement during construction."

PH-121-3 The commenter's opposition to the Metro ROW alignment and support for the Hawthorne Option is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

PH-121-4 See response to Comment 121-2.

PH-121-5 As shown on page 3.6-53 of the Draft EIR, soundwalls are proposed along both the west and east sides of the Metro ROW. The soundwalls would begin immediately south of 182nd Street and continue to Hawthorne Boulevard for the Elevated/At-Grade Alignment and from 186th Street to Hawthorne Boulevard for the LPA and Trench Option. The noise analysis follows the Detailed Noise Analysis Procedure per the 2018 Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual. Consistent with this methodology, the assessment of soundwall effectiveness takes into consideration the height of the receptors, height of the soundwalls, and the distance of the receptor from the source and soundwall. Regarding reflective noise, the FTA methodology includes assumptions about sound reflections from barriers, such as soundwaves bouncing off non-absorptive (reflective) surfaces. Where the assessment determined that additional noise reduction was necessary to reduce noise levels to below the FTA noise impact criteria, absorptive noise barriers have been recommended.

PH-121-6 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Ridership is discussed in the 2023 Ridership Summary Report, published alongside the Draft EIR. See MR-15: Metro Ridership Forecasting Methodology. Riders at the Redondo Beach Transit Center would also be able to access the South Bay Galleria and planned future development via a short walk or transit connection, and Metro would continue to assess opportunities for further enhancing connections as the design progresses.

Submission PH-122 Ray Hollar

PH-122-1 Section 3.6, Noise and Vibration, of the Draft EIR, carefully considered potential noise and vibration impacts on sensitive receptors, including Pacific Crest Cemetery, which is included as Cluster F1. As discussed in Section 3.6, the light rail transit vehicles would be slower at this location due to the approach and departure from the Redondo Beach Transit Center Station. The existing ambient noise level at Cluster F1 is approximately 60 a-weighted decibels (dBA), L_{eq}. The predicted noise level at Cluster F1 after implementation of mitigation would be approximately 55 dBA, L_{eq} during a typical hour, as shown on page 3.6-60 of the Draft EIR. While the maximum instantaneous noise level as the train passes at a speed of 35 miles per hour would be approximately 70 to 75 dBA, this temporary noise is

similar to existing conditions of the cemetery, which fronts Grant Avenue and Inglewood Avenue. To provide context, normal human speech at 3 feet is approximately 65 dBA, as shown in Figure 3.6-1 on page 3.6-2 of the Draft EIR. With mitigation measures implemented, noise levels would not exceed the Federal Transit Administration noise impact criteria, and the Draft EIR concluded that noise impacts to Cluster F1 would be less than significant with mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures.

It should also be noted that the LPA would reduce all operational noise impacts to less than significant with mitigation. See MR-1: Selection of Alternatives.

Submission PH-123 Niki Negrete-Mitchell

PH-123-1 There is sufficient space for the proposed light rail, freight track, and soundwalls within the Metro ROW. See Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR and Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of the Final EIR for more details on the relocated freight and light rail tracks. See also MR-8: Light Rail and Freight Train Safety. Regarding reflective noise, the Federal Transit Administration (FTA) methodology includes assumptions about sound reflections from barriers, such as soundwaves bouncing off non-absorptive (reflective) surfaces. Where the assessment determined that additional noise reduction was necessary to reduce noise levels to below the FTA noise impact criteria, absorptive noise barriers have been recommended.

PH-123-2 Vibration is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The vibration levels from light rail operations would be significantly lower than those generated by freight trains, due to the lighter weight. The vibration analysis considered both light rail trains and relocated freight. Operational vibration annoyance impacts would be mitigated to less than significant with mitigation for the Metro ROW alignments and the Hawthorne Option. Mitigation measures include MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats. Vibration mitigation measures and locations where they would apply are included on pages 3.6-106 through 3.6-108 of the Draft EIR.

Submission PH-124 Jennifer Dodge

PH-124-1 As discussed on page ES-1 of the Draft EIR, the Elevated/At-Grade Alignment is referred to as the “Proposed Project” in the Draft EIR, because it is the alignment that has been historically studied and advanced for the extension of the C Line (Green) to the South Bay Region. In addition, for the purposes of CEQA, Metro must define one of the three evaluated alignments as the “proposed project;” however, this term does not convey any preference or recommendation. The Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option were evaluated in the Draft EIR at equal levels of detail. Pursuant to Section 15126.6 of the CEQA Guidelines, the Draft EIR also considered a reasonable range of CEQA alternatives: the No Project Alternative, the High-Frequency Bus Alternative, and the 170th/182nd Grade-Separated Light Rail Transit Alternative (also referred to as the “Hybrid Alternative”). In May 2024, based on a range of factors, the Metro Board selected the Hybrid Alternative as LPA for the purposes of the Final EIR. The Metro Board has not yet approved the project and may approve any of the options or alternatives evaluated in the

Draft EIR, including the No Project Alternative. A final decision will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter. See MR-1: Selection of Alternatives.

Submission PH-125 Zein Obagi

PH-125-1 The Executive Summary is intended to provide a high-level summary of the CEQA impact determinations and does not include detailed information about specific design elements or specific aspects of the existing setting with respect to individual environmental issue areas (e.g., geology and soils).

Section 3.8-2.3 of the Draft EIR defines the Resource Study Areas (RSAs) for geology, soils, and paleontological resources as the footprints of the Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option. These footprints encompass the areas necessary to construct, operate, and maintain each alignment. Additional information about existing soil conditions is provided in Draft EIR section 3.8-3.

See MR-13: Soil Stability and Sinkholes for additional information.

PH-125-2 Metro staff recommended that the Metro Board select the LPA based on multiple factors, including the contents of the Draft EIR and public engagement. In May 2024, the Metro Board selected the Hybrid Alternative as the LPA. It has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR which includes responses to all public comments, including those of the commenter. See MR-1: Selection of Alternatives.

Submission PH-126 Doug Boswell

PH-126-1 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

PH-126-2 Noise and vibration are addressed in Section 3.6, Noise and Vibration, and air quality is addressed in Section 3.4, Air Quality, of the Draft EIR. The Draft EIR considers the effects of both light-rail and the relocated freight tracks. The frequency of freight operations on the Metro ROW is determined by BNSF, subject to existing agreements and applicable regulatory constraints. Metro does not control the freight train schedule or operations but coordinates with BNSF to ensure continued safe and efficient use of the Metro ROW. The Draft EIR's analysis of freight train operations is based on existing operating patterns, developed in consultation with BNSF and based on observed conditions. While BNSF has the right to operate within the Metro ROW, any substantial increase in freight traffic would require major infrastructure modifications, scheduling adjustments, and regulatory approvals (e.g., from the Federal Railroad Administration (FRA) and the California Public Utilities Code (CPUC)) that are not reasonably foreseeable at this time. The project would replace freight tracks as needed, in kind, with newer tracks, but it would not increase track capacity. The demand for freight movement along this corridor has remained stable for years, and no changes to freight operation are anticipated.

PH-126-3 The commenter's support for the Hawthorne Option is noted. The Metro Board has selected an LPA for the purposes of the Final EIR. It has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter. See MR-1: Selection of Alternatives.

Submission PH-127 Mary Smiley

PH-127-1 The commenter's support for the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Metro strives to complete projects on time and within estimated budgets. Contingency is considered in the development of cost and schedule. See MR-21: Cost Estimates and Schedule.

Submission PH-128 Ray Hollar

PH-128-1 The May 2024 Board Report, available to the public prior to the Metro Board meeting and reviewed by the Metro Board prior to selecting an LPA, included information on cost effectiveness and included cost/benefit information, including cost per annual new rider, cost per annual project trip, and cost per reduction in vehicle miles traveled (VMT). In all instances the Elevated/At-Grade Alignment performed the best of the light rail alignments on all metrics. The LPA performed second best on cost per annual new rider and cost per reduction in VMT and third best on cost per annual project trip. The Trench Option performed third best in cost per VMT reduction and the worst in cost per annual new rider and cost per annual project trip. The Hawthorne Option performed second best in cost per annual project trip, third best in cost per annual new rider, and the worst in cost per reduction in VMT.

The commenter refers to metrics in the 2018 Supplemental Alternatives Report, which included two methods to calculate cost per rider. One method was to calculate the total capital cost over projected new riders. The other was to use the Federal Transit Administration's (FTA's) formula for annualized cost per rider, which divides annualized capital costs and annual operating and maintenance costs by the total anticipated annual riders and consists of only the total ridership on the project alignment (including riders who may already use Metro Rail and other public transit). The results of the first method are included in the May 2024 Metro Board Report. Although the Hawthorne Option is anticipated to have the highest annual new ridership (based on the FTA's formula), it would have significantly higher capital costs, which results in a lower cost effectiveness ratio.

All alignment options would provide greenhouse gas emissions reductions as shown in Table 3.5-16 Proposed Project and Options GHG Emissions (2042) in Section 3.5, Greenhouse Gas Emissions, of the Draft EIR. Although the Hawthorne Option would provide a marginal benefit in greenhouse gas emissions reductions compared to the Elevated/At-Grade Alignment and Trench Option, this is not the only consideration in selection of the LPA, as noted above.

Regarding noise, with implementation of the mitigation measures identified in the EIR, operational noise and vibration impacts of the Trench Option, the Hawthorne Option and

the LPA would be reduced to less than significant levels with mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures.

Submission PH-129 Corey Cardinal

PH-129-1 Potential air quality impacts are addressed in Section 3.4, Air Quality, of the Draft EIR, including dust control during construction. Compliance with Project Features PF-AQ-1: Tier 4 Engine Standards and PF-AQ-2: Dust Control Best Practices would ensure that construction activities comply with South Coast Air Quality Management District (SCAQMD) and Metro standards controlling emissions and dust. Operationally, the light rail vehicles would be powered by electricity and would not produce localized emissions. The air quality analysis disclosed in the Draft EIR includes an assessment of localized emissions that would be generated from construction sites, which accounted for dust that would be generated. The localized air quality impacts were found to be less than significant when compared to the applicable SCAQMD thresholds, which were set at levels to prevent the occurrence of substantial dust concentrations reaching sensitive receptors that could cause adverse health effects. The localized impacts analysis used the most conservative receptor distance to be as protective as possible of the health of nearby residents. Thus, the analysis of dust emissions in the Draft EIR is adequate. Regional air quality would improve with implementation of the project due to a shift from passenger vehicles to light rail in the corridor. The potential for LPA impacts is addressed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality.

PH-129-2 Impacts related to drainage patterns alterations are addressed in Section 3.10, Hydrology and Water Quality, of the Draft EIR. As discussed in Section 3.10-4.3 of the Draft EIR, each of the alignment options studied in the Draft EIR, would increase impervious surfaces compared to existing conditions. However, most of the stormwater runoff would be retained within the project footprint, through an integrated low-impact development (LID) drainage system. This system would be designed to accommodate the stormwater quality design in volume, consistent with the Municipal Separate Storm Sewer System (MS4) Permit requirements established by the Los Angeles Regional Water Quality Control Board (LARWQCB). This system would minimize the potential for flooding both on-site and off-site, including in sumps. Maintenance of drainage infrastructure would also comply with applicable regulatory requirements to ensure long-term functionality.

As discussed in Chapter 4, Evaluation of Alternatives, in the Draft EIR, Section 4.5-3.10, the hydrology and water quality impacts of the LPA would be less than those analyzed in the Draft EIR for the Trench Option based on requiring less excavation. The potential impacts would be less than significant because the LPA would also include stormwater retention systems consistent with regional LID requirements.

PH-129-3 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. However, safety is a top priority for Metro. Metro Homeless Outreach Teams are deployed on Metro buses, trains, and stations to engage with unhoused riders and connect them to resources. See MR-9: Light Rail Security and MR-18: Homelessness.

PH-129-4 Ballast mats are proposed to reduce noise and vibration and consist of a rubber or other type of elastomer pad that is placed under the ballast. In general, the mat must be placed on a concrete pad to be effective. Installation of the ballast mats would not have any secondary detrimental effects to the environment. The materials are engineered for durability and have been extensively used in transit systems, including throughout the Metro system, without adverse environmental effects. Based on their track record of use and compliance with regulatory requirements, no significant impact to the environment is anticipated from the installation or use of ballast mats.

PH-129-5 As discussed in Section 3.8, Geology and Soils, of the Draft EIR, per Project Feature PF-GEO-1: Metro Geotechnical Design Standards, the project design process would include thorough site-specific geotechnical investigations to address foundation and ensure the stability of nearby structures. The investigation would identify soil conditions and include engineering and construction recommendations to ensure surrounding structures are not damaged and remain safe and structurally sound. See MR-13: Soil Stability and Sinkholes.

The comment is not clear regarding the concern related to airports. As stated on page 3.9-47 of the Draft EIR, the project is not within an airport land use plan or within two miles of any airport. Therefore, the project would have no impact related to safety hazards associated with a public airport or public use airport during construction or operation. See response to Comment PH-129-1 related to air quality concerns.

Submission PH-130 Lisa Francis

PH-130-1 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Section 3.6, Noise and Vibration, of the Draft EIR, provides a comprehensive analysis of potential noise impacts associated with construction and operation of the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option. In addition, Chapter 4, Evaluation of Alternatives, of the Draft EIR, also evaluates the No Project Alternative, and the LPA. Operational noise and vibration impacts of the Trench Option, the Hawthorne Option and the LPA would be reduced to less than significant levels with mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures.

PH-130-2 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses. Also see MR-10: Changes to Community Character.

Submission PH-131 Ted Hofmann

PH-131-1 In order to provide every commenter with an opportunity to express their opinions, a one-minute time limit was allocated at public hearings. The public has several other avenues to express their comments, including through the project email, letters, and the project phone number.

CEQA requires analysis of a reasonable range of alternatives to the project that would have the potential to meet most project objectives while avoiding or substantially reducing any of the significant impacts of the project. Public outreach events and materials focused on the Elevated/At-Grade Alignment and Options under study, although, details on all the CEQA alternatives can be found in the Draft EIR and were presented to the Metro Board for consideration.

CEQA requires that an EIR identify the Environmentally Superior Alternative, which is the alternative that would be expected to generate the fewest adverse impacts. However, the Lead Agency is not obligated to select the Environmentally Superior Alternative. See MR-1: Selection of Alternatives. The Metro Board has selected an LPA for the purposes of the Final EIR, although it has not approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter.

Submission PH-132 Doris Hofmann

PH-132-1 The commenter's opposition to a Metro rail project, and support for the High-Frequency Bus Alternative, is noted. The High-Frequency Bus Alternative is analyzed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives and See MR-16: Response to Lawndale and Redondo Beach Community Letter.

Ridership projections are discussed in the 2023 Ridership Summary Report, published alongside the Draft EIR. See MR-15: Metro Ridership Forecasting Methodology.

Section 3.6, Noise and Vibration, of the Draft EIR, provides a comprehensive analysis of potential noise impacts associated with construction and operation of the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option. In addition, Chapter 4, Evaluation of Alternatives, of the Draft EIR, evaluates the No Project Alternative, High Frequency Bus Alternative, and the LPA. Operational noise and vibration impacts of the Trench Option, the Hawthorne Option and the LPA would be reduced to less than significant levels with mitigation. See MR-3: Operational Noise Project Features and Mitigation Measures.

As explained on page 3.1-3 of the Draft EIR, traffic delay (often measured by level of service) is no longer permissible as a CEQA impact criterion and therefore this analysis and related topics are not addressed in the Draft EIR. See MR-11: Traffic Delay and Level-of-Service and the 2023 Transportation Detail Report, published concurrently with the Draft EIR, for a discussion of traffic conditions. The LPA and Trench Option would fully grade separate light rail from all roadways, and would not increase vehicle delay compared to existing conditions. The Hawthorne Option would also be fully grade-separated.

Submission PH-133 Michael Kim

PH-133-1 The commenter's opposition to the Metro ROW alignments is noted. The frequency of freight operations on the Metro ROW is determined by BNSF, subject to existing agreements and applicable regulatory constraints. Metro does not control the freight train schedule or

operations but coordinates with BNSF to ensure continued safe and efficient use of the Metro ROW. The Draft EIR's analysis of freight train operations is based on existing operating patterns, developed in consultation with BNSF and based on observed conditions. While BNSF has the right to operate within the Metro ROW, any substantial increase in freight traffic would require major infrastructure modifications, scheduling adjustments, and regulatory approvals (e.g., from the Federal Railroad Administration (FRA) and the California Public Utilities Code (CPUC)) that are not reasonably foreseeable at this time. The project would replace freight tracks as needed, in kind, with newer tracks, but it would not increase track capacity. The demand for freight movement along this corridor has remained stable for years, and no changes to freight operation are anticipated.

Submission PH-134 Glen Brackenridge

PH-134-1 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Ridership is discussed in the 2023 Ridership Summary Report, published alongside the Draft EIR. See MR-15: Metro Ridership Forecasting Methodology. The project would connect the two new city transit centers in Redondo Beach and Torrance to the Metro rail network.

PH-134-2 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

PH-134-3 Existing noise levels both along the Metro ROW and Hawthorne Boulevard are shown beginning on page 3.6-22 of the Draft EIR. These monitored noise levels reflect full 24-hour monitoring and accurately portray the existing conditions for the alignments, including rush hour, non-rush hour, and freight rail activities. The analysis follows Federal Transit Administration (FTA) methodology, which uses day-night average noise levels to capture overall ambient conditions, including quiet periods when the freight trains are not present. Monitored noise levels along Hawthorne Boulevard typically had a higher ambient noise level due to roadway traffic. However, residential neighborhoods set back from Hawthorne Boulevard had similar noise levels as to those recorded in neighborhoods along the Metro ROW, which accounted for freight rail noise. See page 3.6-23 for noise measured ambient noise levels at each noise monitoring location.

Submission PH-135 Sirley Cuevas

PH-135-1 Metro shared all comments made on the Draft EIR, as well as records of previous engagement, with the Metro Board to help inform their decision-making process. In May 2024, the Metro Board selected an LPA for the purposes of the Final EIR. However, it has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter. The decision will also consider comments from the community and environmental impacts, including those to air quality. As disclosed in the Draft EIR, only the Trench Option would result in a significant and unavoidable air quality impact, which would occur during

construction; none of the other alignment options or alternatives would result in significant impacts to air quality.

Submission PH-136 Laura Thomas

PH-136-1 CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. Metro takes the safety and well-being of nearby communities very seriously. See MR-9: Light Rail Security.

PH-136-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). The project would connect the City of Lawndale to two new city transit centers in Redondo Beach and Torrance, providing expanded access to Los Angeles County through the Metro rail network. See MR-15: Metro Ridership Forecasting Methodology.

Submission PH-137 John Richards

PH-137-1 The commenter's opposition to a rail project and preference for buses is noted. See MR-1: Selection of Alternatives. Chapter 4, Evaluation of Alternatives, in Draft EIR analyzes a High-Frequency Bus Alternative. Ridership projections are discussed in the 2023 Ridership Summary Report, published alongside the Draft EIR. See MR-15: Metro Ridership Forecasting Methodology.

The project has secured funding from Measure R (2008), Measure M (2016), Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency, and 3% match contributions from local jurisdictions. Metro would continue to explore funding opportunities for the project.

The project would travel through three cities: Lawndale, Redondo Beach and Torrance. Metro has been exploring options for transit service along the Metro ROW for several decades. Metro purchased the Harbor Subdivision from the precursor to the BNSF in the early 1990s. In 2009, Metro prepared an alternatives analysis that studied the potential for transit service along all or portions of the Metro ROW that identified the segment between the Redondo Beach (Marine) Station and the Torrance Transit Center as a high-priority corridor. Since then, several alignments and alternatives have been studied. The 2018 Supplemental Alternatives Analysis report recommended two alignments to be carried forward into environmental analysis: the Metro ROW and the Hawthorne Boulevard alignment (both primarily at-grade alignments). Since then, Metro has considered grade-separated light rail, including the Trench Option, Hawthorne Option, and LPA. See MR-15: Metro Ridership Forecasting Methodology.

The underground subway being constructed on Wilshire Boulevard, referenced by the commenter, is the Metro D Line Subway Extension. The Wilshire corridor is among the busiest in the country, with extremely high transit and traffic demand and limited surface right-of-way. By contrast, the Metro ROW is an existing rail corridor and does not meet the same thresholds that would necessitate a fully underground subway.

Submission PH-138 Holly Osborne

PH-138-1 The Draft EIR, using aerial imagery, identified seven structures along the west side of the Metro ROW between Grant Avenue and Artesia Boulevard that could be subject to groundborne vibration damage during construction of the Elevated/At Grade Alignment. Breakwater Village, a senior living community adjacent to the Metro ROW, appears to have one structure that is immediately adjacent to the rail corridor. The other buildings in the development front Ruxton Lane and are set back farther from the Metro ROW. It is important to note that only the structure physically adjacent to the Metro ROW was identified as potentially affected in the analysis. For that structure, there is approximately 400-feet of frontage along the corridor. Two points along the building frontage were analyzed to ensure that vibration levels were adequately evaluated along its length. Regardless of the number of dwelling units with a structure, the vibration analysis in the Draft EIR focused on the potential for structural damage to the building, consistent with the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA, 2018). The analysis evaluates vibration levels at representative building facades and applies thresholds based on structural criteria, not on individual unit count. Therefore, the conclusions of the Draft EIR remain valid. This approach was applied consistently throughout the corridor.

Submission PH-139 Ted Hofmann

PH-139-1 The property mentioned by the commenter is located along the Hawthorne Option, which would require an aerial (overhead) easement for the elevated light rail structure to cross a portion of the property. Metro has designed the project to avoid displacement of residents. The maps referenced are from the 2023 Real Estate Acquisitions Report, published concurrently with the Draft EIR.

In May 2024, the Metro Board selected the Hybrid Alternative as the LPA, which travels along the Metro ROW and would not affect the property mentioned. However, if the Metro Board approved the Hawthorne Option as the final project as part of the certification of the Final EIR, Metro would follow the standard property appraisal and compensation procedures to determine fair market value and just compensation for the overhead easement area. The easement process would comply with the California Relocation Act, as applicable. Affected property owners would be contacted in advance and provided with information regarding the easement and their rights.

PH-139-2 The Measure M Expenditure Plan, passed in 2016 by over 70% of Los Angeles County voters, includes a variety of transportation projects, one of which was this light rail project extending the C Line (Green) to Torrance.

Submission PH-140 G.P. Sudduth

PH-140-1 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. As part of the 2018 Supplemental Alternatives Analysis, Metro studied stations in the City of Lawndale between Inglewood Avenue and Manhattan Beach Boulevard along

the Metro ROW and at Hawthorne Boulevard/166th Street. At the request of the City of Lawndale, Metro removed these proposed stations from further study.

Submission PH-141 John Schreiber

PH-141-1 While change in community character does not constitute a significant impact under CEQA, Section 3.2, Land Use, of the Draft EIR, analyzes the project's potential to physically divide communities and concludes that impacts would result in less than significant. Pedestrians would still be able cross the Metro ROW at all existing designated rail crossings: Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered so as to isolate any one part of the community from the other. Retaining walls would be required to transition the light rail guideway from elevated to at-grade, but they would not block any crossings. The LPA and Trench Option would fully grade separate light rail from all roadways along the Metro ROW. The Hawthorne Option would likewise be fully grade-separated. MR-10: Changes to Community Character.

PH-141-2 As discussed in Section 3.2, Land Use and Planning, and Section 3.3, Aesthetics, of the Draft EIR, while the Metro ROW alignments would cause visual changes in the community, the same access across the Metro ROW as designated today would be maintained, and structures would not completely block views to the other side of the community (see Figures 3.3-62 and 3.3-63 of the Draft EIR, where the opposite side of the Metro ROW is both visible and accessible).

PH-141-3 Light rail noise was assessed based on the anticipated frequency of trips during the different hours of operation. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

Section 3.6, Noise and Vibration, of the Draft EIR, evaluates potential noise impacts, including those from wheel squeal. According to the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), curves with a radius greater than 1,000 feet do not generate wheel squeal. As a result, the FTA recommends designing transit projects to avoid tight curves with radii of less than 1,000 feet to mitigate potential noise impacts. The Elevated/At-Grade Alignment, Trench Option, and the LPA do not include curves with radii less than 1,000 feet, which are the primary cause of wheel squeal. Consequently, wheel squeal is not anticipated under these design conditions.

The Hawthorne Option includes two curves which could potentially produce wheel squeal. Mitigation Measure MM-NOI-5: Wheel Squeal Noise Monitoring would require noise monitoring to identify wheel squeal at two curves with a radius less than 1,000 feet for the Hawthorne Option:

> Curve between Santa Fe Avenue and Inglewood Avenue

> Curve between 161st Street and 163rd Street

If wheel squeal is identified, Metro shall install wayside rail lubrication to ensure wheel squeal does not occur. Rail lubrication is discussed in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) as a valid method for mitigating noise.

Submission PH-142 Catherine Boll

PH-142-1 The commenter's support for the Hawthorne Option is noted. See MR-1: Selection of Alternatives. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

Light rail vehicles are quieter, electrically powered trains that generate less noise compared to larger, diesel operated Metrolink trains. Noise and vibration impacts are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. See MR-3: Operational Noise Project Features and Mitigation Measures. The Metro ROW alignment, the Trench Option, and the LPA would include upgrades to existing freight crossings, allowing for the establishment of a Federal Railroad Administration quiet zone. This would eliminate routine freight train horn noise along the Metro ROW in the area.

PH-142-2 As described in Section 3.6, Noise and Vibration, of the Draft EIR, a Mitigation Measure MM-NOI-1: Noise Control Plan would be implemented as mitigation for construction noise impacts, which would require Metro's contractor to prepare and implement a detailed, site-specific Noise Control Plan that demonstrates compliance with the Federal Transit Administration's (FTA's) construction noise thresholds. To ensure impacts are reduced to the maximum extent feasible, MM-NOI-1: Noise Control Plan would require the contractor to conduct continuous noise monitoring and to implement corrective actions if thresholds are exceeded. As described in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, debris and waste generated during construction would be properly transported away and disposed of in accordance with federal and State regulations.

PH-142-3 See response to Comment 142-1.

Submission PH-143 John Richards

PH-143-1 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

PH-143-2 The commenter's opposition to a train in Lawndale and support for buses is noted. A High-Frequency Bus Alternative is analyzed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives.

Submission PH-144 Joanne Doram

PH-144-1 Metro has undertaken extensive community outreach for potential transit service along all or portions of the Metro ROW for well over a decade. Metro's outreach program also accommodates the needs of residents with limited English proficiency. Most recently, in advance of the Metro Board of Director's selection of the LPA in May 2024, Metro distributed 32,000 postcards to residents, property owners, and businesses within a one-mile radius of all alignments under study. Additionally, at the request of the City of Lawndale, Metro sent flyers to every resident within Lawndale. All outreach notifications are provided in both English and Spanish. Documentation on the outreach conducted during the

environmental review process is available on the Metro project Dropbox, by visiting metro.net/clineext/#documents.

The Metro Board of Directors, not the public, votes on the approval of regional transit projects. The Measure M Expenditure Plan, passed in 2016 by over 70% of Los Angeles County voters, includes a variety of transportation projects, one of which was this light rail project extending the C Line (Green) to Torrance. The Metro Board has selected an LPA for purposes of the Final EIR, although it has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter. See MR-1: Selection of Alternatives.

Submission PH-145 Corey Cardinal

PH-145-1 The commenter's concerns are noted. Metro has undertaken extensive community outreach for the project, see response PH-144-1. The estimated capital cost would be to construct the project. See MR-14: Property Values and Impacts to Businesses.

Submission PH-146 Massima Daroui

PH-146-1 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

PH-146-2 The Measure M Expenditure Plan, passed in 2016 by over 70% of Los Angeles County voters includes funding for a variety of transportation projects, one of which was this light rail project extending the C Line (Green) to Torrance. Although Metro owns the Metro ROW, BNSF operates and maintains the freight tracks in the City of Lawndale. As part of this project, Metro would relocate and rebuild the freight tracks as needed, to accommodate the light rail extension.

PH-146-3 The commenter's opposition to the Metro ROW alignments, and support for the Hawthorne Option and High-Frequency Bus Alternative, is noted. All comments have been shared with the Metro Board for their consideration. See MR-1: Selection of Alternatives.

Submission PH-147 Terri Thomas

PH-147-1 The commenter's opposition to a rail project and support for an effective bus station on Hawthorne Boulevard is noted. A High-Frequency Bus Alternative is evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-1: Selection of Alternatives. The 2023 Ridership Report, published concurrently with the Draft EIR, shows that the project would generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. In 2022, Metro adopted a Metro Tree Policy which outlines Metro's commitment to protecting trees, when possible, and replacing those that must be removed as a result of Metro construction and maintenance. For non-heritage trees, the policy specifies a replacement ratio of two trees for every tree removed. For the alignments along the Metro ROW, the project would include two new multi-use paths

along the Metro ROW (between 159th Street and Condon and 170th 182nd Streets). See MR-10: Changes to Community Character.

Submission PH-148 Craig St. John

PH-148-1 The commenter's opposition to the project is noted. All project options and alternatives were planned to minimize conflicts with the California Department of Transportation (Caltrans). However, Metro does not have authority over Caltrans or its potential future projects. Metro would continue to coordinate with Caltrans as this project progresses. The Metro Board selected as the LPA for the purposes of the Final EIR, is located within the Metro ROW and would avoid potential conflict on Hawthorne Boulevard. See MR-1: Selection of Alternatives.

PH-148-2 Section 3.6. Noise and Vibration, of the Draft EIR, discloses that each alignment option would result in a potentially significant construction-related noise impact. To address this impact, the project would implement Mitigation Measure MM NOI-1: Noise Control Plan. While implementation of this measure requires compliance with the FTA's 1-hour equivalent noise level (Leq) noise thresholds and includes continuous noise monitoring and corrective actions, the Draft EIR acknowledges that temporary exceedances may still occur. For this reason, construction noise impacts are identified as significant and unavoidable. Such impacts would be temporary and would cease upon the completion of construction activities.

Regarding construction traffic impacts, as described in Section 3.1, Transportation, of the Draft EIR, the project includes Project Feature PF-T-1: Construction Traffic Management Plan, which would be submitted to the local cities and include measures manage construction-related traffic, such as establishing detour routes, providing advance notice and signage, maintaining access for residents, businesses, and emergency services, and scheduling deliveries and pick-ups during non-peak hours.

PH-148-3 Metro has not conducted an economic impact study for the project. Potential economic effects, such as reductions in property values and loss of property tax revenues, do not in and of themselves constitute effects on the physical environment, and therefore the Draft EIR does not reach conclusions on those issues. Rather, the Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. However, Metro's goal is to help businesses continue to thrive throughout construction and post construction. See MR-14: Property Values and Impacts to Businesses for more information on the resources for businesses impacted by Metro's project due to construction and post construction.

Submission PH-149 Holly Osborne

PH-149-1 The noise analysis in the Draft EIR follows the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018), which specifies the use of 24-hour time-averaged noise levels to assess the ambient noise environment. These levels capture all sound sources, including the occasional freight train pass-by, as part of the existing baseline. The analysis also incorporates a 10-dBA (a-weighted decibel) penalty for all sound occurring during the nighttime hours (10:00 p.m. to 7:00 a.m.) to account for increased

sensitivity to noise during these hours. The effect of the penalty is that in the calculation of 24-hour noise, any event that occurs during the nighttime hours, is equivalent to 10 of the same events during the daytime hours. This ensures the assessment reflects the potential for greater disturbance from nighttime noise events. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

Although noise from freight trains is loud and increases the 24-hour average noise levels, its infrequent occurrence during the day means that it does not dominate or skew the overall noise profile. Excluding the freight noise from the existing ambient noise conditions would not comply with FTA methodology and would misrepresent the true ambient noise environment. The 24-hour noise measurements include both periods when the freight is not operating and periods when freight is operating.

Metro follows Federal Transit Administration guidance which is a United States agency. It is unclear what the referenced Canadian methodology is, which may not be appropriate for a project being implemented in the United States.

Submission PH-150 Rose Rodriguez

PH-150-1 The commenter's opposition to the Metro ROW alignments is noted. See MR-1: Selection of Alternatives; and MR-10: Changes to Community Character; and MR-16: Response to Lawndale and Redondo Beach Community Letter.

PH-150-2 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant. See MR-7: Utility Relocation and Hazardous Materials Safety. See MR-8: Light Rail and Freight Train Safety. The commenter's opposition to light rail train pass-bys is noted.

PH-150-3 As discussed in Section 3.2, Land Use and Planning, of the Draft EIR, the project would not physically divide a community because residents would still be able cross the Metro ROW at all existing designated rail crossings: Inglewood Avenue, Manhattan Beach Boulevard, 159th, 160th, 161st, 162nd, 170th, and 182nd Streets. Land uses would not be altered so as to isolate any one part of the community from the other. The use of the Metro ROW as recreational space is acknowledged on page 3.15-38 of the Draft EIR. While Metro recognizes that some residents currently use the Metro ROW as informal recreational space, it is important to note that the Metro ROW is not a designated park or public recreational area. Its primary purpose is rail transportation, and access is not authorized. The LPA includes two new multiuse paths, expanding access to residential neighborhoods and offering additional recreational options. See MR-10: Changes to Community Character and MR-16: Response to Lawndale and Redondo Beach Community Letter.

Per CEQA and the CEQA Guidelines, Metro is conducting environmental analysis to disclose the potential impacts of the project and identify feasible mitigation measures or alternatives to reduce significant impacts. The EIR and associated approval process is not a waiver. An EIR is the most detailed level of environmental approval under CEQA. The Metro Board has selected an LPA for the purposes of the Final EIR. It has not yet approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter.

PH-150-4 Metro is the CEQA lead agency for this project. This requires Metro to take responsibility for preparing the appropriate CEQA document for the project.

Submission PH-151 Ray Hollar

PH-151-1 The commenter's opposition to the Metro ROW alignment and support for the No Build Alternative is noted. See MR-1: Selection of Alternatives. CEQA does not require funding to be demonstrated in a Draft EIR. However, the May 2024 Board Report, which was made available to the public prior to the Metro Board meeting and reviewed by the Board prior to selecting an LPA, included estimates of anticipated funding from identified sources, projected shortfalls, and potential additional sources. It also included cost-benefit analysis information, including cost per annual new rider, cost per all annual trips, and cost per reduction in vehicle miles traveled (VMT). The 2018 Supplemental Alternatives Report described similar methods for calculating cost per rider. It is unclear how the commenter derived their cost per rider figure.

Submission PH-152 G.P. Sudduth

PH-152-1 Metro understands concerns regarding property values. However, under CEQA, economic impacts such as changes in property values are not considered environmental impacts. The Draft EIR focuses on physical environmental impacts and measures to mitigate them, as required by CEQA. To address questions and concerns on property values, Metro has prepared more information. See MR-14: Property Values and Impacts to Businesses.

PH-152-2 Section 3.6, Noise and Vibration, of the Draft EIR, provides a detailed analysis of noise and vibration impacts based on the Federal Transit Administration Transit Noise and Vibration Assessment Manual. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds.

PH-152-3 A High-Frequency Bus Alternative is analyzed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Proposed bus stops for the High-Frequency Bus Alternative are located at existing on-road stops, such as the one at Artesia Boulevard and Hawthorne Boulevard to maximize travel time savings by avoiding deviations from arterials. This strategy is intended to improve efficiency for bus riders by maintaining a direct route. Light rail does not have the same constraints as bus. The proposed light rail stations are strategically placed to optimize connectivity and serve key transit hubs, including the Torrance Transit Center, to provide greater access for riders.

Submission PH-153 Michael Kim

PH-153-1 Metro plans, operates, and coordinates funding for most of the public transportation system in Los Angeles County. It does not operate or profit from freight rail operations. The project would not add new freight rail capacity to the Metro ROW. The frequency of freight operations on the Metro ROW is determined by BNSF, subject to existing agreements and applicable regulatory constraints. Metro does not control the freight train schedule or operations but coordinates with BNSF to ensure continued safe and efficient use of the Metro ROW. The Draft EIR analysis of freight train operations is based on existing operating patterns, developed in consultation with BNSF and based on observed conditions. While BNSF has the right to operate within the Metro ROW, any substantial increase in freight traffic would require major infrastructure modifications, scheduling adjustments, and regulatory approvals (e.g., from the Federal Railroad Administration (FRA) and the California Public Utilities Code (CPUC)) that are not reasonably foreseeable at this time. The project would replace freight tracks as needed, in kind, with newer tracks, but it would not increase track capacity. The demand for freight movement along this corridor has remained stable for years, and no changes to freight operation are anticipated.

PH-153-2 As described in Section 3.1, Transportation, of the Draft EIR, on page 3.1-15, Project Feature PF-T-1: Construction Traffic Management Plan (CTMP), a CTMP would be prepared and implemented to manage disruptions during construction. The plan would include strategies to manage traffic flow, including phased construction to avoid long-term closures, clearly marked detours, and coordination with local agencies to ensure efficient traffic management. As part of Metro's standard practice, the CTMP would explore scheduling certain construction activities, including deliveries and pick-ups of materials, during non-peak travel periods, and the possibility of conducting some construction work at night. The CTMP would be updated as construction progresses to reflect changes and updates at the work areas.

PH-153-3 The project would not add new freight rail capacity to the Metro ROW, as discussed in response to Comment PH-153-1. All at-grade crossings for light rail and/or freight would include upgraded safety crossing infrastructure. The LPA, Trench Option and Hawthorne Option would fully grade separate light rail from roadways. Metro takes the safety and well-being of nearby communities very seriously. See MR-8: Light Rail and Freight Train Safety.

Submission PH-154 Doris Hofmann

PH-154-1 The commenter's opposition to the project is noted. This project is partially funded by Measure R, as well as Measure M, another ballot measure passed by over 70% of voters in Los Angeles County to fund mobility projects. Additional funding includes a Transit and Intercity Rail Capital Program (TIRCP) Grant from the California State Transportation Agency (CALSTA) and 3% match contributions from local jurisdictions. Metro would continue to explore funding opportunities for the project. The project would provide multiple benefits to the City of Lawndale, including improving mobility in the South Bay and providing equitable access to regional destinations through improved connections to the Metro regional rail system. Stations in the City of Lawndale were proposed as part of the 2018 Supplemental Alternatives Analysis, but were removed from consideration at the request of the City of Lawndale.

PH-154-2 The project would provide multiple benefits to the City of Lawndale, including improving mobility in the South Bay and providing equitable access to regional destinations through improved connections to the Metro regional rail system. Metro has undertaken extensive community outreach for potential transit service along all or portions of the Metro ROW for well over a decade. Metro's outreach program also accommodates the needs of residents with limited English proficiency. In advance of the Metro Board of Director's selection of the LPA in May 2024, Metro distributed 32,000 postcards to residents, property owners, and businesses within a one-mile radius of all alignments under study. Additionally, at the request of the City of Lawndale, Metro sent flyers to every resident within Lawndale. All public meeting materials and outreach notification have been provided in English and Spanish. Documentation on the outreach conducted during the environmental review process is available on the Metro project Dropbox, by visiting metro.net/clineext/#documents.

Submission PH-155 Rose Rodriguez

PH-155-1 The commenter's support for buses instead of rail is noted. A High-Frequency Bus Alternative is analyzed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Proposed bus stops for the High-Frequency Bus Alternative are located at existing bus stops, such as the one at Artesia Boulevard and Hawthorne Boulevard to maximize travel time savings by avoiding deviations from arterials. This strategy is intended to improve efficiency for bus riders by maintaining a direct route. Light rail does not have the same constraint as bus. The proposed light rail stations are strategically placed to optimize connectivity and serve key transit hubs, including the Torrance Transit Center, to provide greater access for riders. The proposed stations would serve as key transit hubs, with existing local bus routes providing access to nearby destinations. While Metro assists in identifying improvements during the planning and design phases, the implementation of local access to regional transit facilities falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in this planning.

The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

PH-155-2 The potential operational noise impacts for the Elevated/At-Grade Alignment, the Trench Option, and the Hawthorne Option are addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The potential for LPA impacts is addressed Chapter 4, Evaluation of Alternatives, of the Draft EIR. See MR-2: Operational Noise Analysis Methodology and Impact Thresholds and MR-3: Operational Noise Project Features and Mitigation Measures. Also see MR-19: Project Benefits, which details how the project is consistent with Metro's Equity Platform.

PH-155-3 The comment does not address the adequacy of the Draft EIR and is noted for the record. All comments have been shared with the Metro Board for their consideration.

Submission PH-156 Mary Smiley

PH-156-1 Metro plans, operates, and coordinates funding for most of the public transportation system in Los Angeles County. The Los Angeles County Board of Supervisors, as a governing body, does not vote to approve or reject regional transit projects. However, all five County Supervisors sit on the Metro Board of Directors as individual members representing their supervisorial district. In May 2024, the Metro Board selected an LPA for the purposes of the Final EIR, although it has not taken final action on the project, including approval of any of the options and alternatives evaluated in the Draft EIR. A final decision on whether to certify the EIR and approve the project will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter. See MR-1: Selection of Alternatives.

CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic. See MR-9: Light Rail Security.

Submission PH-157 Lisa Francis

PH-157-1 The commenter's preference for buses is noted. A High-Frequency Bus Alternative is analyzed in Chapter 4, Evaluation of Alternatives, of the Draft EIR. Caltrans has a planned Express Lanes project, which expands the I-405 through this area; Metro has considered this future expansion in the design of the Hawthorne Option, as described in Chapter 2, Project Description, of the Draft EIR.

In the City of Lawndale, Metro owns the railroad corridor, while BNSF has operating rights through it. BNSF is not obligated to address freight noise mitigation, but Metro is committed to enhancing the community's well-being. The project includes many features to reduce noise and vibration from freight trains. As described in Chapter 2, Project Description, of the Draft EIR, the project would include new pedestrian safety infrastructure at all at-grade freight crossings, which would allow for future conversion of the corridor into a quiet zone. See MR-3: Operational Noise Project Features and Mitigation Measures. Special trackwork is also proposed for the new relocated freight tracks to reduce noise and vibration. Mitigation measures include MM-VIB-5: Resilient Fasteners and MM-VIB-6: Ballast Mats.

Submission PH-158 Bernadette Suarez

PH-158-1 The project would provide multiple benefits to the City of Lawndale, including improving mobility in the South Bay and providing equitable access to regional destinations through improved connections to the Metro regional rail system. Stations in the City of Lawndale were proposed as part of the 2018 Supplemental Alternatives Analysis, but were removed from consideration at the request of the City of Lawndale. Metro adopted an Equity Platform to help ensure system changes prioritize those most in need of improved access to opportunity. Metro identifies Equity Focuses Communities as communities where there are higher concentrations of resident and household demographics associated with mobility barriers (low-income households; Black, Indigenous, or People of Color populations; and households that do not have access to a car). The southern neighborhoods of Lawndale

would be within walking distance to proposed stations in Redondo Beach. Metro is committed to equity to improve access to jobs, housing, and economic opportunities through mobility projects and would continue to prepare inclusive outreach and engagement strategies as Metro advances the project. See MR-19: Project Benefits.

Submission PH-159 Sean Moore

PH-159-1 The commenter's opposition to the project within the City of Lawndale is noted. The Draft EIR analyzes transportation impacts in Section 3.1, Transportation, of the Draft EIR. Aesthetics is addressed in Section 3.3, Aesthetics, of the Draft EIR. Land use impacts, including those related to open space, are addressed Section 3.2, Land Use, of the Draft EIR. The Draft EIR concluded that the project would not result in significant and unavoidable impacts to transportation, aesthetics, land use, or open space.

PH-159-2 The commenter's support for the No Project Alternative, High-Frequency Bus Alternative, or any alternative that is not located within the Metro ROW is noted. The Metro Board has selected the Hybrid Alternative as the LPA for the purposes of the Final EIR, although it has not approved the project, including any of the options and alternatives evaluated in the Draft EIR. A final decision on whether to certify the EIR and approve the project will not be made until after the Metro Board reviews the Final EIR, which includes responses to all public comments, including those of the commenter. See MR-1: Selection of Alternatives.

Submission PH-160 Pat Kearney

PH-160-1 Metro takes the safety and well-being of nearby communities very seriously. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security.

PH-160-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology.

Submission PH-161 John Richards

PH-161-1 The Draft EIR was published in 2023 using the most currently available information to conduct the environmental impact analysis, including for transportation and vibration.

The Draft EIR analyzed transportation impacts in Section 3.1, Transportation, of the Draft EIR. As described in Section 3.1, Transportation, of the Draft EIR, on page 3.1-15, Project Feature PF-T-1: Construction Traffic Management Plan (CTMP), a CTMP would be prepared to manage disruptions during construction. The plan would include strategies to manage traffic flow, including phased construction to avoid long-term closures, clearly marked detours, and coordination with local agencies to ensure efficient traffic management. As part of Metro's standard practice, the CTMP would explore scheduling certain construction activities, including deliveries and pick-ups of materials, during non-peak travel periods, and the possibility of conducting some construction work at night. The CTMP would be updated as construction progresses to reflect changes and updates at the work areas. Traffic congestion and delays (often measured by Level of Service) are not considered significant environmental impacts under CEQA. Metro prepared a 2023 Transportation Detail Report,

published alongside the Draft EIR, providing additional information on potential changes in traffic patterns and impacts not required by CEQA, but for the public's information. See also MR-11: Traffic Delay and Level-of-Service.

The potential for vibration impacts is addressed in Section 3.6, Noise and Vibration, of the Draft EIR. The vibration levels from light rail operations, would be significantly lower than those generated by freight trains, due to the lighter weight. The vibration analysis considered both light rail trains and relocated freight. Operational vibration annoyance impacts would be mitigated to less than significant with mitigation for all alignments. Mitigation measures include MM-VIB-4: Low Impact Frogs, MM-VIB-5: Resilient Fasteners, and MM-VIB-6: Ballast Mats. Vibration mitigation measures and locations where they would apply are included on pages 3.6-106 through 3.6-108 of the Draft EIR. See MR-5: Vibration Impact Types and Impact Thresholds.

PH-161-2 The 2023 Ridership Summary Report, published alongside the Draft EIR, shows that the project is expected to generate between 11,500 to 15,600 daily transit trips (boardings). See MR-15: Metro Ridership Forecasting Methodology. The project provides multiple benefits to the City of Lawndale, including improving mobility in the South Bay and providing equitable access to regional destinations through improved connections to the Metro regional rail system. Stations in the City of Lawndale were proposed as part of the 2018 Supplemental Alternatives Analysis, but were removed from consideration at the request of the City of Lawndale.

PH-161-3 Metro takes the safety and well-being of nearby communities very seriously. See MR-8: Light Rail and Freight Train Safety and MR-9: Light Rail Security. CEQA does not require an analysis of safety in terms of crime, as it is not an environmental issue, and therefore the Draft EIR does not make any conclusions regarding this topic.

Submission PH-162 Rose Rodriguez

PH-162-1 The presence of natural gas lines and petroleum pipelines, their potential impacts, and applicable regulatory requirements are addressed in Sections 3.9, Hazards and Hazardous Materials, and 3.11 Utilities and Service System, of the Draft EIR. Potential impacts of the LPA in this context are evaluated in Chapter 4, Evaluation of Alternatives, of the Draft EIR. In addition, Section 4.13, Corrections and Additions, of the Final EIR expands on the analysis in Section 3.9-4.2.1 of the Draft EIR by clarifying the protocols, construction techniques, regulations, and standards with which the project would comply. As detailed therein, the revisions do not change the Draft EIR's conclusion that the impact related to oil and gas pipelines would be less than significant.

The 1951 explosion mentioned in the comment occurred decades before Metro's establishment and was unrelated to Metro, its operations, or light rail transit, in general. Since that time, safety protocols, construction methods, and regulatory standards for managing pipelines and hazardous materials have significantly advanced. Additionally, light rail and relocated freight operations would not increase the likelihood of pipeline-related incidents, such as explosions. See MR-7: Utility Relocation and Hazardous Materials Safety andMR-8: Light Rail and Freight Train Safety for more details on how light rail would be safely constructed and operated in the Metro ROW.

PH-162-2 See MR-8: Light Rail and Freight Train Safety.

Submission PH-163 Ted Hofmann

PH-163-1 The commenter's opposition to the Metro ROW alignment is noted. See MR-1: Selection of Alternatives. Metro has worked diligently to develop feasible and effective mitigation measures to address the potentially significant impacts of the project.

PH-163-2 The Hawthorne Option would include a station in the center median of Hawthorne Boulevard south of Artesia Boulevard. Transit parking is included in the Redondo Beach Transit Center, which is operated by the City of Redondo Beach. Metro would provide transit parking at the terminus station in Torrance. Metro does not provide long-term parking for airports. The C Line Extension would operate as the southern part of the K Line and connect to the LAX/Metro Transit Station, which would serve LAX. The K Line now operates as a north-south line between the South Bay and the Metro E Line and the C Line operates east-west between LAX and Norwalk. Both lines provide a direct connection to LAX.

The project has been designed to provide convenient access to the Redondo Beach Transit Center and Torrance Transit Center, which were selected based on extensive analysis of connectivity and accessibility and community outreach. The stations would serve as key transit hubs, with existing local bus routes providing access to nearby destinations. While Metro assists in identifying improvements during the planning and design phases, the implementation of local access to regional transit facilities falls under the jurisdiction of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to assist in this planning.

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7. ACRONYMS AND ABBREVIATIONS

AA.....Alternatives Analysis
ACE.....Advanced Conceptual Engineering
ADA.....Americans with Disabilities Act
AQMP.....Air Quality Management Plan
ATSP.....Active Transportation Strategic Plan
BCHD.....Beach Cities Health District
BIPOC.....Black, Indigenous, and other People of Color
BNSF.....BNSF Railway
BRT.....Bus Rapid Transit
CAAQS.....California Ambient Air Quality Standards
CALSTA.....California State Transportation Agency
CARB.....California Air Resources Board
CCAA.....California Clean Air Act
CCTV.....Closed-Circuit Television
CEC.....California Energy Commission
CEQA.....California Environmental Quality Act
CFR.....Code of Federal Regulations
CIDH.....Cast-in-Drilled-Hole
CNG.....Compressed Natural Gas
CO.....Carbon Monoxide
CPTED.....Crime Prevention Through Environmental Design
CPUC.....California Public Utilities Commission
CRMMP.....Cultural Resources Monitoring and Mitigation Plan
CTMP.....Construction Traffic Management Plan
CY.....Cubic Yards
dB.....Decibel
dBA.....A-Weighted Decibel
DPM.....Diesel Particulate Matter
DTSC.....Department of Toxic Substances Control
EFC.....Environmental Focus Community
EIR.....Environmental Impact Report
EIS.....Environmental Impact Statement
EMFAC.....CARB Emission Factor
ES.....Executive Summary
ESA.....Environmental Site Assessment
FE.....Federal Endangered Species
FHWA.....Federal Highway Administration
FLM.....First/Last Mile
FRA.....Federal Railroad Administration
FT.....Federal Threatened Species
FTA.....Federal Transit Administration
GBV.....Groundborne Vibration
GHG.....Greenhouse Gas

HFB.....High Frequency Bus
JWPCP .....Joint Water Pollution Control Plant
KOP.....Key Observation Points
LACSD .....Los Angeles County Sanitation Districts
LASD .....Los Angeles County Sheriff's Department
LARWQCB.....Los Angeles Regional Water Control Board
LAX .....Los Angeles International Airport
LID .....Low Impact Development
LPA .....Locally Preferred Alternative
LRT.....Light Rail Transit
LRTP.....Long Range Transportation Plan
LST .....Localized Significance Threshold
LTS .....Less Than Significant
LTSM.....Less Than Significant with Mitigation
Metro .....Los Angeles County Metropolitan Transportation Authority
MM.....Mitigation Measure
MM-LU .....Mitigation Measure – Land Use
MM-AES .....Mitigation Measure – Aesthetics
MM-AQ .....Mitigation Measure – Air Quality
MM-NOI .....Mitigation Measure – Noise
MM-VIB .....Mitigation Measure – Vibration
MM-BIO.....Mitigation Measure – Biology
MM-GEO .....Mitigation Measure – Geology & Soils
MM-CUL .....Mitigation Measure – Cultural Resources
MM-TCR .....Mitigation Measure – Tribal Cultural Resources
MMRP .....Mitigation Monitoring and Reporting Program
MOVES .....Motor Vehicle Emission Simulator
mph .....Miles Per Hour
MR.....Master Responses
MRDC .....Metro Rail Design Criteria
MSAT .....Mobile Source Air Toxics
MSE .....Mechanically Stabilized Earth
MWD .....Metropolitan Water District
MS4 .....Municipal Separate Storm Sewer System
MTCO2 .....Metric Tons of CO2
NAAQS.....National Ambient Air Quality Standards
NEPA.....National Environmental Policy Act
NGO.....Non-Governmental Organization
NOA.....Notice of Availability
NOP .....Notice of Preparation
NPDES.....National Pollutant Discharge Elimination System
OCS.....Overhead Contact System
OSHA .....Occupational Safety and Health Administration
PPV .....Peak Particle Velocity
PF.....Project Feature
PF-AES .....Project Feature – Aesthetics
PF-AQ .....Project Feature – Air Quality

PF-GEO .....Project Feature – Geology and Soils
PF-HHM .....Project Feature – Hazards and Hazardous Materials
PF-HWQ.....Project Feature – Hydrology and Water Quality
PF-NV .....Project Feature – Noise and Vibrations
PF-T .....Project Feature – Transportation
PF-PS .....Project Feature – Project Services
PF-US .....Project Feature – Utilities and Service Systems
ROW .....Right-of-Way
RSA .....Resource Study Area
SAA .....Supplemental Alternatives Analysis
SCAB .....South Coast Air Basin
SCAG.....Southern California Association of Governments
SCAQMD.....South Coast Air Quality Management District
SCE.....Southern California Edison
SE.....State Endangered Species
SRTP .....Short Range Transportation Plan
SSC.....Species of Special Concern
SSDC .....Supplement Seismic Design Criteria
ST.....State Threatened Species
SUI .....Significant and Unavoidable Impact
SWPPP .....Stormwater Pollution Prevention Plan
TAC .....Toxic Air Contaminant
TC .....Transit Center
TCPSD .....Metro Transit Community Public Safety Department
TIRCP .....Transit and Intercity Rail Capital Program
TOC.....Transit Oriented Communities
TORC.....Torrance Refining Company
TPSS.....Traction Power Substation
USEPA.....United States Environmental Protection Agency
VdB .....Vibration Decibel
VMT.....Vehicle Miles Traveled
WBWG.....Western Bat Working Group
WBWG:H .....Western Bat Working Group: High Priority Species
WBWG:L .....Western Bat Working Group: Low Priority Species
WBWG:M .....Western Bat Working Group: Medium Priority Species

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Appendix A. Public Engagement Report

August 2025

Metro

C Line (Green) Extension to Torrance

Appendix A

Public Engagement Report

August 2025

Metro

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Abbreviations/Acronyms

CEQA .....California Environmental Quality Act
EIR .....Environmental Impact Report
LPA .....Locally Preferred Alternative
Metro .....Los Angeles County Metropolitan Transportation Authority
ROW .....Right-of-Way

1. INTRODUCTION

This document provides a brief overview of community engagement to support the environmental review process for the C Line Extension to Torrance Project and summarizes:

> Public noticing and comment periods required per the California Environmental Quality Act (CEQA) to prepare the Draft Environmental Impact Report (EIR).
> Additional community notifications, events, and phases of engagement to share Project information and gather feedback to inform Project development.

The document is organized in chronological order with links to more detailed summaries of engagement.

1.1 CEQA Required Noticing and Comment Periods

> Notice of Preparation: January 29, 2021
> Public Scoping Period: January 29 - March 29, 2021
> Notice of Availability for Draft EIR: January 26, 2023
> Draft EIR Public Comment Period: January 26 – March 27, 2023

1.2 Other Stages of Community Engagement

> Fall 2021 Virtual Neighborhood Walks & Survey
> Spring 2022 Neighborhood Walks
> Summer 2022 Community Open Houses
> Summer 2022 Transit Rider Intercepts & Door-to-Door Business Outreach
> January 2023 Release of Draft EIR & Public Hearings
> Spring 2023 Transit Rider Intercepts & Door-to-Door Business Outreach
> Fall 2023 Project Update to Metro Board of Directors (Metro Board)
> Winter 2023 Community Walk with Metro Board Director Holly J. Mitchell, Los Angeles County Supervisor of the Second District
> Early 2024 Community Meeting
> Spring 2024 Metro Board Selection of the Locally Preferred Alternative (LPA)
> Early 2025 Notice to Community of Project Next Steps

2. EARLY 2021 OUTREACH

2.1 SCOPING MEETINGS (VIRTUAL)

Metro held three public scoping meetings to receive feedback on the scope of the Draft EIR, including the goals and objectives, the project area, project description, and the environmental impacts to be evaluated in the EIR.

2.1-1. Notifications for Public Scoping

- Posted legal ads in four newspapers on 1/29/2021 (LA Times, La Opinion, Daily Breeze, Herald Publications)
- Mailed over 15,400 bilingual[1] (English/Spanish) notices to property and business owners within 750 feet of proposed routes (alignments) on 1/29/2021
- Distributed electronic noticing and reminders to the Project database of over 1,300 contacts on 1/29/2021, 2/10/2021, 2/17/2021, 2/23/2021, and 2/26/2021
- Distributed 6,500 flyers door-to-door within the communities of Lawndale, Redondo Beach, and Torrance on 2/18/2021
- Purchased three geo-targeted social media advertisements and two event posts on Facebook, generating a total reach of 47,573 people and 129,540 impressions from 2/16/2021 through 2/26/2021
- Displayed advertisements in local Division 18 Metro bus lines operating in the South Bay communities 1/29/2021 through 3/29/2021
- Posted advertisements on Metro's Project website 1/29/2021 through 3/29/2021
- Presented to various community groups, business groups, councils of governments, elected officials, and neighborhood councils throughout the Project area from 1/5/2021 through 2/25/2021
- Obtained paid media advertisements and earned media through organic publicly gained media, including stories from local blogs, print, and online newspapers advertising the meetings on 2/18/2021 (including the Daily Breeze, Beach Reporter, Easy Reader, The Source, Daily News, and South Bay Watch)

Table 1. Scoping Meetings Details

Meeting Date (Virtual)	Event Description
Tuesday, 2/23/2021	Scoping Meeting for Public Agencies
Wednesday, 2/24/2021, 4 PM	Public Scoping Meeting #1
Saturday, 2/27/2021, 11 AM	Public Scoping Meeting #2

Source: The Robert Group, 2021

[1]Refers to English/Spanish, selected based on Metro's criteria for determining language outreach based on Metro's demographic profile.

2.1-2. Summary of Input Received

> 387 stakeholders attended virtual Public Scoping Meetings, 288 comments received at the meetings

> 825 stakeholders visited the online StoryMap presentation

> 669 comments received during the Scoping Review Period. Public Scoping Summary Report can be found here: ***Summary Report***

3. FALL 2021 OUTREACH

3.1 NEIGHBORHOOD WALKS (VIRTUAL)

Due to COVID-19 public health protocols, Metro held virtual community engagement during the Fall of 2021 to gather feedback. Four virtual neighborhood walks were offered to the public to explore both the key routes (Metro ROW and Hawthorne Boulevard alignments) to be evaluated in the Draft EIR with narrated videos at key stops along each walking route map. The maps allowed community members to complete the walks within their neighborhood, or online. Following each walk, attendees could provide feedback through an online questionnaire on key design elements as well as any additional comments.

3.1-1. Notifications

> Sent five bilingual e-blasts on 10/5/2021, 10/14/2021, 10/21/2021, 11/15/2021, and 11/19/2021
> Distributed 32,000 bilingual[1] flyers to properties within a one-mile radius of the ROW and Hawthorne Boulevard alignments on 10/1/2021
> City of Lawndale announced the availability of the virtual walks on 10/5/2021
> Distributed 4,000 additional flyers along the immediate Project area on 10/18/2021

3.1-2. Virtual Online Survey Availability

> Virtual online survey was available from October 1 – November 19, 2021

3.1-3. Summary of Input Received

As part of the questionnaire, community members were able to provide feedback on the Project, as well as identify certain areas that Metro's design team should consider.

> 1,600 site visits to virtual walks
> 232 questionnaires completed
    - Condon Ave/Metro ROW Walk (67 completed questionnaires)
    - Hawthorne Bl Walk (52 completed questionnaires)
    - South Bay Galleria Walk (54 completed questionnaires)
    - Hawthorne Boulevard/ROW Walk (59 completed questionnaires)
> Summary Report can be found here: ***2021 Virtual Neighborhood Walk Summary Report***

4. SPRING 2022 OUTREACH

4.1 NEIGHBORHOOD WALKS (IN-PERSON)

In the Spring of 2022 when COVID-19 public health protocols allowed for in-person meetings, Metro hosted 12 neighborhood walks in the Project area along key routes and areas of interest to the public. The in-person neighborhood walks provided an opportunity for the Project team to meet community members and listen to local ideas and concerns while walking along segments of the Metro ROW and Hawthorne Boulevard alignments. Attendees could provide written comment cards to Metro.

4.1-1. Notifications

> Sent three bilingual e-blasts to over 2,100 unique email addresses notifying the public about the neighborhood walk registration on 2/9/2022, 2/16/2022, and 2/28/2022. An additional 18 e-blasts were sent as reminders for those registered.

> Distributed 32,000 bilingual flyers to properties within a one-mile radius of the Metro ROW and Hawthorne Boulevard alignments on 2/22/2022

> The City of Lawndale announced the registration of the neighborhood walks on 2/9/2022

> Issued 18 e-blasts notifying and reminding those registered for each walk with an average open rate of approximately 69% from 2/29/2022 to 3/11/2022

Table 2. Neighborhood Walk Details

Location	City	Date	# of Attendees
Condon Ave/Metro ROW	Lawndale	Wednesday, 3/2/2022, 8 AM	25
	Lawndale	Saturday, 3/5/2022, 10 AM	35
Hawthorne Blvd (North)	Lawndale	Thursday, 3/3/2022, 8 AM	19
	Lawndale	Saturday, 3/5/2022, 12 PM	22
South Bay Galleria	Redondo Beach	Wednesday, 3/9/2022, 8 AM	28
	Redondo Beach	Saturday, 3/12/2022, 10 AM	41
Metro ROW/Hawthorne Blvd (South)	Torrance	Thursday, 3/10/2022, 8 AM	21
	Torrance	Saturday, 3/12/2022, 12 PM	29
Metro ROW/Firmona Ave	Redondo Beach	Monday, 4/11/2022, 12 PM	59
Breakwater Village (Metro ROW)	Redondo Beach	Wednesday, 5/11/2022, 2:30 PM	60
Grant Ave/Metro ROW	Redondo Beach	Wednesday, 5/11/2022, 2:30 PM	43
172nd St/Metro ROW	Lawndale	Wednesday, 5/11/2022, 4 PM	12
		Total	**394**

Source: The Robert Group, 2022

4.1-2. Summary of Input Received

394 Total Attendees: During the in-person neighborhood walks, participants inquired about details on the design elements, including station locations, freight track adjustments, and potential impacts from noise and vibration, as well as projected ridership and the cost of the Project. Metro staff took notes during the walks based on the community discussion and questions and received 24 written comment cards.

> Summary Report can be found here: ***2022 In-Person Neighborhood Walks Summary Report***

5. SUMMER 2022 OUTREACH

5.1 COMMUNITY OPEN HOUSES

The Metro team hosted four community open-house meetings in August 2022 to provide community members with an update on the Project, the opportunity to ask questions, and see a preview of the three proposed alignments for the Project area to be evaluated in the Draft EIR. The meetings were held in the three cities in the study area and were designed to provide an update to the community on the feedback that Metro had heard to date and how it had been incorporated into the planning and design process.

5.1-1. Notifications

> Sent four bilingual e-blasts to over 2,100 email addresses notifying the public about the meetings on 7/28/2022, 8/1/2022, 8/9/2022, 8/15/2022, and 8/17/2022. Distributed 32,000 bilingual[1] flyers door-to-door to homes and businesses within a one-mile radius of the Metro ROW, Trench, and Hawthorne Boulevard alignments on 8/12/2022

> City of Lawndale announced the registration and availability of neighborhood walks

> Developed and provided flyers to the City of Lawndale to be mailed to residents within the city boundaries

> Mailed 35,881 postcards to residents, property owners, and businesses within a one-mile radius of the Metro ROW, Trench, and Hawthorne Boulevard alignments, excluding the City of Lawndale on 8/5/2022.At the request of the City of Lawndale, Metro developed and provided flyers to the City of Lawndale to be mailed to residents within the city boundaries.

Table 3. Community Open House Details

City/Location	Date	# of Attendees	Comments Received
City of Redondo Beach, Adams Middle School Gym	Thursday, 8/11/2022, 6 – 8 PM	125	36 comment cards 26 verbal comments
Virtual Meeting via Zoom	Monday, 8/15/2022, 11 AM – 1 PM	213	180 comments/questions
City of Torrance, Torrance Cultural Arts Center, Toyota Meeting Hall	Tuesday, 8/16/2022, 6 – 8 PM	119	22 comment cards 13 verbal comments
City of Lawndale, Leuzinger High School Gym	Wednesday, 8/17/2022, 6:30 – 8:30 PM	86	24 comment cards 23 verbal comments
TOTAL		**543***	**324**

Source: The Robert Group, 2022

**Not all attendees signed-in to register at meetings.*

5.1-2. Summary of Input Received

> Community members provided feedback on the Project, including input on alignment, design, and potential mitigation measures.

> Summary Report can be found here: ***2022 Open House Summary Report***

5.2 TRANSIT RIDER INTERCEPTS 2022

In Summer 2022, the Project team met with transit riders as major transit stops in the Project area to help raise awareness of the Project and the upcoming meetings by distributing flyers.

Table 4. Transit Rider Intercept Details

City/Location	Date	# of Transit Riders
Artesia/Kingsdale Stops	Friday, 8/5/2022, 7 – 9 AM	11
South Bay Galleria Transit Center (on Kingsdale)	Tuesday, 8/9/2022, 7 – 9 AM	16
Hawthorne/Artesia Stops	Wednesday, 8/10/2022, 7 – 9 AM	80
	Total	**107**

Source: The Robert Group, 2022

5.3 DOOR-TO-DOOR BUSINESS OUTREACH 2022

The Project team canvased local businesses in the Project corridor to raise awareness about the Project and upcoming Community Open Houses by speaking with business owners and staff and distributing flyers.

Table 5. Door-to-Door Business Outreach Details

City/Location	Date	# of Businesses
Amie Ave to Inglewood Ave & Redondo Beach Blvd: Artesia Blvd to Freeman Ave	Friday, 8/5/2022, 10 AM – 3 PM	91
Artesia Blvd: Amie Ave to Inglewood Ave & Redondo Beach Blvd	Monday, 8/8/2022, 9 AM – 3 PM	159
Hawthorne Blvd: 405 FWY to 190th St	Tuesday, 8/9/2022, 9:30 AM – 1:30 PM	67
	Total	**317**

Source: The Robert Group, 2022

> Summary Report can be found here: ***2022 Open House Summary Report***

6. EARLY 2023 OUTREACH

Metro released the Draft EIR for public comment over a 61-day public comment period from January 26, 2023, to March 27, 2023. During this timeframe, Metro held five public hearings (four in-person and one virtual) to provide information on the Draft EIR and receive public comments.

6.1 NOA AND DRAFT EIR REVIEW PERIOD

6.1-1. Notifications

> Posted legal ads in four newspapers on 1/26/2023 (LA Times, La Opinion, Daily Breeze, Herald Publications)

> Notified federal, state, county, and city agencies, including responsible agencies, public agencies that have legal jurisdiction with respect to the Project, and other organizations or individuals that requested notice on 1/26/2023

> Mailed bilingual notices to over 47,200 addresses on 1/24/2023

> Distributed 32,000 flyers door-to-door within the communities of Lawndale, Redondo Beach, and Torrance

> Distributed electronic noticing to the Project database of over 2,300 contacts on 1/26/2023, 2/2/2023, 2/9/2023, 2/14/2023, 2/23/2023, 3/7/2023, 3/23/2023, 3/27/2023, and 4/13/2023

> Displayed advertisements in Metro bus lines operating in the South Bay from 1/16/2023 through 2/19/2023

> Posted advertisements on Metro's Project Website on 1/26/2023

> Presented to various community groups, business groups, and elected officials throughout the Project area

> Obtained paid media advertisements (Beach Reporter, El Segundo Herald, Redondo Beach Heralds, South Bay Cities Herald, Daily Breeze) and earned media through organic publicly gained media, including stories from local blogs, print, and online newspapers advertising the meetings

> Notified Metro Board of Directors through Board Box

- Board Box can be found here: ***1/26/2023 Board Box***

> Sent letters to property owners for potentially affected properties during construction or operations

Table 6. Public Hearing Details

City/Location	Date	# of Attendees
Lawndale	Wednesday, 2/15/2023, 5:30 – 8:30 PM	107
Virtual/Zoom	Thursday, 2/16/2023, 11 AM – 1 PM	117
Torrance	Tuesday, 2/21/2023, 5 – 8 PM	73
Redondo Beach	Wednesday, 2/22/2023, 5 – 8 PM	69
Lawndale	Saturday, 2/25/2023, 10 AM – 1 PM	55
	Total	**421**

Source: The Robert Group, 2023

6.1-2. Summary of Input Received

> 181 verbal comments received

> 67 written comments cards at meetings received248 total comments received

6.2 TRANSIT RIDER INTERCEPTS 2023

In Spring 2023, prior to the close of the public comment period on the Draft EIR, Metro continued outreach efforts to existing transit riders to build greater awareness about the Project for those taking transit within the Project area and encourage community members to provide feedback on the Draft EIR and participate in the Project by signing up for the Project newsletter.

Table 7. Transit Rider Intercept Details

Location	Date	# of Transit Riders
Artesia/Kingsdale Stops	Monday, 3/13/2023, 8 – 10 AM	10
Hawthorne/Artesia Stops	Thursday, 3/16/2023, 8 – 10 AM	30
South Bay Galleria Transit Center (on Kingsdale)	Friday, 3/17/2023, 8 – 10 AM	7
	Total	**47**

Source: The Robert Group, 2023

6.3 DOOR-TO-DOOR BUSINESS OUTREACH 2023

In Spring 2023, prior to the close of the public comment period on the Draft EIR, the Project team conducted door-to-door outreach to businesses along nearby major boulevards to further inform business owners and employees about the Project and to inform them about how to provide feedback.

Table 8. Door-To-Door Business Outreach Details

Location	Date	# of Businesses
Artesia Blvd: Amie Ave to Inglewood Ave	Monday, 3/13/2023, 10 AM – 2 PM	87
Hawthorne Blvd: I-405 Fwy to 190th St	Thursday, 3/16/2023, 10 AM – 3 PM	107
Inglewood Ave: I-405 Fwy to 160th St and Manhattan Beach Blvd: I-405 Fwy to Gibson Pl	Friday, 3/17/2023, 10 AM – 3 PM	58
	Total	**252**

Source: The Robert Group, 2023

> Summary Report can be found here***: 2023 Summary Report (Draft EIR comment period)***

7. FALL 2023 OUTREACH

7.1 PROJECT UPDATE TO METRO BOARD

After the close of the public comment period on the Draft EIR, staff provided the Metro Board with an update on the findings from the Draft EIR and technical studies, including a comparison of the alignments and alternatives studied and their relative benefits and impacts, and community feedback on the Draft EIR. Staff prepared a written summary of this information in a Board Box, as well as a Board Report for the September Metro Board Committee meetings and notified the public of the meetings, which provided an opportunity for public comment.

7.1-1. Notifications

> Four E-Blasts to approximately 3,200 emails on 9/13/2023, 9/18/2023, 9/29/2023, and 10/25/2023

Table 9. Metro Board Meeting Details

Meeting Date	Event Description	# of Comments Received
Wednesday, 9/20/2023, 1 PM	Planning & Programming Committee Meeting	31
Thursday, 9/21/2023, 11 AM	Metro Board Meeting	37
	Total	**68**

Source: The Robert Group, 2023

7.1-2. Summary of Input Received

Sixty-eight community members provided public comment at the Metro Board committee meetings on a variety of topics including preferences for alignments and design configurations, as well as concerns including the frequency of trains in residential areas, proximity of freight tracks to residences, construction impacts, noise, and vibration, among others that could result from the Project.

> Board Box can be found here: ***8/14/2023 Board Box***

> Board Report can be found here: ***9/2023 C Line Extension to Torrance Update Report***

7.2 REQUEST FOR ADDITIONAL ENGAGEMENT FROM DIRECTOR MITCHELL

On September 27, 2023, Director Mitchell sent a letter addressed to Metro CEO Stephanie Wiggins regarding the Project and requested that Metro conduct additional community outreach prior to the Metro Board consideration of the LPA selection. During the September 28, 2023 Metro Board Meeting, CEO Wiggins acknowledged Director Mitchell's request and agreed to work with Mitchell's office to further engage the community prior to the Metro Board considering selection of the LPA.

8. WINTER 2023-2024 OUTREACH

8.1 DECEMBER 2023 & JANUARY 2024 COMMUNITY MEETINGS

Director Mitchell requested that Metro provide additional opportunities for community engagement prior to the Metro Board considering selection of the LPA. In response to this request, Metro worked with Director Mitchell's office to host two engagement events to hear directly from those within the Second District served by the Project, which includes Lawndale and Redondo Beach. The events provided an opportunity for community members to ask questions, share concerns, and discuss their visions for the future of the South Bay directly with Director Mitchell and Metro. At both events, community members were able to submit written comments, ask questions, and share video testimonials.

8.1-1. Notifications

> 1,200 door-to-door flyers distributed to neighbors surrounding the walk locations on 12/12/2023
> E-Blast to approximately 3,200 emails on 1/17/2024
> 2,000 door-to-door flyers to residents along the Metro ROW on 1/12/2024
> Additional e-blasts and notifications sent through Director Mitchell's office

Table 10. Director Mitchell Neighborhood Walk Details

Meeting Date	Event	# of Attendees
Saturday, 12/16/2023, 10 AM – 12 PM	Lawndale Community Walk	~250
Thursday, 1/18/2024, 5 PM – 7 PM	Springhaven/Willowbrook Apartments	~50

Source: The Robert Group, 2023

8.1-2. Summary of Input Received

> Approximately 250 community members attended the Community Walk in December 2023. 68 comment cards were received, and 16 videos were submitted. Approximately 50 community members attended the January 2024 community meeting, and 21 comment cards were received.
> Summary Report can be found here: ***Winter 2023/2024 Summary Report***

9. SPRING 2024 SELECTION OF LOCALLY PREFERRED ALTERNATIVE

9.1 METRO BOARD MEETINGS

In Spring 2024, Metro staff presented before the Metro Board Committees and the full Metro Board to present a recommendation for the selection of an LPA. The Metro Committee and Board meetings included time for public comment. Metro notified the community through a variety of methods.

9.1-1. Notifications of Metro Committee and Board Meetings in April and May

> Sent e-blasts to approximately 4,000 emails on 4/15/2024, 4/22/2024
> Posted online advertisements in Daily Breeze, Herald Tribune, and Easy Reader News on 5/20/2024
> Distributed 32,000 door-to-door bilingual flyers door-to-door to homes and businesses within a one-mile radius of the Metro ROW and Hawthorne Boulevard alignments on 4/17/2024
> Distributed packets of flyers to 25 local businesses and public facilities along the Project alignments on 5/20/2024
> Posted online Facebook advertisements geo-targeted to users within a one-mile radius of the Metro ROW from 5/15 - 5/22/2024

Table 11. Metro Meeting Details

Meeting Date	Event Description
Wednesday, 4/17/2024, 1 PM	Metro Planning & Programming Committee Meeting
Thursday, 5/23/2024, 10 AM	Metro Board Meeting

Source: The Robert Group, 2024

9.1-2. Summary of Input Received

A total of 143 community members provided comments at the Metro Board Committee and Metro Board meetings.

9.1-3. Metro Board Direction

At the May 23, 2024 Regular Metro Board meeting, the Metro Board voted unanimously to select the Hybrid Alignment[2] as the LPA. Along with the approval of the LPA, the Metro Board approved a Motion put forth by Metro Director Butts (Mayor of Inglewood), which recommended that the Metro Board:

> Approve the staff recommendation on LPA and continue the EIR process in compliance with CEQA;
> Complete studies to respond fully to public comments received on the ROW and Hawthorne Boulevard alignments in the Final EIR; and
> Continue to develop refined cost estimates for the LPA on the ROW alignment and develop a refined funding plan that includes the identification of all federal, state, and local funding sources to implement the Project.

[2] The Hybrid Alignment is referred to as the 170th/182nd Grade-Separated Light Rail Transit Alternative in the Draft EIR.

> Meeting Minutes can be found here: ***5/23/2024 Board Meeting Minutes***

10. WINTER 2025 COMMUNITY LETTER

10.1 COMMUNICATIONS ON PROJECT NEXT STEPS

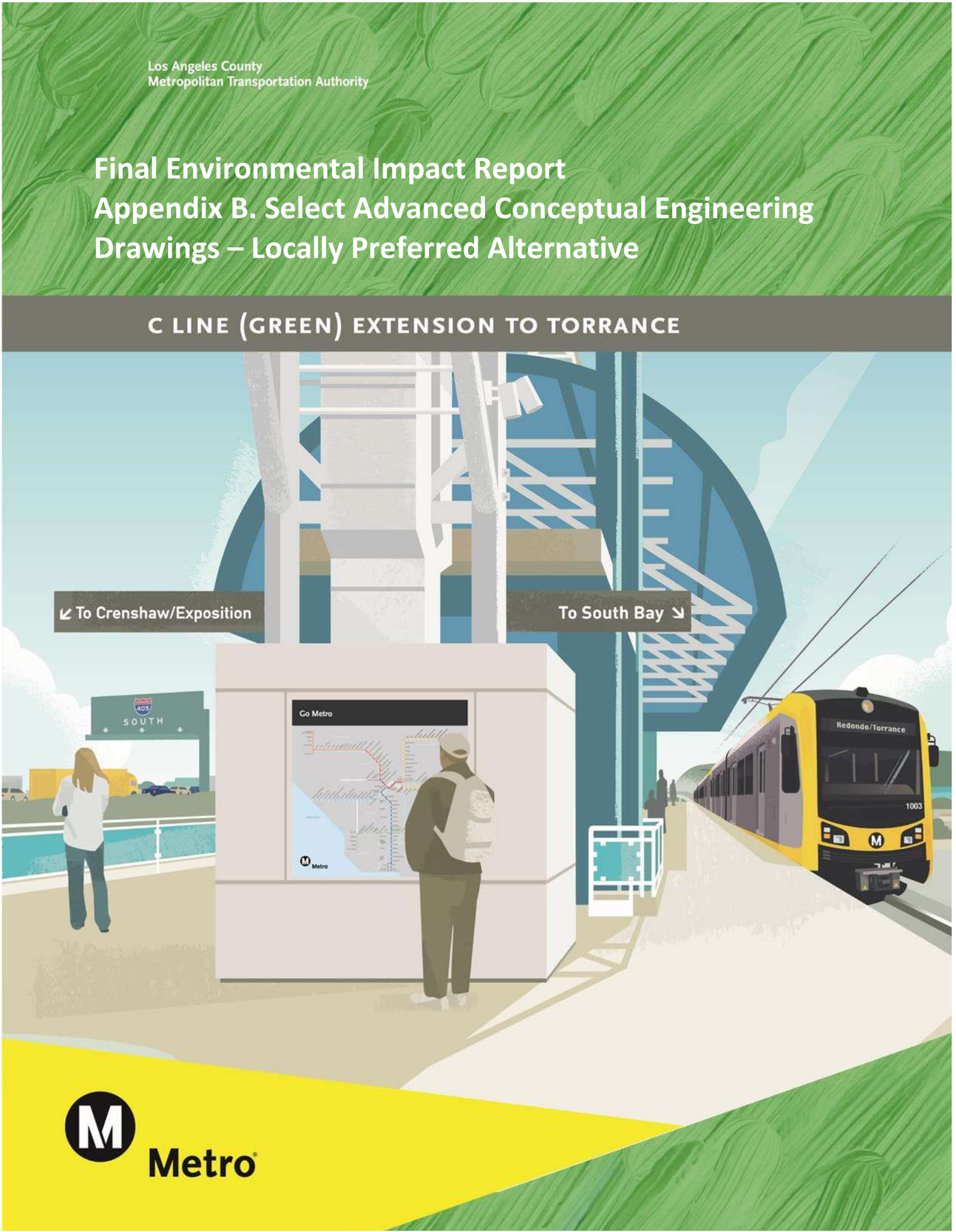
In January 2025, Metro sent a letter to community members within the Project area to summarize the Metro Board's direction at its May 2024 Metro Board meeting, including the selection of the LPA, and to share next steps for the environmental review process. The next steps included conducting field work to support Metro's preparation of responses to comments on the Draft EIR. As part of this effort, Metro briefed staff of the Cities of Lawndale, Redondo Beach, and Torrance, as well as the Metro Board offices. Additionally, Metro provided updates to the public through e-blasts and door-to-door flyer distribution.

10.2 NOTIFICATIONS

> Sent letter to community members within one-mile radius of Metro ROW (approximately 47,000 addresses): 1/6/25
> Sent E-blasts on Project next steps including field work: 12/13/2024, 1/14/2025, 1/17/2025, 1/31/2025, 2/7/2025, 2/14/2025, 2/28/2025, 3/7/2025, 3/21/2025, 4/4/2025, 5/2/2025
> Distributed flyers to approximately 4,500 properties along ROW with updates on field work: 1/14/2025, 1/20/2025, 2/20/2025, 3/5/2025, 4/4/2025
> Published two Daily Breeze Online Ads: 2/3/2025 - 2/10/2025
> Published two Geo-targeted Facebook Ads: 2/3/2025 - 2/17/2025

11. NEXT STEPS

In accordance with CEQA, responses to comments on the Draft EIR will be provided to commenting public agencies prior to Metro Board consideration of the Final EIR. The Metro Board will consider certification of the Final EIR and potential approval of the Project approval at a public meeting.



Final Environmental Impact Report

Appendix B. Select Advanced Conceptual Engineering Drawings – Locally Preferred Alternative

August 2025

Metro

SHEET	DWG. NO.	DRAWING TITLE
		GENERAL
1	G-300	TITLE SHEET
2	G-301	INDEX OF DRAWINGS
		RIGHT OF WAY (ROW)
3	RW-301	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 273+00 TO LRTS 285+00. SHEET 1 OF 21
4	RW-302	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 285+00 TO LRTS 297+00. SHEET 2 OF 21
5	RW-303	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 297+00 TO LRTS 309+00. SHEET 3 OF 21
6	RW-304	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 309+00 TO LRTS 320+00. SHEET 4 OF 21
7	RW-305	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 320+00 TO LRTS 332+00. SHEET 5 OF 21
8	RW-306	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 332+00 TO LRTS 344+00. SHEET 6 OF 21
9	RW-307	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 344+00 TO LRTS 356+00. SHEET 7 OF 21
10	RW-308	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 356+00 TO LRTS 368+00. SHEET 8 OF 21
11	RW-309	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 368+00 TO LRTS 380+00. SHEET 9 OF 21
12	RW-310	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 380+00 TO LRTS 392+00. SHEET 10 OF 21
13	RW-311	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 392+00 TO LRTS 402+00. SHEET 11 OF 21
14	RW-312	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 402+00 TO LRTS 414+00. SHEET 12 OF 21
15	RW-313	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 414+00 TO LRTS 426+00. SHEET 13 OF 21
16	RW-314	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 426+00 TO LRTS 438+00. SHEET 14 OF 21
17	RW-315	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 438+00 TO LRTS 450+00. SHEET 15 OF 21
18	RW-316	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 450+00 TO LRTS 462+00. SHEET 16 OF 21
19	RW-317	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 462+00 TO LRTS 474+00. SHEET 17 OF 21
20	RW-318	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 474+00 TO LRTS 486+00. SHEET 18 OF 21
21	RW-319	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 486+00 TO LRTS 498+00. SHEET 19 OF 21
22	RW-320	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 498+00 TO LRTS 510+00. SHEET 20 OF 21
23	RW-321	LOCALLY PREFERRED ALT. - ROW PLANS - LRTS 510+00 TO LRTS 522+00. SHEET 21 OF 21
		ALIGNMENT
24	TC-301	LOCALLY PREFERRED ALTERNATIVE - TYPICAL SECTIONS. SHEET 1 OF 9
25	TC-302	LOCALLY PREFERRED ALTERNATIVE - TYPICAL SECTIONS. SHEET 2 OF 9
26	TC-303	LOCALLY PREFERRED ALTERNATIVE - TYPICAL SECTIONS. SHEET 3 OF 9
27	TC-304	LOCALLY PREFERRED ALTERNATIVE - TYPICAL SECTIONS. SHEET 4 OF 9
28	TC-305	LOCALLY PREFERRED ALTERNATIVE - TYPICAL SECTIONS. SHEET 5 OF 9
29	TC-306	LOCALLY PREFERRED ALTERNATIVE - TYPICAL SECTIONS. SHEET 6 OF 9
30	TC-307	LOCALLY PREFERRED ALTERNATIVE - TYPICAL SECTIONS. SHEET 7 OF 9
31	TC-308	LOCALLY PREFERRED ALTERNATIVE - TYPICAL SECTIONS. SHEET 8 OF 9
32	TC-309	LOCALLY PREFERRED ALTERNATIVE - TYPICAL SECTIONS. SHEET 9 OF 9
33	T-301	LPA - TRACK PLAN & PROFILE - LRTS 273+00 TO LRTS 285+00. SHEET 1 OF 21
34	T-302	LPA - TRACK PLAN & PROFILE - LRTS 285+00 TO LRTS 297+00. SHEET 2 OF 21
35	T-303	LPA - TRACK PLAN & PROFILE - LRTS 297+00 TO LRTS 309+00. SHEET 3 OF 21
36	T-304	LPA - TRACK PLAN & PROFILE - LRTS 309+00 TO LRTS 320+00. SHEET 4 OF 21
37	T-305	LPA - TRACK PLAN & PROFILE - LRTS 320+00 TO LRTS 332+00. SHEET 5 OF 21
38	T-306	LPA - TRACK PLAN & PROFILE - LRTS 332+00 TO LRTS 344+00. SHEET 6 OF 21
39	T-307	LPA - TRACK PLAN & PROFILE - LRTS 344+00 TO LRTS 356+00. SHEET 7 OF 21
40	T-308	LPA - TRACK PLAN & PROFILE - LRTS 356+00 TO LRTS 368+00. SHEET 8 OF 21
41	T-309	LPA - TRACK PLAN & PROFILE - LRTS 368+00 TO LRTS 380+00. SHEET 9 OF 21
42	T-310	LPA - TRACK PLAN & PROFILE - LRTS 380+00 TO LRTS 392+00. SHEET 10 OF 21
43	T-311	LPA - TRACK PLAN & PROFILE - LRTS 392+00 TO LRTS 403+00. SHEET 11 OF 21
44	T-312	LPA - TRACK PLAN & PROFILE - LRTS 403+00 TO LRTS 415+00. SHEET 12 OF 21
45	T-313	LPA - TRACK PLAN & PROFILE - LRTS 415+00 TO LRTS 427+00. SHEET 13 OF 21
46	T-314	LPA - TRACK PLAN & PROFILE - LRTS 427+00 TO LRTS 439+00. SHEET 14 OF 21
47	T-315	LPA - TRACK PLAN & PROFILE - LRTS 439+00 TO LRTS 451+00. SHEET 15 OF 21
48	T-316	LPA - TRACK PLAN & PROFILE - LRTS 451+00 TO LRTS 463+00. SHEET 16 OF 21
49	T-317	LPA - TRACK PLAN & PROFILE - LRTS 463+00 TO LRTS 475+00. SHEET 17 OF 21
50	T-318	LPA - TRACK PLAN & PROFILE - LRTS 475+00 TO LRTS 487+00. SHEET 18 OF 21
51	T-319	LPA - TRACK PLAN & PROFILE - LRTS 487+00 TO LRTS 499+00. SHEET 19 OF 21
52	T-320	LPA - TRACK PLAN & PROFILE - LRTS 499+00 TO LRTS 511+00. SHEET 20 OF 21
53	T-321	LPA - TRACK PLAN & PROFILE - LRTS 511+00 TO LRTS 523+00. SHEET 21 OF 21

8/29/2025 12:10:50 PM Gonzalj
I:\Projects\4020520\4020520_0001\90_CAD Models and Sheets\04_CK_Track_Rail\Sheet_Files\FEIR_Drawings\G-301.sht

NOT FOR CONSTRUCTION

REV. | DATE | BY SUB. APP.

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and or information furnished here with shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY J. GONZALEZ
DRAWN BY S. ALKHOURI
CHECKED BY R. OSBORNE
APPROVED BY A. SOKOL
DATE 8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

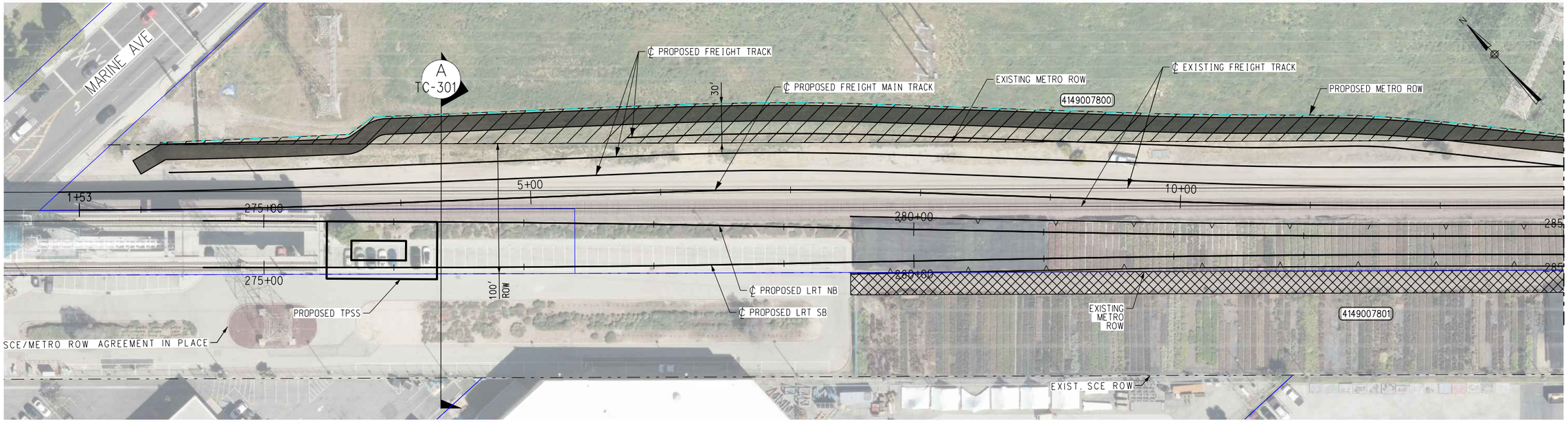
METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING

INDEX OF DRAWINGS
SHEET 1 OF 1

CONTRACT NO. AE63445001
DRAWING NO. G-301
REVISION | SHEET NO. 2 OF 53
SCALE NO SCALE

HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND



MATCH LINE STA - LRTN 285+00
SEE DRAWING RW-102

PLAN

HORIZONTAL
40 0 40 80
1"=40'

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED ACQUISITION
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED METRO ROW CONVEYED TO BNSF

GENERAL NOTES:

1. PARCEL LINES AND DATA SHOWN ON THESE PLANS ARE COMPILED FROM PUBLIC SOURCES AND ARE SUBJECT TO VERIFICATION.

2. AUTHORITY (RAIL) RIGHT OF WAY WAS ACQUIRED BY LOS ANGELES METRO FROM BNSF VIA THE FOLLOWING DEEDS:
   -GRAND DEED: DOCUMENT NUMBER 93-1256121 RECORDED JUNE 30, 1993
   -QUITCLAIM DEED: DOCUMENT NUMBER 93-1256122 RECORDED JUNE 30, 1993
THE LEGAL DESCRIPTIONS IN THE ABOVE DEEDS ARE SUBORDINATE TO THE DESCRIPTIONS IN THE ORIGINAL RAILROAD ACQUISITION AND DISPOSAL DOCUMENTS, WHICH WERE NOT EXAMINED.

3. PUBLIC RIGHT OF WAY AND PARCEL LINES ARE SHOWN FOR ILLUSTRATIVE PURPOSES BASED ON ASSESSORS MAPS.

PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
4149007800		SOCAL EDISON	133318	22018	111300	PARTIAL ACQUISITION FOR ACCESS ROAD, UTILITY RELOCATION AND TEMPORARY CONSTRUCTION STAGING			
4149007801		SOCAL EDISON	108112	10193	97919	PERMANENT EASEMENT FOR UTILITY RELOCATION & ACCESS			

DEFINITIONS:

1. ACQUISITION: TYPICALLY KNOWN AS "FULL FEE ACQUISITION" WHERE FEE INTEREST IS BEING ACQUIRED FOR LAND AND RIGHTS FOR AN ENTIRE PARCEL. INCLUDES CASES WHERE ACQUISITION OF AN ENTIRE PARCEL IS NOT ESSENTIAL BUT IS A PRACTICAL REQUIREMENT SINCE ANY PARCEL REMAINDER IS DETERMINED AS NOT VIABLE FOR USE ON ITS OWN.

2. PARTIAL ACQUISITION: TYPICALLY KNOWN AS "PARTIAL FEE ACQUISITION" AS ACQUISITION EXCEPT IT APPLIES TO ONLY A PORTION OF THE PROPERTY AND LEAVES THE REMAINDER OF A PARCEL WITH THE EXISTING OWNER.

3. PERMANENT EASEMENT: TYPICALLY KNOWN AS "PERMANENT EASEMENT ACQUISITION' AND APPLIES TO PROPERTY WHERE LIMITED RIGHTS ARE REQUIRED FOR PERPETUITY (FOR EXAMPLE, THE RIGHT TO CROSS OVER, UNDER OR UPON, THE RIGHT TO INSTALL FACILITIES SUCH AS UTILITIES, THE RIGHT TO ENTER THE PROPERTY FOR CONSTRUCTION OR MAINTENANCE PURPOSES) AND THAT PERMITS CONCURRENT USE BY OTHERS WITH LEGAL INTEREST IN THE PARCEL. THE RIGHTS CONVEYED CAN BE DESCRIBED IN DETAIL IN THE EASEMENT DEED.

4. TEMPORARY EASEMENT: AS PERMANENT EASEMENT EXCEPT IT APPLIES TO PROPERTY WHERE LIMITED RIGHTS ARE REQUIRED FOR A TEMPORARY PERIOD.

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

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DESIGNED BY R. OSBORNE
DRAWN BY J. CARDENAS
CHECKED BY J. GONZALEZ
APPROVED BY A. SOKOL
DATE 8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
Metro
stv

SUBMITTED: _____ PROJECT MANAGER
APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 273+00 TO LRTS 285+00
SHEET 1 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-301
REVISION
SHEET NO. 3 OF 53
SCALE AS SHOWN

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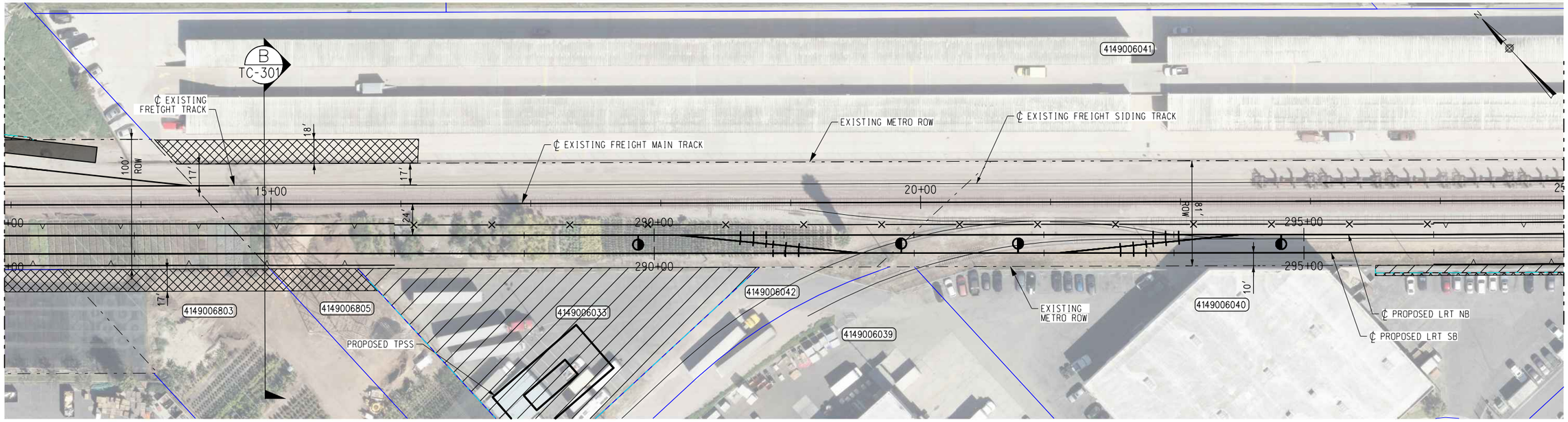
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING RW-101
MATCH LINE STA - LRTN 285+00

MATCH LINE STA - LRTN 297+00
SEE DRAWING RW-103



PLAN

HORIZONTAL
40 0 40 80
1"=40'

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED ACQUISITION
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED METRO ROW CONVEYED TO BNSF

GENERAL NOTES:

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PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
4149006033		2501 SANTA FE CORPORATION	22940	22940	-	FULL ACQUISITION FOR TPSS		- -	
4149006040		2551 SANTA FE AVENUE LLC	-	-	-	SEE NEXT SHEET		- -	
4149006041		EXTRA SPACE PROPERTIES TWO LLC	-	-	-	SEE NEXT SHEET		- -	
4149006803		SOCAL EDISON	44050	2724	41326	PERMANENT EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENANCE		- -	
4149006805		SOCAL EDISON	14450	1156	13294	PERMANENT EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENANCE		- -	

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Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

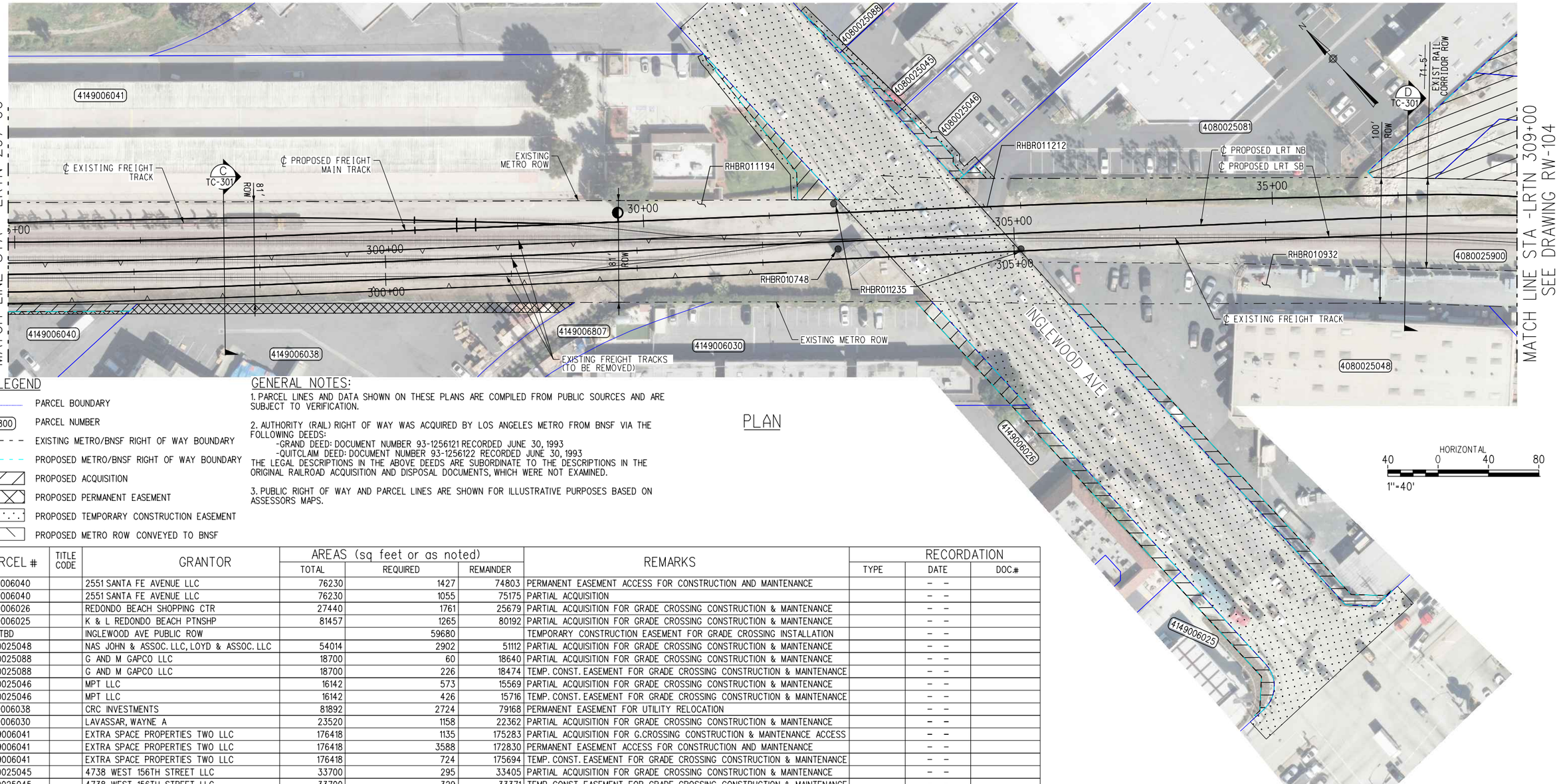
stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 285+00 TO LRTS 297+00
SHEET 2 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-302
REVISION
SHEET NO. 4 OF 53
SCALE AS SHOWN



PLAN

HORIZONTAL
40 0 40 80
1"-40'

ROW LEGEND

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			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
4149006040		2551 SANTA FE AVENUE LLC	76230	1427	74803	PERMANENT EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENANCE		- -	
4149006040		2551 SANTA FE AVENUE LLC	76230	1055	75175	PARTIAL ACQUISITION		- -	
4149006026		REDONDO BEACH SHOPPING CTR	27440	1761	25679	PARTIAL ACQUISITION FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4149006025		K & L REDONDO BEACH PTNSHP	81457	1265	80192	PARTIAL ACQUISITION FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
TBD		INGLEWOOD AVE PUBLIC ROW		59680		TEMPORARY CONSTRUCTION EASEMENT FOR GRADE CROSSING INSTALLATION		- -	
4080025048		NAS JOHN & ASSOC. LLC, LOYD & ASSOC. LLC	54014	2902	51112	PARTIAL ACQUISITION FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4080025088		G AND M GAPCO LLC	18700	60	18640	PARTIAL ACQUISITION FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4080025088		G AND M GAPCO LLC	18700	226	18474	TEMP. CONST. EASEMENT FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4080025046		MPT LLC	16142	573	15569	PARTIAL ACQUISITION FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4080025046		MPT LLC	16142	426	15716	TEMP. CONST. EASEMENT FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4149006038		CRC INVESTMENTS	81892	2724	79168	PERMANENT EASEMENT FOR UTILITY RELOCATION		- -	
4149006030		LAVASSAR, WAYNE A	23520	1158	22362	PARTIAL ACQUISITION FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4149006041		EXTRA SPACE PROPERTIES TWO LLC	176418	1135	175283	PARTIAL ACQUISITION FOR G.CROSSING CONSTRUCTION & MAINTENANCE ACCESS		- -	
4149006041		EXTRA SPACE PROPERTIES TWO LLC	176418	3588	172830	PERMANENT EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENANCE		- -	
4149006041		EXTRA SPACE PROPERTIES TWO LLC	176418	724	175694	TEMP. CONST. EASEMENT FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4080025045		4738 WEST 156TH STREET LLC	33700	295	33405	PARTIAL ACQUISITION FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4080025045		4738 WEST 156TH STREET LLC	33700	329	33371	TEMP. CONST. EASEMENT FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	
4080025059		HERBRANDSON, D D & C E TR	-	-	-	SEE NEXT SHEET		- -	
4080025081		TBD	83545	108	83437	PARTIAL ACQUISITION FOR GRADE CROSSING & MAINTENANCE		- -	
4080025081		TBD	83545	82	83463	TEMP. CONST. EASEMENT FOR GRADE CROSSING CONSTRUCTION & MAINTENANCE		- -	

LEASE CUSTOMER #	TITLE CODE	LEASE CUSTOMER	AREAS (sq feet or as noted)			LEASE USE	REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER			TYPE	DATE	DOC.#
RHBR011194		CENTURY INDUSTRIAL DEVELOPMENT				SITE FOR ROADWAY	MODIFIED		- -	
RHBR010748		CBS OUTDOOR GROUP INC.		ENTIRE ITEM		ADVERTISING	MODIFIED		- -	
RHBR011235		CALIFORNIA DEPT OF TRANSPORTATION				SIGNAL APPURTENANCES	MODIFIED		- -	
RHBR011212		GLENDALE FWY BUSINESS CENTER, LLC		0		DRIVEWAY & PLANTER	TERMINATED		- -	
RHBR010932		WESTWOOD BUILDING MATERIALS CO		4130		CAN CL60801 SITE STG BLDNG MATERIALS	MODIFIED		- -	

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DESIGNED BY	R, OSBORNE
DRAWN BY	J. CARDENAS
CHECKED BY	J. GONZALEZ
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 297+00 TO LRTS 309+00
SHEET 3 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	RW-303
REVISION	
SHEET NO.	5 OF 53
SCALE	AS SHOWN

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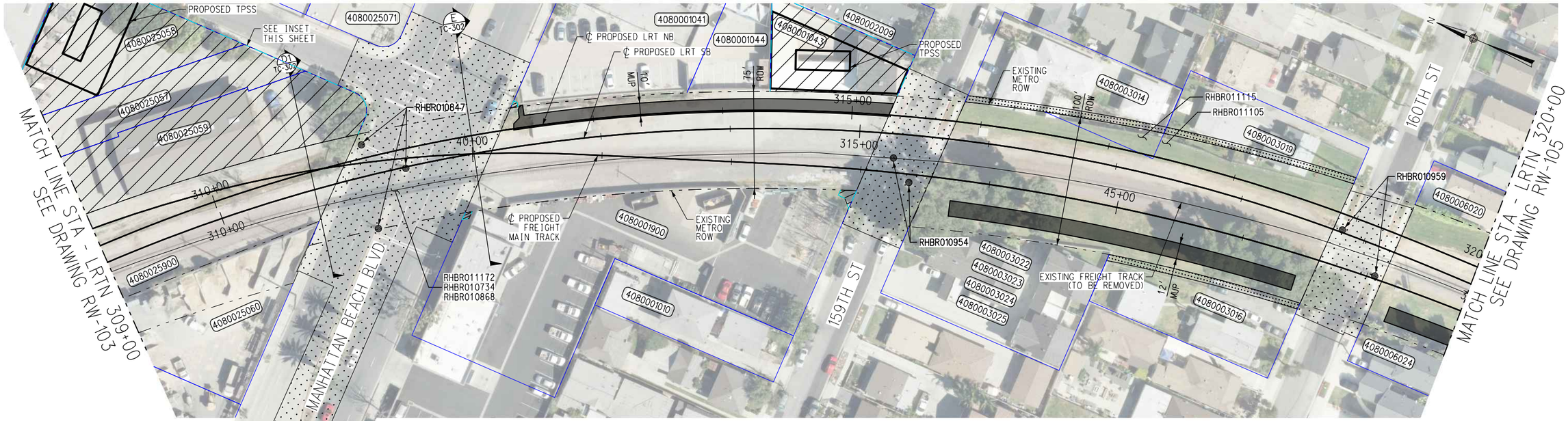
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND



ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
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PLAN

HORIZONTAL
40 0 40 80
1"=40'

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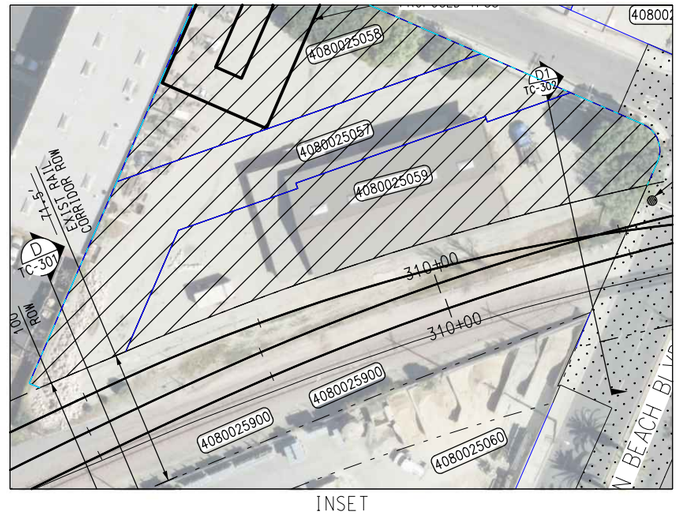
PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
TBD		MANHATTAN BEACH BLVD PUBLIC ROW	-	27596	-	TEMPORARY CONSTRUCTION EASEMENT FOR GRADE CROSSING INSTALLATION		- -	
4080001900		LAWNDALE CITY	30960	123	30837	PARTIAL ACQUISITION FOR GRADE CROSSING CONSTRUCTION AND MAINTENANCE		- -	
TBD		159TH ST PUBLIC ROW	-	6385	-	TEMPORARY CONSTRUCTION EASEMENT FOR GRADE CROSSING INSTALLATION		- -	
TBD		160TH ST PUBLIC ROW	-	5426	-	TEMPORARY CONSTRUCTION EASEMENT FOR GRADE CROSSING INSTALLATION		- -	
4080025059		HERBRANDSON, D D & C E TR	13860	805	13055	PARTIAL ACQUISITION FOR TPSS, GRADE CROSSING AND MAINTENANCE		- -	
4080001043		STEVE WARD & LARRY E JONES	5080	5080	-	FULL ACQUISITION FOR TPSS AND GRADE CROSSING INSTALLATION		- -	
4080025057		HERBRANDSON, D D & C E TR	11100	11100	-	FULL ACQUISITION FOR TPSS		- -	
4080025058		HERBRANDSON, D D & C E TR	10380	10380	-	FULL ACQUISITION FOR TPSS		- -	
4080003014		TARTAGALIA, FERNANDO	-	778	-	TEMP. CONST. EASEMENT		- -	
4080003019		VILLARREAL, JUAN C	-	766	-	TEMP. CONST. EASEMENT		- -	
4080003016		TBD	-	762	-	TEMP. CONST. EASEMENT		- -	
4080001041		TBD	14860	19	14841	PARTIAL ACQUISITION FOR GRADE CROSSING CONSTRUCTION AND MAINTENANCE		- -	

LEASE CUSTOMER #	TITLE CODE	LEASE CUSTOMER	AREAS (sq feet or as noted)			LEASE USE	REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER			TYPE	DATE	DOC.#
RHBR010734		LA COUNTY				SITE FOR STREET IMPROVEMENT	MODIFIED		- -	
RHBR010868		CITY OF LAWNDALE				PERMIT TO CONSTRUCT A SPUR TRCK	MODIFIED		- -	
RHBR011105		STERLING, JIM				FENCING AND LANDSCAPING	MODIFIED		- -	
RHBR011115		TARTAGALIA, FERNANDO				FENCE ENCROACHMENT	TBD		- -	
RHBR011172		CITY OF LAWNDALE				PUBLIC ROADWAY	MODIFIED		- -	
RHBR010847		CITY OF LAWNDALE				SIGNAL APPURTENANCES	MODIFIED		- -	
RHBR010959		CITY OF LAWNDALE				SIGNAL APPURTENANCES	MODIFIED		- -	
RHBR010954		CITY OF LAWNDALE				SIGNAL APPURTENANCES	MODIFIED		- -	



INSET

NOT FOR CONSTRUCTION

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DESIGNED BY R. OSBORNE
DRAWN BY J. CARDENAS
CHECKED BY J. GONZALEZ
APPROVED BY A. SOKOL
DATE 8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

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METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 309+00 TO LRTS 320+00
SHEET 4 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-304
REVISION
SHEET NO. 6 OF 53
SCALE AS SHOWN

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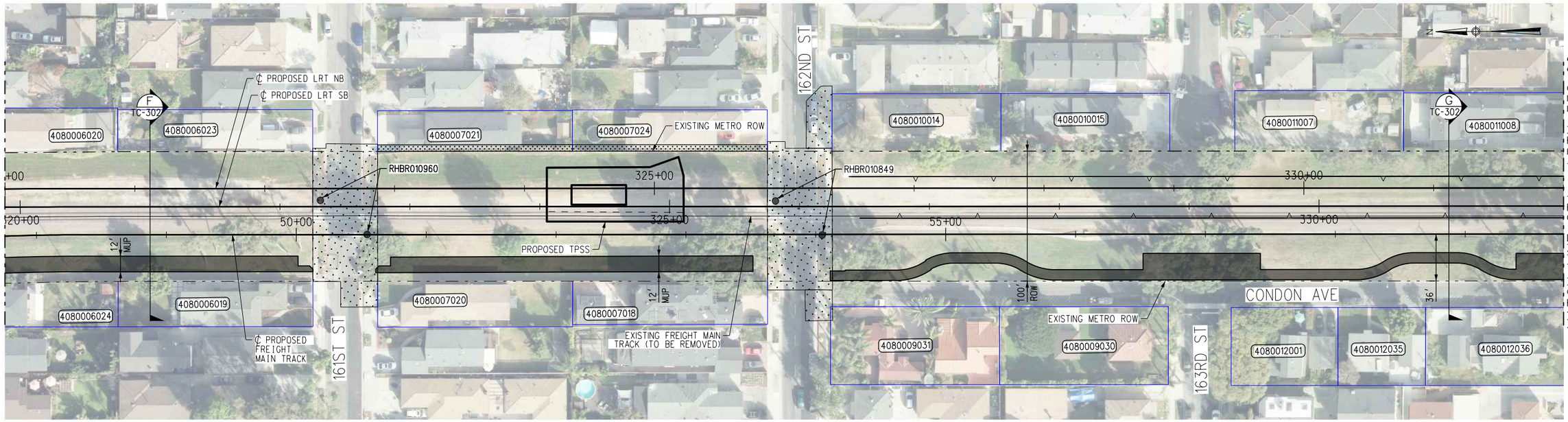
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING RW-104
MATCH LINE STA - LRTN 320+00

MATCH LINE STA - LRTN 332+00
SEE DRAWING RW-106



PLAN

HORIZONTAL
40 0 40 80
1"=40'

ROW LEGEND

- PARCEL BOUNDARY
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- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
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TBD		161ST ST PUBLIC ROW	-	5800	-	TEMP. CONST. EASEMENT FOR GRADE CROSSING INSTALLATION & UTILITY RELOCATION		- -	
TBD		162ND ST PUBLIC ROW	-	6896	-	TEMP. CONST. EASEMENT FOR GRADE CROSSING INSTALLATION & UTILITY RELOCATION		- -	
4080007021		GALVAN, HELEN RESENDEZ	-	751	-	TEMP. CONST. EASEMENT		- -	
4080007024		LEE, MARGARET	-	751	-	TEMP. CONST. EASEMENT		- -	

LEASE CUSTOMER #	TITLE CODE	LEASE CUSTOMER	AREAS (sq feet or as noted)			LEASE USE	REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER			TYPE	DATE	DOC.#
RHBR010960		LAWNDALE, CITY OF				SIGNAL APPURTENANCES	MODIFIED			
RHBR010849		LAWNDALE, CITY OF				SIGNAL APPURTENANCES	MODIFIED		- -	

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SHEET 5 OF 21

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DRAWING NO. RW-305
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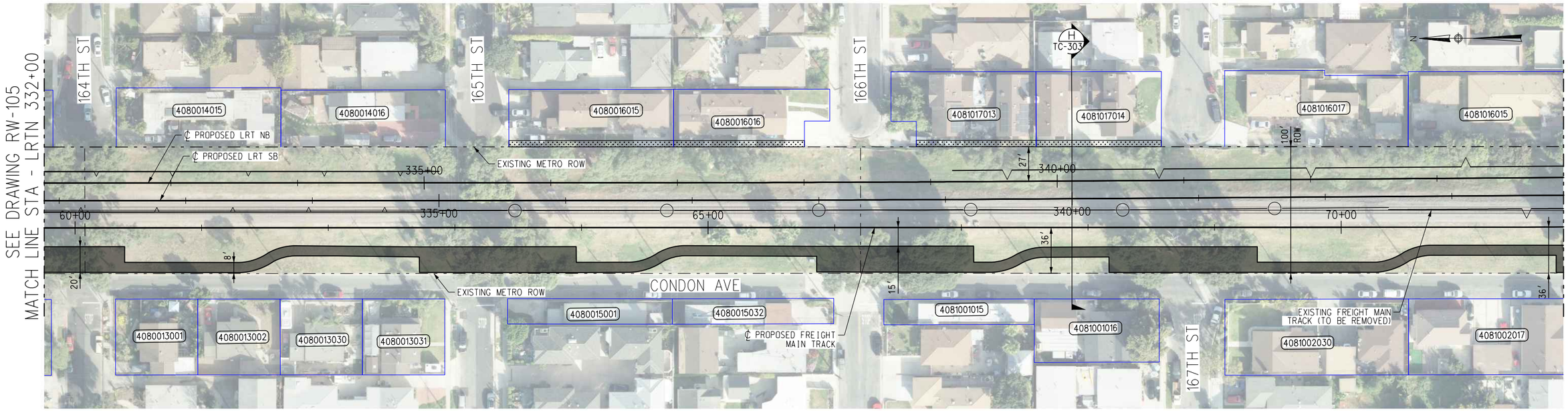

PLAN

HORIZONTAL
40 0 40 80
1"=40'

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4. AREA NEEDED FOR TEMPORARY CONSTRUCTION EASEMENTS MAY BE REFINED DURING FUTURE PHASES OF DESIGN. METRO WOULD WORK WITH OWNERS TO AVOID RESIDENTIAL STRUCTURES DURING CONSTRUCTION.

PARCEL#	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC#
4080016015		RUIZ, JAVIER MARTINEZ	-	650	-	TEMP. CONST. EASEMENT			
4080016016		JOHNSON, JAMES A	-	518	-	TEMP. CONST. EASEMENT			
4081017013		SALAZAR, DORCAS DALEY	-	474	-	TEMP. CONST. EASEMENT			
4081017014		NGUYEN, TU VAN	-	494	-	TEMP. CONST. EASEMENT			

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DESIGNED BY R. OSBORNE
DRAWN BY J. CARDENAS
CHECKED BY J. GONZALEZ
APPROVED BY A. SOKOL
DATE 8/18/2025

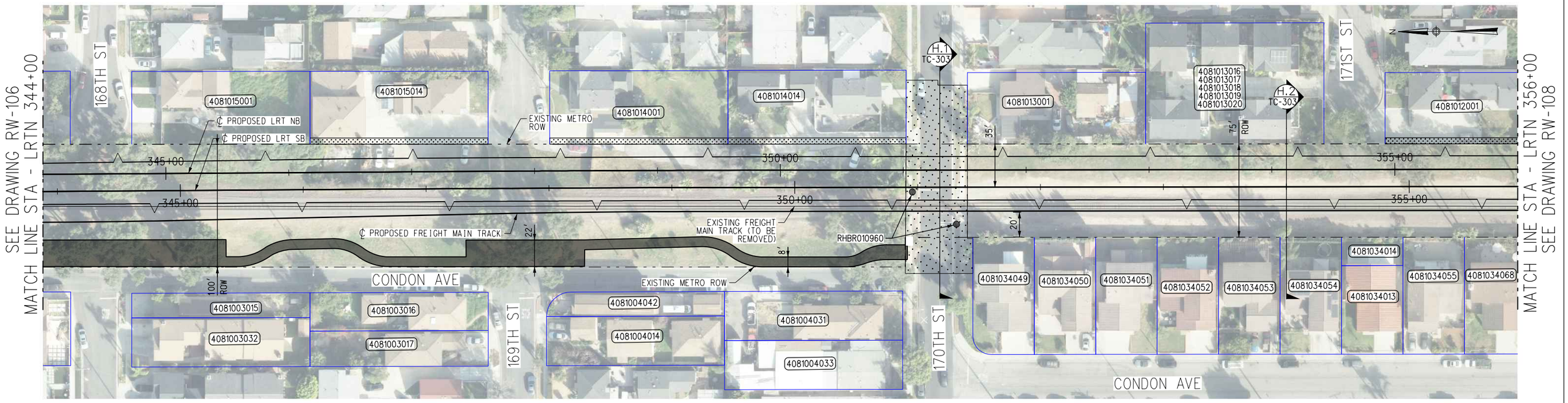
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 332+00 TO LRTS 344+00
SHEET 6 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-306
REVISION | SHEET NO. 8 OF 53
SCALE AS SHOWN



PLAN

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED ACQUISITION
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED METRO ROW CONVEYED TO BNSF

GENERAL NOTES:

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HORIZONTAL
40 0 40 80
1"=40'

PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
TBD		170TH ST PUBLIC ROW	-	7961	-	TEMPORARY CONSTRUCTION EASEMENT FOR GRADE CROSSING INSTALLATION		- -	
4081012001		TODD B. WOHL	8417	722	7695	TEMPORARY CONSTRUCTION EASEMENT		- -	
4081015014		TABIBI, FARIBA	-	725	-	TEMP. CONST. EASEMENT			
4081014001		BADAWI, SILVANA N	-	725	-	TEMP. CONST. EASEMENT			
4081014014		GOMEZ, ALEJANDRO	-	725	-	TEMP. CONST. EASEMENT			

LEASE CUSTOMER #	TITLE CODE	LEASE CUSTOMER	AREAS (sq feet or as noted)			LEASE USE	REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER			TYPE	DATE	DOC.#
RHBR010960		LAWNDALE, CITY OF		7961		SIGNAL APPURTENANCES			- -	

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ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 344+00 TO LRTS 356+00
SHEET 7 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-307
REVISION | SHEET NO. 9 OF 53
SCALE AS SHOWN

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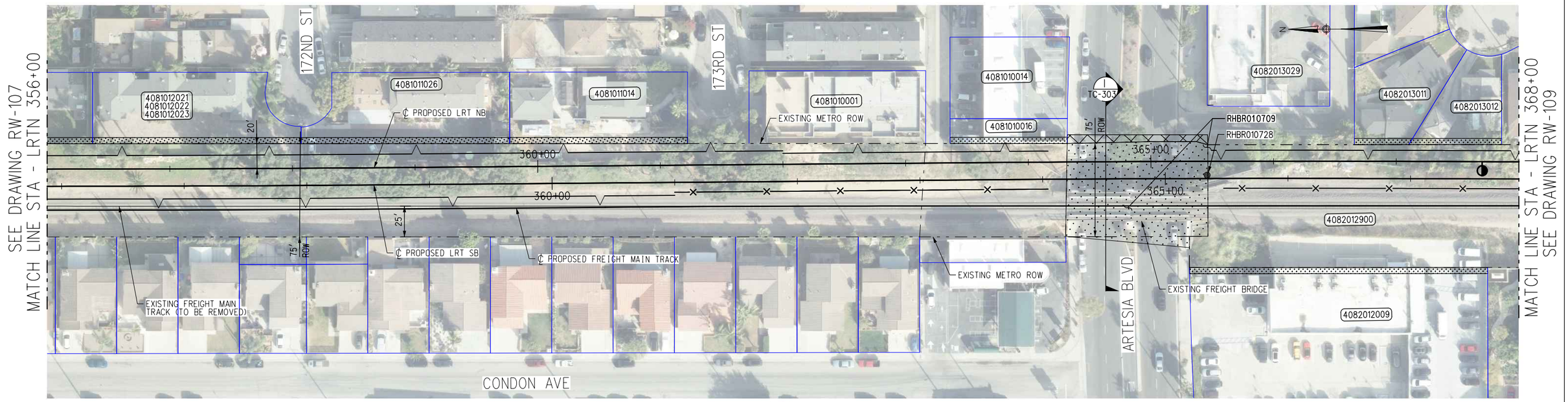

PLAN

HORIZONTAL
40 0 40 80
1"=40'

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
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			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
TBD		ARTESIA BLVD PUBLIC ROW	-	705	-	PERMANENT EASEMENT FOR BRIDGE CONSTRUCTION AND MAINTENANCE		- -	
TBD		ARTESIA BLVD PUBLIC ROW	-	9301	-	TEMPORARY CONSTRUCTION EASEMENT FOR BRIDGE INSTALLATION		- -	
4081012021-4081012023		DONALD H. HONG/JONATHAN SCHULTZ	8990	842	8148	TEMP. CONST. EASEMENT		- -	
4081011014		JOSHUA STANDIFER	9026	850	8176	TEMP. CONST. EASEMENT		- -	
4081011026		GOULD, JAY M	9500	730	8770	TEMP. CONST. EASEMENT		- -	
4081012001		TODD B. WOHL	-	-	-	SEE PREVIOUS SHEET		- -	
4081010016		ARTESIA AUTOMOTIVE 84 LLC	-	480	-	TEMP. CONST. EASEMENT		- -	
4082013011		REDONDO FIRMONA LLC	-	231	-	TEMP. CONST. EASEMENT		- -	
4082013012		MAUER, JAMES W	-	373	-	TEMP. CONST. EASEMENT		- -	
4082012009		PARTNERSHIP MAIN LP PARTNERSHIP ADVISORS	-	1216	-	TEMP. CONST. EASEMENT		- -	

LEASE CUSTOMER #	TITLE CODE	LEASE CUSTOMER	AREAS (sq feet or as noted)			LEASE USE	REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER			TYPE	DATE	DOC.#
RHBR010709		MARKS, WALTER N INC		-		TO CULTIVATE R/W LINES	MODIFIED		- -	
RHBR010728		CBS OUTDOOR GROUP INC		-		ADVERTISING	TERMINATED			

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APPROVED BY A. SOKOL
DATE 8/18/2025

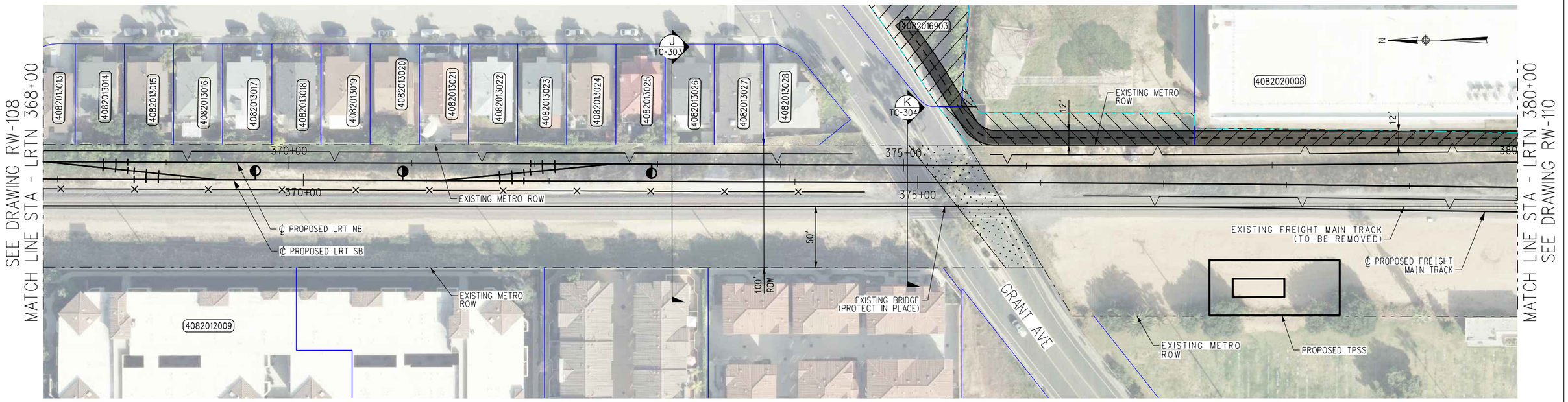
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 356+00 TO LRTS 368+00
SHEET 8 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-308
REVISION
SHEET NO. 10 OF 53
SCALE AS SHOWN



PLAN

ROW LEGEND

- PARCEL BOUNDARY
- PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED METRO/BNSF RIGHT OF WAY BOUNDARY
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N

HORIZONTAL
40 0 40 80
1"=40'

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			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
TBD		GRANT AVE PUBLIC ROW		3936		TEMPORARY CONSTRUCTION EASEMENT FOR BRIDGE INSTALLATION		- -	
4082016903		CITY OF REDONDO BEACH	11980	6266	5714	PARTIAL ACQUISITION FOR STATION ACCESS		- -	
TBD		PUBLIC ROW	TBD	5230	TBD	PARTIAL ACQUISITION FOR STATION ACCESS			
4082020802		SOUTHERN CALIFORNIA EDISON	85030	105	84925	PARTIAL ACQUISITION FOR STATION ACCESS			
4082020008		TARGET CORPORATION	-	-	-	SEE NEXT SHEET			
TBD		PUBLIC ROW		5065					

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 368+00 TO LRTS 380+00
SHEET 9 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-309
REVISION
SHEET NO. 11 OF 53
SCALE AS SHOWN

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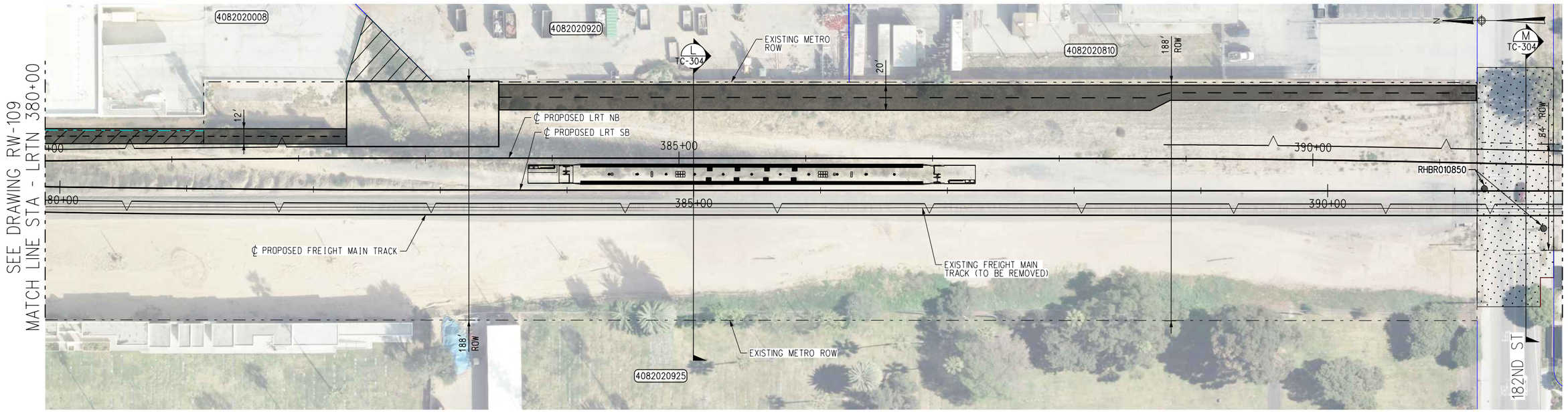

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4082020008		TARGET CORPORATION	291416	6367	285049	PARTIAL ACQUISITION FOR STATION		- -	
TBD		182ND ST PUB ROW		11156		TEMPORARY CONSTRUCTION EASEMENT FOR GRADE CROSSING INSTALLATION		- -	

LEASE CUSTOMER #	TITLE CODE	LEASE CUSTOMER	AREAS (sq feet or as noted)			LEASE USE	REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER			TYPE	DATE	DOC.#
RHBR010850		REDONDO BEACH, CITY OF				SIGNAL APPURTENANCES	MODIFIED		- -	

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ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 380+00 TO LRTS 392+00
SHEET 10 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-310
REVISION | SHEET NO. 12 OF 53
SCALE AS SHOWN

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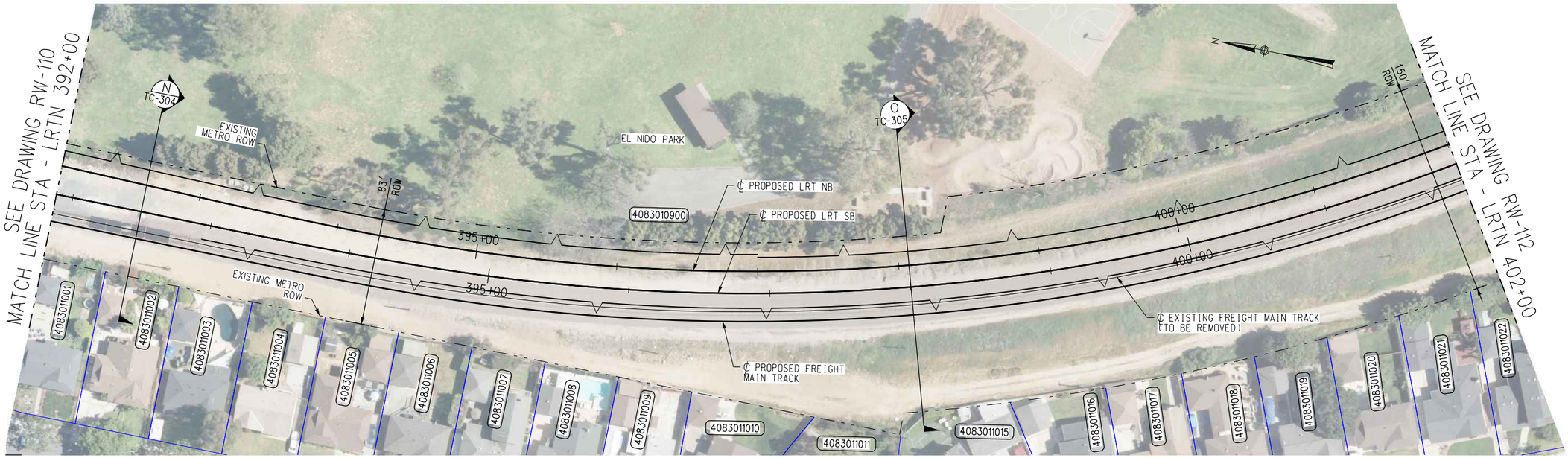
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND



PLAN

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1"=40'

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LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 392+00 TO LRTS 402+00
SHEET 11 OF 21

CONTRACT NO.	AE63445001
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REVISION	
SHEET NO.	13 OF 53
SCALE	AS SHOWN

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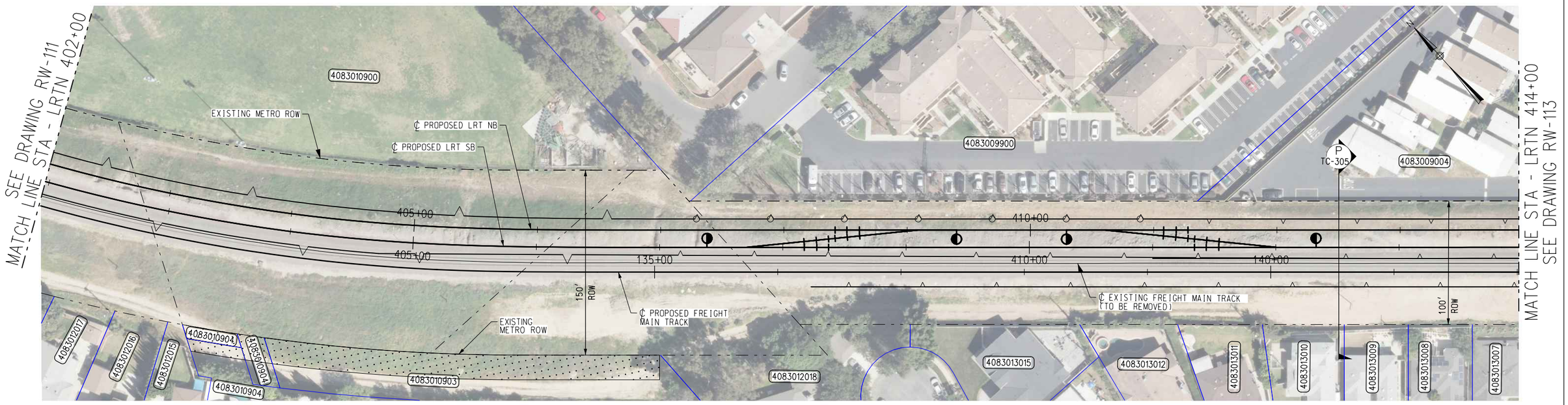

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4083010903		CITY OF REDONDO BEACH	12915	6369	6546	TEMPORARY CONSTRUCTION EASEMENT		- -	
4083010904		CITY OF REDONDO BEACH	472	472	-	TEMPORARY CONSTRUCTION EASEMENT			
4083010905		LA COUNTY	1030	426	604	TEMPORARY CONSTRUCTION EASEMENT			
4083010902		CITY OF REDONDO BEACH	858	444	414	TEMPORARY CONSTRUCTION EASEMENT			

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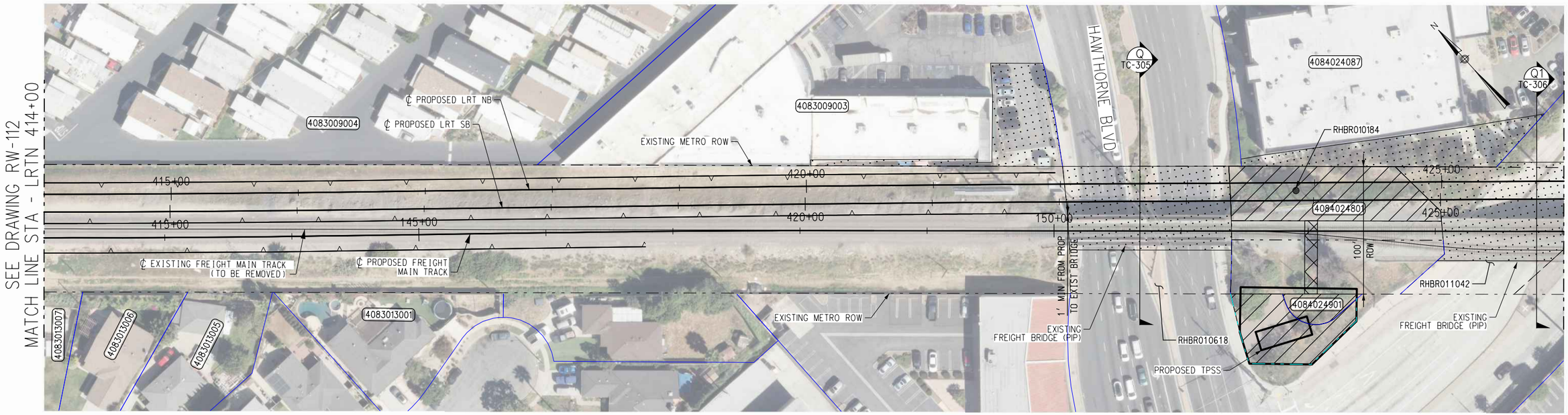

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HORIZONTAL
40 0 40 80
1"=40'

PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
4084024801		BNSF	6473	6473	0	CONVEYED TO METRO		- -	
TBD		HAWTHORNE BLVD PUBLIC ROW	–	8504	–	TEMPORARY EASEMENT			
TBD		190TH ST PUBLIC ROW	–	–	–	SEE NEXT SHEET			
4084024901		CITY OF TORRANCE	1310	1001	309	PARTIAL ACQUISITION FOR TPSS			
TBD		PUBLIC ROW	–	3475	–	PARTIAL ACQUISITION FOR TPSS			
4083009003		LARRY KARLIN AND DEBRA L., TRS KARLIN FAMILY TRUST	52272	4640	47632	TEMPORARY CONSTRUCTION EASEMENT			
4084024087		MCKENNA TORRANCE LLC	84506	4829	79677	TEMPORARY CONSTRUCTION EASEMENT			
4084024801		BNSF	–	527	–	PERMANENT EASEMENT FOR TPSS			

LEASE CUSTOMER #	TITLE CODE	LEASE CUSTOMER	AREAS (sq feet or as noted)			LEASE USE	REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER			TYPE	DATE	DOC.#
RHBR010618		CALIFORNIA DEPT OF PUBLIC WORKS				CONST UNPASS OF EL NIDO	MODIFIED		- -	
RHBR011042		LA CITY				CONSTRUCTION OF 190 ST UNDERPASS	TERMINATED			
RHBR010184		CLEAR CHANNEL OUTDOOR, INC.				CONSTRUCTION OF 190 ST UNDERPASS	TERMINATED			

CONCEPTUAL DESIGN

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REV. | DATE | BY | SUB. | APP.

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DESIGNED BY R. OSBORNE
DRAWN BY J. CARDENAS
CHECKED BY J. GONZALEZ
APPROVED BY A. SOKOL
DATE 8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER
APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 414+00 TO LRTS 426+00
SHEET 13 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-313
REVISION | SHEET NO. 15 OF 53
SCALE AS SHOWN

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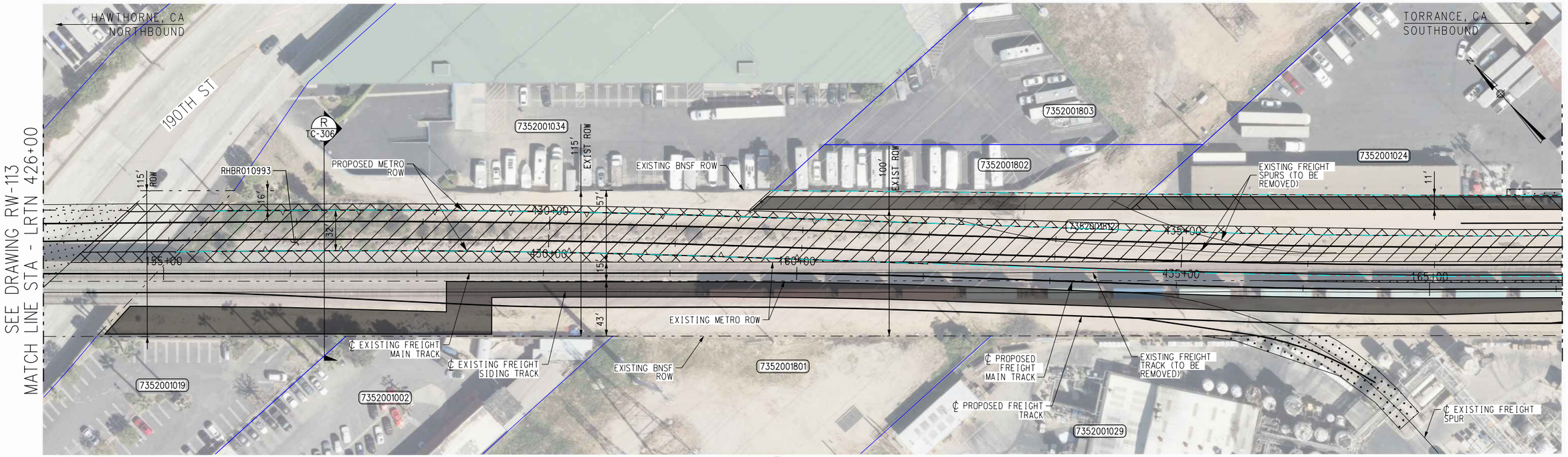

PLAN

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED ACQUISITION
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED METRO ROW CONVEYED TO BNSF

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HORIZONTAL
40 0 40 80
1"=40'

PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
7352001812		BNSF	-	-	-	SEE NEXT SHEET		- -	
7352001029		HAGAR PACIFIC	-	-	-	SEE NEXT SHEET		- -	
7352001802		SOCAL EDISON	14932	4069	10863	PARTIAL ACQUISITION FOR ACCESS ROAD		- -	
7352001024		REXFORD INDUSTRIAL 4240 190TH LLC	-	-	-	SEE NEXT SHEET		- -	
TBD		190TH ST PUBLIC ROW	-	10512	-	TEMPORARY CONSTRUCTION EASEMENT		- -	
7352001813		BNSF	-	-	-	SEE NEXT SHEET		- -	

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 426+00 TO LRTS 438+00
SHEET 14 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-314
REVISION | SHEET NO. 16 OF 53
SCALE AS SHOWN

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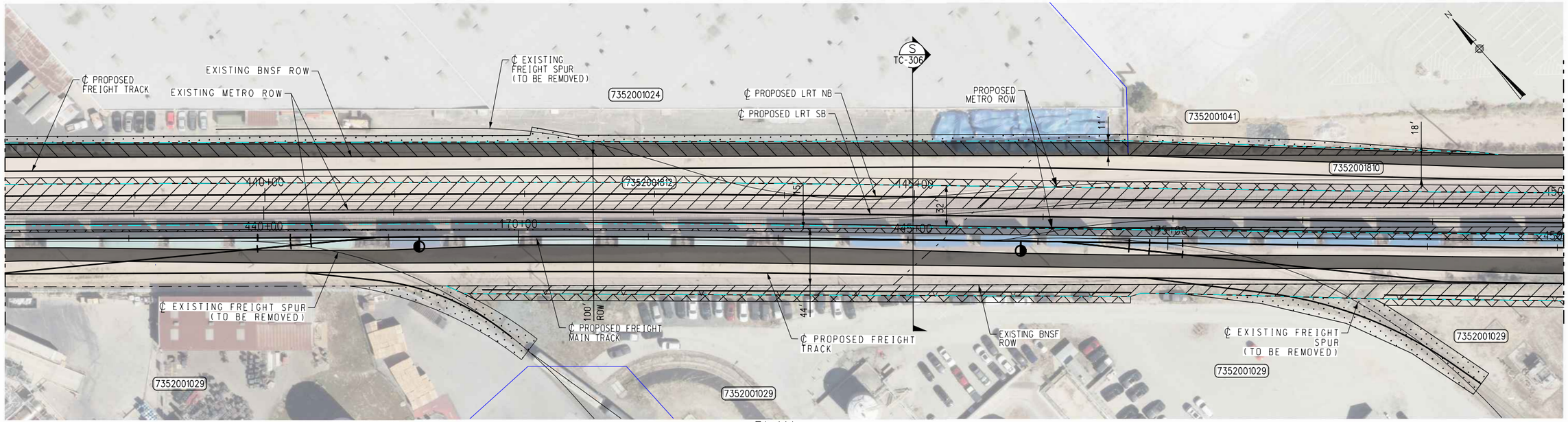
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING RW-114
MATCH LINE STA - LRTN 438+00

MATCH LINE STA - LRTN 450+00
SEE DRAWING RW-116



PLAN

HORIZONTAL
40 0 40 80
1"=40'

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
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			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
7352001812		BNSF	89734	47838	41896	CONVEYED TO METRO		– –	
7352001812		BNSF	89734	9575	80158	CONVEYED TO METRO		– –	
7352001810		BNSF	-	-	-	SEE NEXT SHEET		– –	
7352001024		REXFORD INDUSTRIAL 4240 190TH LLC	504860	13526	491334	PARTIAL ACQUISITION FOR ACCESS ROAD		– –	
7352001024		REXFORD INDUSTRIAL 4240 190TH LLC	504860	4655	500205	TEMPORARY CONSTRUCTION EASEMENT		– –	
7352001041		TORRANCE IE PROPERTY OWNER LP	656449	1849	654600	PARTIAL ACQUISITION FOR ACCESS ROAD		– –	
7352001041		TORRANCE IE PROPERTY OWNER LP	656449	1028	655421	TEMPORARY CONSTRUCTION EASEMENT		– –	
7352001029		HAGAR PACIFIC	-	-	-	SEE NEXT SHEET		– –	
7352001811		BNSF	-	-	-	SEE NEXT SHEET		– –	
7352001813		BNSF	76666	1539	75127	CONVEYED TO METRO		– –	

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APPROVED BY A. SOKOL
DATE 8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 438+00 TO LRTS 450+00
SHEET 15 OF 21

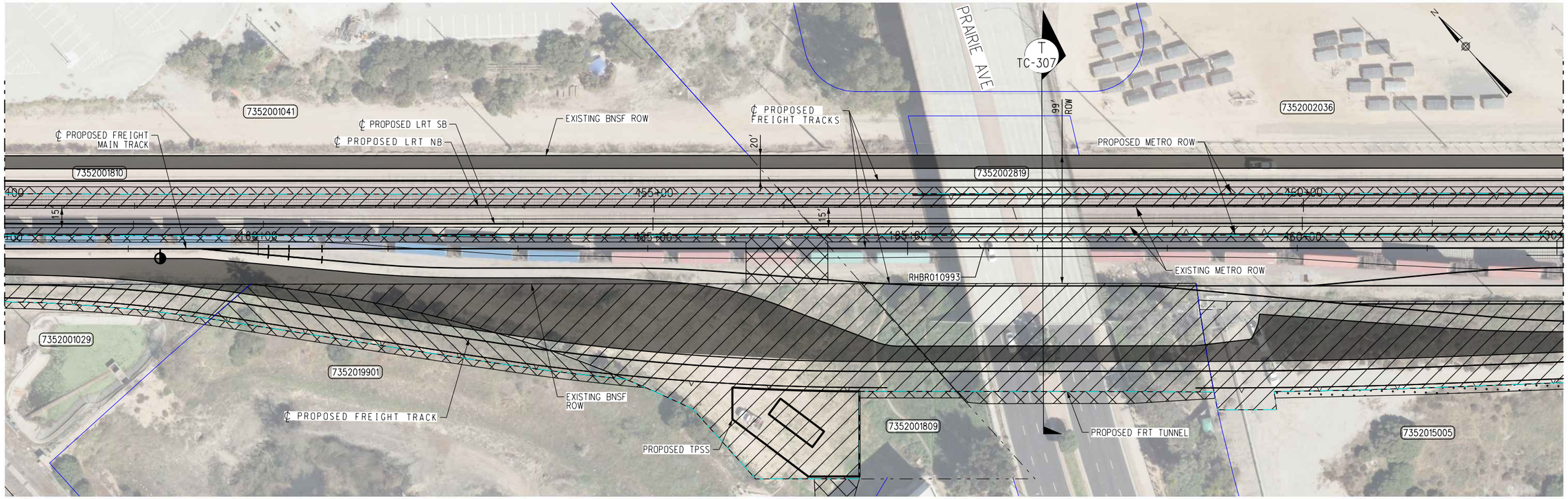
CONTRACT NO. AE63445001
DRAWING NO. RW-315
REVISION | SHEET NO. 17 OF 53
SCALE AS SHOWN

HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING RW-115
MATCH LINE STA - LRTN 450+00

MATCH LINE STA - LRTN 462+00
SEE DRAWING RW-117



PLAN

HORIZONTAL
40 0 40 80
1"=40'

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 — PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
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			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
7352001810		BNSF	40300	12542	27758	CONVEYED TO METRO		- -	
7352001810		BNSF	40300	5293	35007	CONVEYED TO METRO		- -	
7352002819		BNSF	120226	32410	87816	CONVEYED TO METRO		- -	
7352002819		BNSF	120226	14966	105260	CONVEYED TO METRO		- -	
7352015005		TORRANCE BLACK BEAUTY LLC	-	-	-	SEE NEXT SHEET		- -	
7352001809		CITY OF TORRANCE	43996	386	43610	PERMANENT EASEMENT ACCESS FOR TPSS		- -	
7352001809		CITY OF TORRANCE	43996	33939	10057	PARTIAL ACQUISITION FOR TPSS		- -	
7352001029		HAGAR PACIFIC	1231441	10720	1220721	PARTIAL ACQUISITION FOR ALIGNMENT		- -	
7352001029		HAGAR PACIFIC	1231441	3992	1227449	PERMANENT EASEMENT		- -	
7352001029		HAGAR PACIFIC	1231441	3058	1228383	TEMPORARY CONSTRUCTION EASEMENT		- -	
7352019901		CITY OF TORRANCE	126760	7540	119220	PARTIAL ACQUISITION FOR ALIGNMENT		- -	
7352019901		CITY OF TORRANCE	126760	1704	125056	PERMANENT EASEMENT		- -	
7352019901		CITY OF TORRANCE	126760	1592	125168	PERMANENT EASEMENT FOR TPSS		- -	
TBD		PRAIRIE AVE	TBD	18921	-	PARTIAL ACQUISITION		- -	
TBD		PRAIRIE AVE	TBD	1622	-	PERMANENT EASEMENT		- -	
7352001811		BNSF	45302	14765	30537	CONVEYED TO METRO		- -	
7352001811		BNSF	45302	18612	26690	CONVEYED TO METRO		- -	
7352002820		BNSF	-	-	-	SEE NEXT SHEET		- -	

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

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METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 450+00 TO LRTS 462+00
SHEET 16 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-316
REVISION | SHEET NO. 18 OF 53
SCALE AS SHOWN

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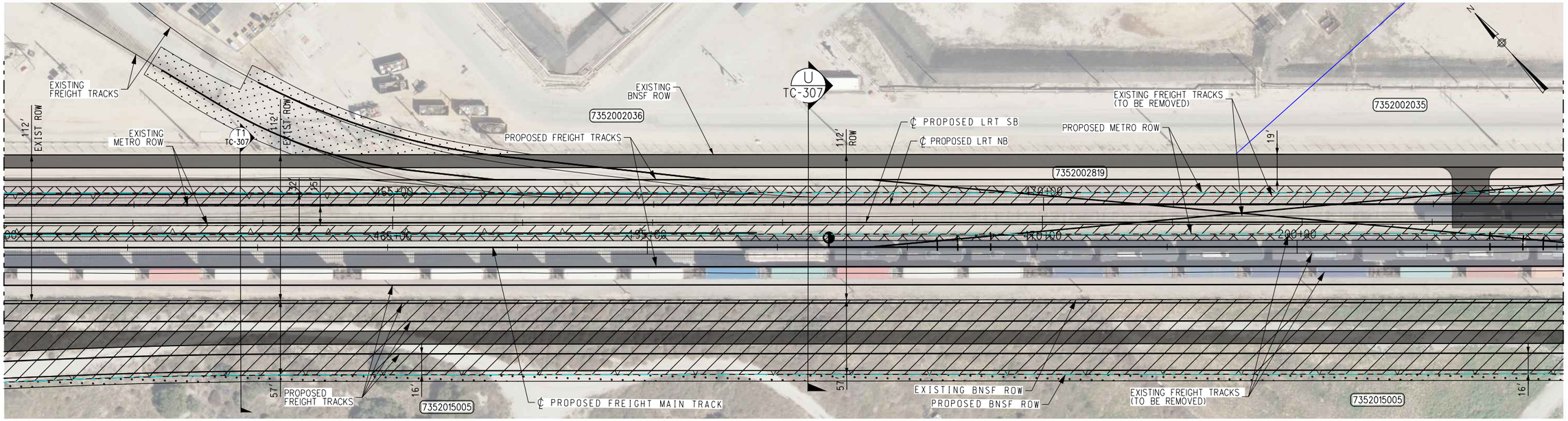
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING RW-116
MATCH LINE STA - LRTN 462+00

MATCH LINE STA - LRTN 474+00
SEE DRAWING RW-118



PLAN

HORIZONTAL
40 0 40 80
1"=40'

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
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			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
7352002819		A T AND S F RAILWAY CO	-	-	-	SEE NEXT SHEET		- -	
7352015005		TORRANCE BLACK BEAUTY LLC	-	-	-	SEE NEXT SHEET		- -	
7352002820		BNSF	-	-	-	SEE NEXT SHEET		- -	
7352002036		TORRANCE REFINING COMPANY (LLC)	22259160	8048	22251112	TEMPORARY CONSTRUCTION EASEMENT		- -	

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LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 462+00 TO LRTS 474+00
SHEET 17 OF 21

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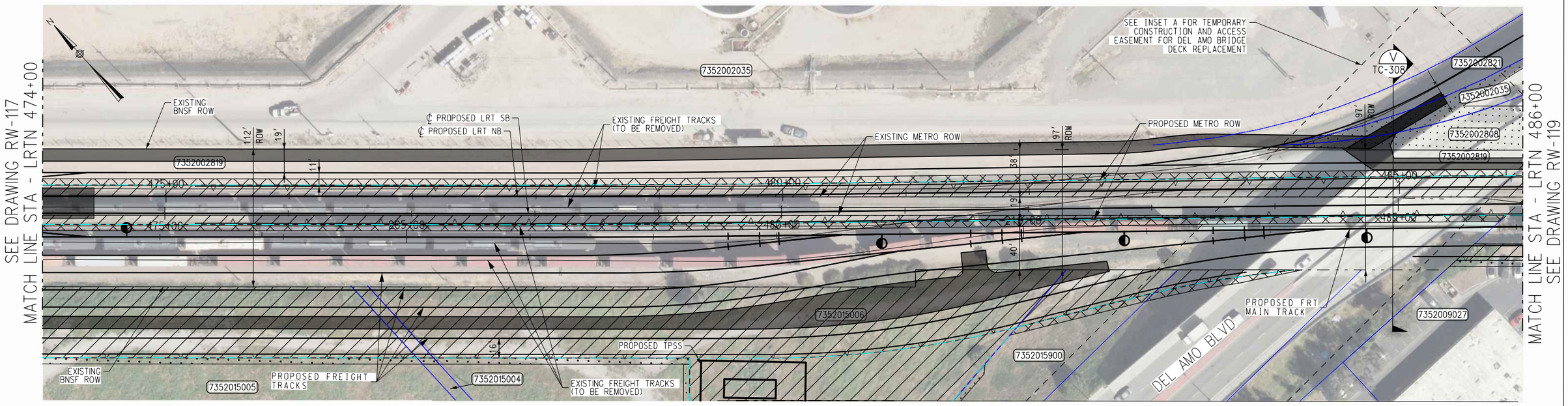
DRAWING NO. RW-317
REVISION
SHEET NO. 19 OF 53
SCALE AS SHOWN



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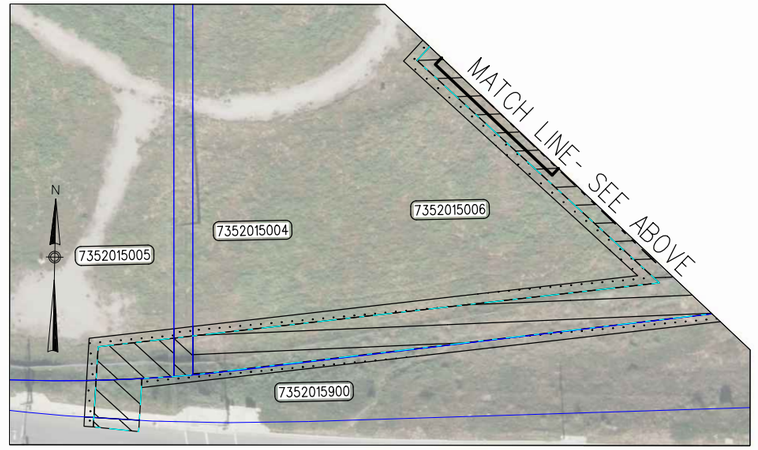

PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted) TOTAL	REQUIRED	REMAINDER	REMARKS TYPE	RECORDATION DATE	DOC.#
7352002035		TORRANCE REFINING COMPANY LLC	-	-	-	SEE NEXT SHEET	– –	
7352002808		A T AND S F RAILWAY CO	-	-	-	SEE NEXT SHEET	– –	
7352015005		TORRANCE BLACK BEAUTY LLC	1271516	105080	1166436	PARTIAL ACQUISITION FOR BNSF SIDING TRACK	– –	
7352015005		TORRANCE BLACK BEAUTY LLC	1271516	9050	1262466	TEMPORARY CONSTRUCTION EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENANCE	– –	
7352015006		TORRANCE BLACK BEAUTY LLC	89080	47021	42059	PARTIAL ACQUISITION FOR ALIGNMENT AND TPSS	– –	
7352015006		TORRANCE BLACK BEAUTY LLC	89080	3330	85750	TEMPORARY CONSTRUCTION EASEMENT	– –	
7352015004		TORRANCE BLACK BEAUTY LLC	4300	986	3314	PARTIAL ACQUISITION FOR BNSF SIDING TRACK	– –	
7352015004		TORRANCE BLACK BEAUTY LLC	4300	118	4182	TEMPORARY CONSTRUCTION EASEMENT	– –	
7352015900		CITY OF TORRANCE	22216	3375	18841	PARTIAL ACQUISITION FOR BNSF SIDING TRACK	– –	
7352015900		CITY OF TORRANCE	22216	571	21645	PERMANENT EASEMENT	– –	
7352015900		CITY OF TORRANCE	22216	1441	20775	TEMPORARY CONSTRUCTION EASEMENT FOR TPSS	– –	
7352009027		TMT SOUTH BAY BUSINESS PARK INC	-	-	-	SEE NEXT SHEET	– –	
TBD		DEL AMO PUBLIC ROW	-	879	-	PARTIAL ACQUISITION FOR BNSF SIDING TRACK	– –	
TBD		DEL AMO PUBLIC ROW	-	520	-	PERMANENT EASEMENT BELOW DEL AMO	– –	
TBD		DEL AMO PUBLIC ROW	-	25	-	TEMPORARY CONSTRUCTION EASEMENT	– –	
7352002820		BNSF	116741	18612	98129	CONVEYED TO METRO	– –	
7352002820		BNSF	116741	14765	101976	CONVEYED TO METRO	– –	
							– –	

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LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 474+00 TO LRTS 486+00
SHEET 18 OF 21

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REVISION | SHEET NO. 20 OF 53
SCALE AS SHOWN

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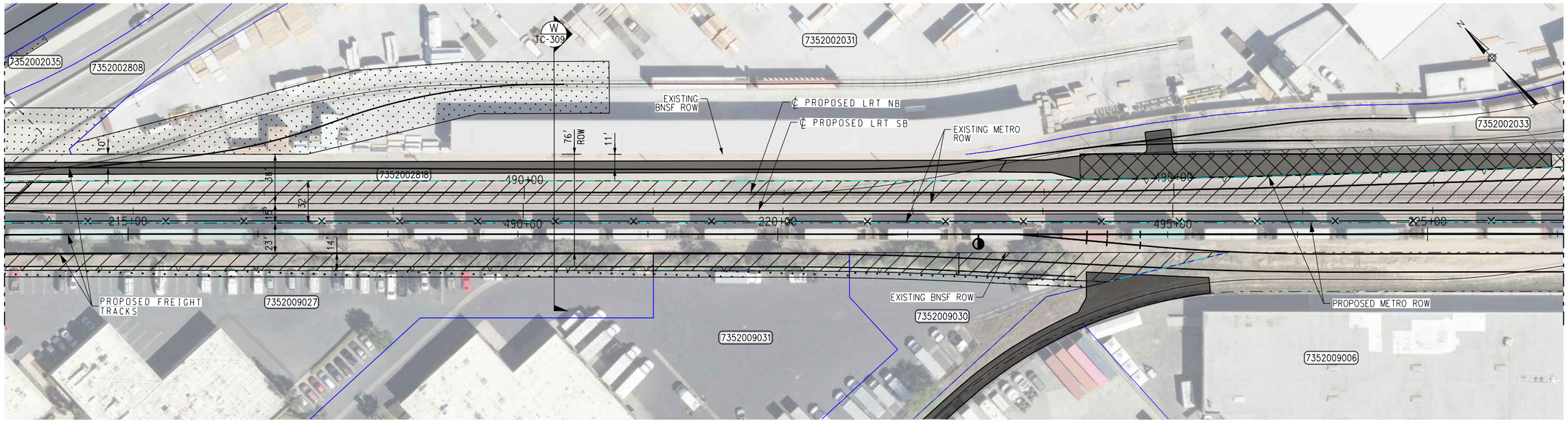
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING RW-118
MATCH LINE STA - LRTN 486+00

MATCH LINE STA - LRTN 498+00
SEE DRAWING RW-120



PLAN

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED ACQUISITION
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED METRO ROW CONVEYED TO BNSF

GENERAL NOTES:

1. PARCEL LINES AND DATA SHOWN ON THESE PLANS ARE COMPILED FROM PUBLIC SOURCES AND ARE SUBJECT TO VERIFICATION.

2. AUTHORITY (RAIL) RIGHT OF WAY WAS ACQUIRED BY LOS ANGELES METRO FROM BNSF VIA THE FOLLOWING DEEDS:
   -GRAND DEED: DOCUMENT NUMBER 93-1256121 RECORDED JUNE 30, 1993
   -QUITCLAIM DEED: DOCUMENT NUMBER 93-1256122 RECORDED JUNE 30, 1993
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3. PUBLIC RIGHT OF WAY AND PARCEL LINES ARE SHOWN FOR ILLUSTRATIVE PURPOSES BASED ON ASSESSORS MAPS.

HORIZONTAL
40 0 40 80
1"=40'

PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
7352002818		BNSF	-	-	-	SEE NEXT SHEET		- -	
7352002808		A T AND S FRY CO	147233	5821	141412	TEMPORARY CONSTRUCTION EASEMENT		- -	
7352009027		TMT SOUTH BAY BUSINESS PARK INC	83635	7372	76263	PARTIAL ACQUISITION FOR BNSF SIDING TRACK		- -	
7352009027		TMT SOUTH BAY BUSINESS PARK INC	83635	2771	80864	PERMANENT EASEMENT FOR CONSTRUCTION AND MAINTENANCE		- -	
7352009031		TMT SOUTH BAY BUSINESS PARK INC	77537	2100	75437	PARTIAL ACQUISITION FOR BNSF SIDING TRACK		- -	
7352009031		TMT SOUTH BAY BUSINESS PARK INC	77537	749	76788	PERMANENT EASEMENT FOR CONSTRUCTION AND MAINTENANCE		- -	
7352009030		TMT SOUTH BAY BUSINESS PARK INC	103237	3378	99859	PARTIAL ACQUISITION FOR BNSF SIDING TRACK		- -	
7352009030		TMT SOUTH BAY BUSINESS PARK INC	103237	945	102292	PERMANENT EASEMENT FOR CONSTRUCTION AND MAINTENANCE		- -	
7352002035		TORRANCE REFINING COMPANY LLC	6187262	2537	6184725	TEMPORARY CONSTRUCTION EASEMENT		- -	
7352002031		GANAHL LUMBER COMPANY	807464	16352	791112	TEMPORARY CONSTRUCTION EASEMENT		- -	
7352002033		AMSTY	-	-	-	SEE NEXT SHEET		- -	

NOT FOR CONSTRUCTION

REV.	DATE	BY	APP.

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DESIGNED BY R. OSBORNE
DRAWN BY J. CARDENAS
CHECKED BY J. GONZALEZ
APPROVED BY A. SOKOL
DATE 8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 486+00 TO LRTS 498+00
SHEET 19 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-319
REVISION
SHEET NO. 21 OF 53
SCALE AS SHOWN

8/29/2025 12:11:43 PM Gonzalv
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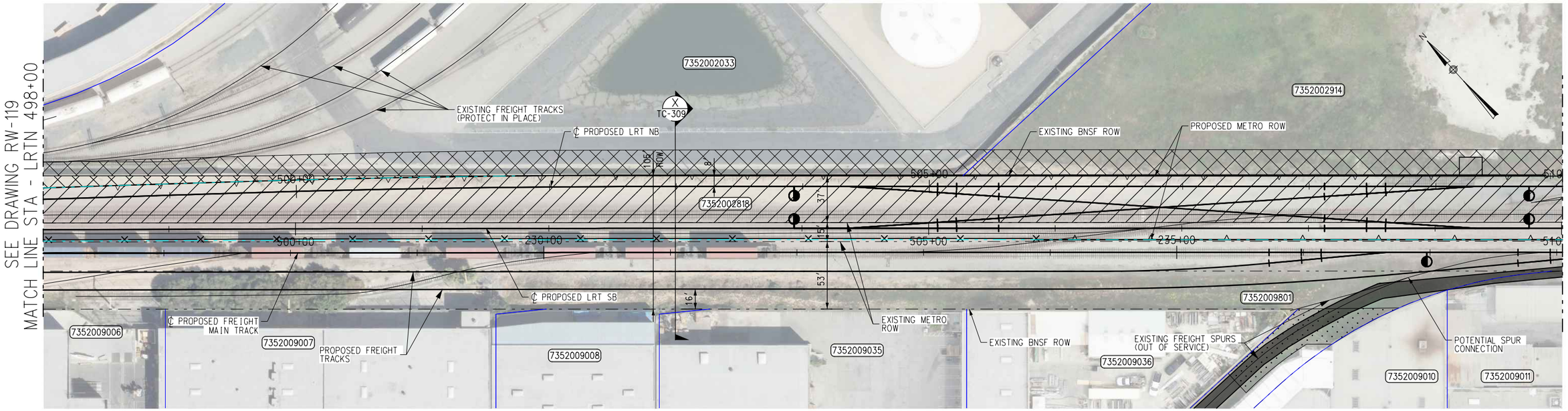

PLAN

HORIZONTAL
40 0 40 80
1"=40'

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED ACQUISITION
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED METRO ROW CONVEYED TO BNSF

GENERAL NOTES:

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PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
7352002818		BNSF	-	-	-	SEE NEXT SHEET		- -	
7352002914		CITY OF TORRANCE	-	-	-	SEE NEXT SHEET		- -	
7352002914		CITY OF TORRANCE	87004	267	86737	PARTIAL ACQUISITION FOR SIGNAL HOUSE		- -	
7352002033		AMSTY	976073	15244	960829	PERMANENT EASEMENT		- -	
7352009801		BNSF	71438	2853	68585	CONVEYED TO METRO		- -	

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REV.	DATE		BY	SUB.	APP.

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CHECKED BY	J. GONZALEZ
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

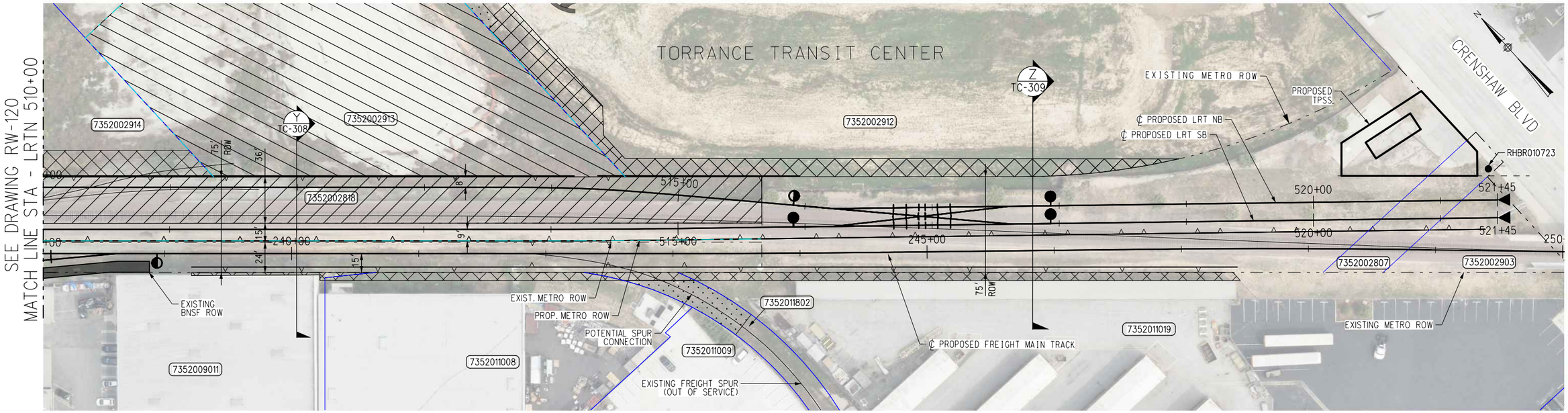
APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 498+00 TO LRTS 510+00
SHEET 20 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	RW-320
REVISION	
SHEET NO.	22 OF 53
SCALE	AS SHOWN

HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND



PLAN

HORIZONTAL
40 0 40 80
1"=40'

ROW LEGEND

- PARCEL BOUNDARY
- 4149007800 PARCEL NUMBER
- EXISTING METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED METRO/BNSF RIGHT OF WAY BOUNDARY
- PROPOSED ACQUISITION
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PARCEL #	TITLE CODE	GRANTOR	AREAS (sq feet or as noted)			REMARKS	RECORDATION		
			TOTAL	REQUIRED	REMAINDER		TYPE	DATE	DOC.#
7352002818		BNSF	91476	85678	5802	CONVEYED TO METRO		– –	
7352002818		BNSF	91476	7169	84307	CONVEYED TO METRO		– –	
7352002914		CITY OF TORRANCE	87004	7471	75056	PERMANENT EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENANCE		– –	
7352002913		CITY OF TORRANCE	108051	61544	46507	PARTIAL ACQUISITION FOR STATION FACILITIES		– –	
7352002912		CITY OF TORRANCE	290981	2237	288744	TEMPORARY CONSTRUCTION EASEMENT		– –	
7352002912		CITY OF TORRANCE	290981	8905	282076	PARTIAL ACQUISITION FOR STATION ACCESS AND PARKING LOT		– –	
7352009011		530 ALASKA LLC	87120	330	86790	PERMANENT EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENANCE		– –	
7352011008		560 ALASKA LLC	51400	1314	50086	PERMANENT EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENANCE		– –	
7352011802		AT AND S FRY CO	11404	407	10997	PERMANENT EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENECE		– –	
7352011802		AT AND S FRY CO	11404	1451	9953	TEMPORARY CONSTRUCTION EASEMENT		– –	
7352011019		SOUTHERN DEVELOPMENT INV CO	395524	2740	392784	PERMANENT EASEMENT ACCESS FOR CONSTRUCTION AND MAINTENANCE		– –	
								– –	

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REV. | DATE | BY | SUB. | APP.

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DESIGNED BY R. OSBORNE
DRAWN BY J. CARDENAS
CHECKED BY J. GONZALEZ
APPROVED BY A. SOKOL
DATE 8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALT. - ROW PLANS
LRTS 510+00 TO LRTS 522+00
SHEET 21 OF 21

CONTRACT NO. AE63445001
DRAWING NO. RW-321
REVISION | SHEET NO. 23 OF 53
SCALE AS SHOWN

8/29/2025 12:11:49 PM Gonzalv
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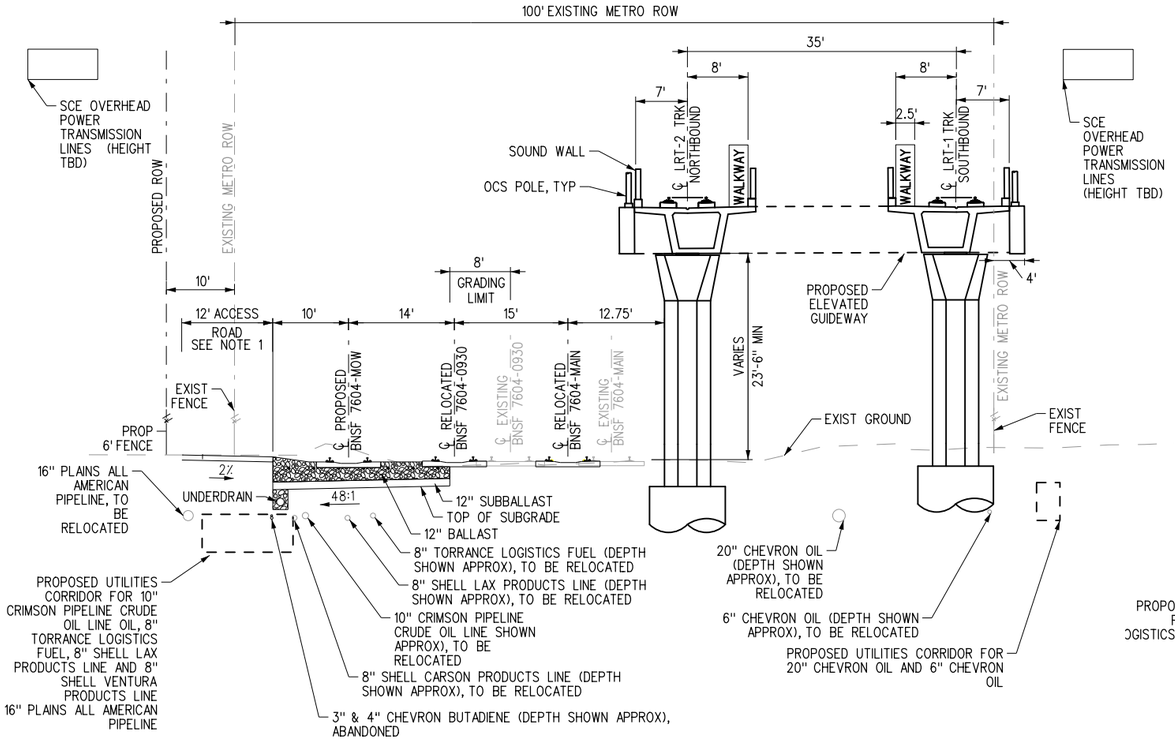
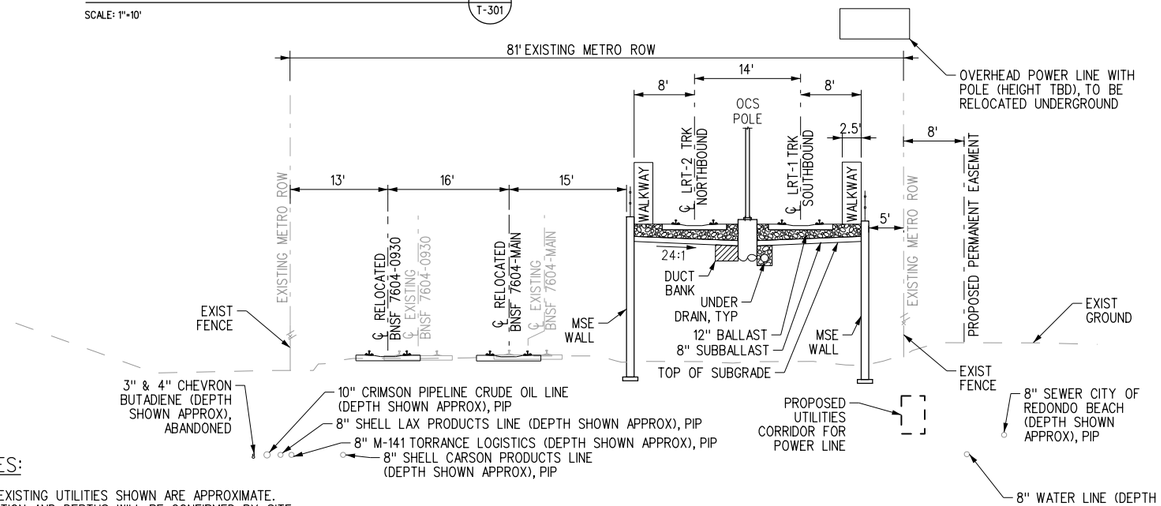


CROSS SECTION - ELEVATED GUIDEWAY
SOUTH OF MARINE AVE - LRTS 276+36 (A, T-301)

SCALE: 1"=10'



NOTES:

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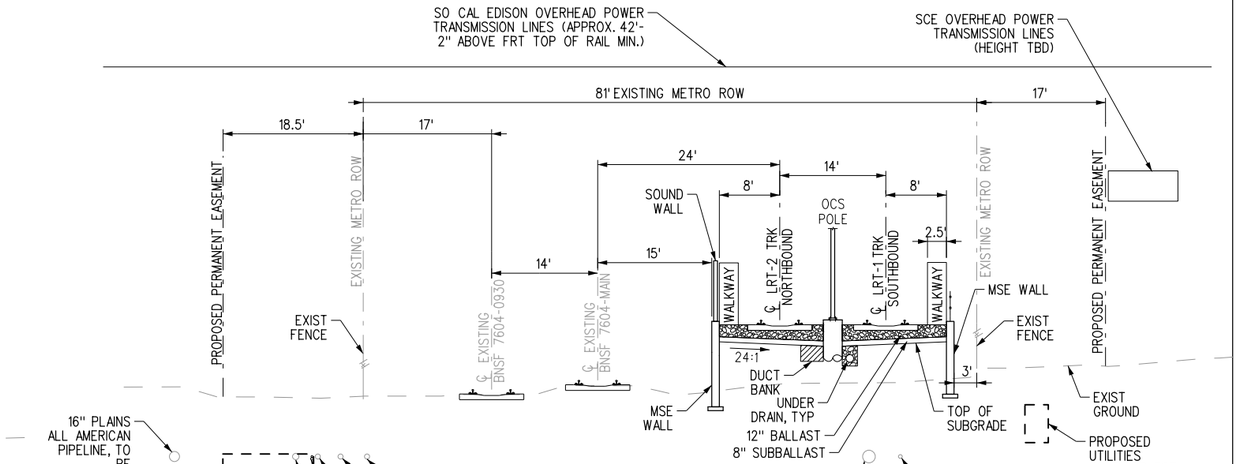
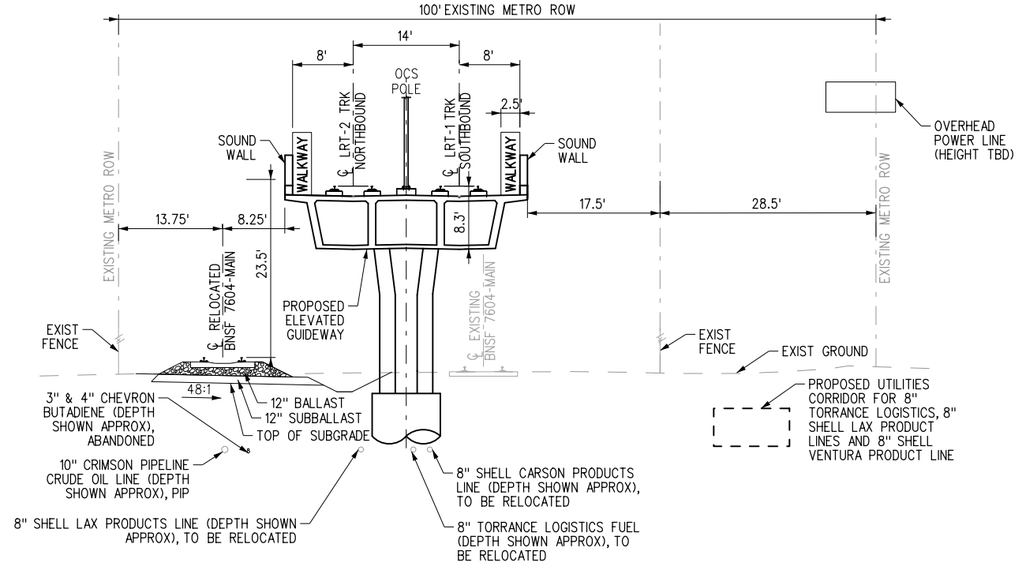
CROSS SECTION - RETAINED FILL WITH RELOCATED FREIGHT TRACKS NORTH OF INGLEWOOD AVE - LRTS 298+70 (C, T-303)

SCALE: 1"=10'



CROSS SECTION - RETAINED FILL
SOUTH OF MARINE AVE - LRTS 287+00 (B, T-302)

SCALE: 1"=10'



CROSS SECTION - ELEVATED GUIDEWAY
SOUTH OF INGLEWOOD AVE - LRTS 308+08 (D, T-303)

SCALE: 1"=10'

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NOT FOR CONSTRUCTION

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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

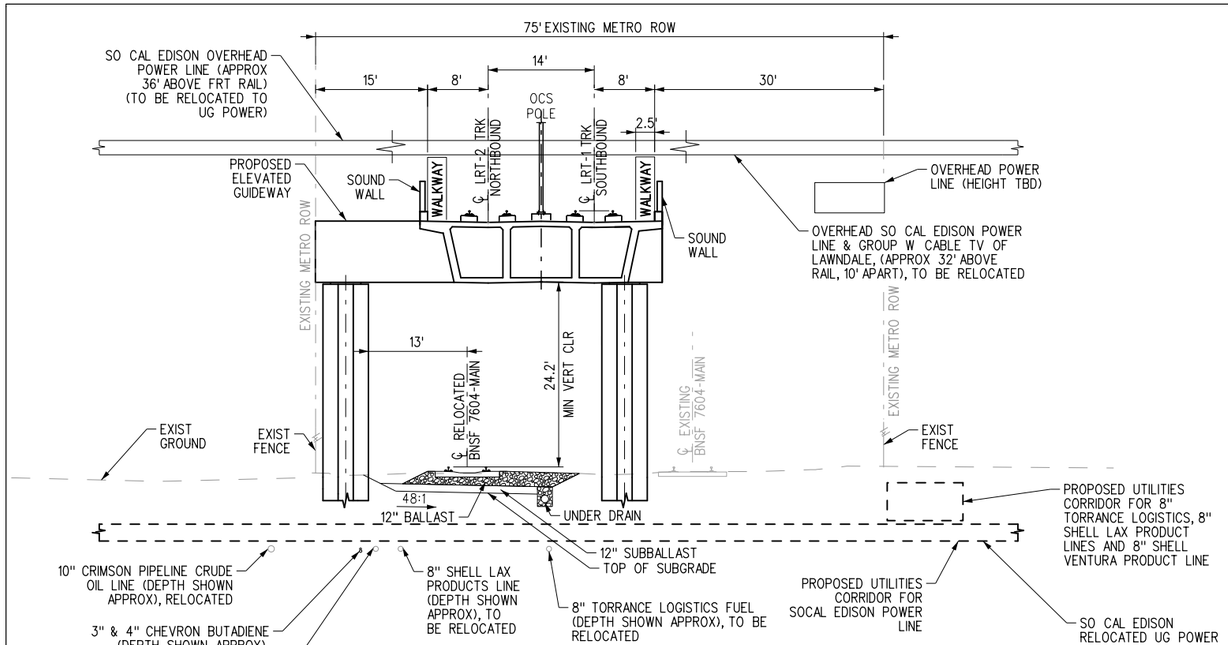
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

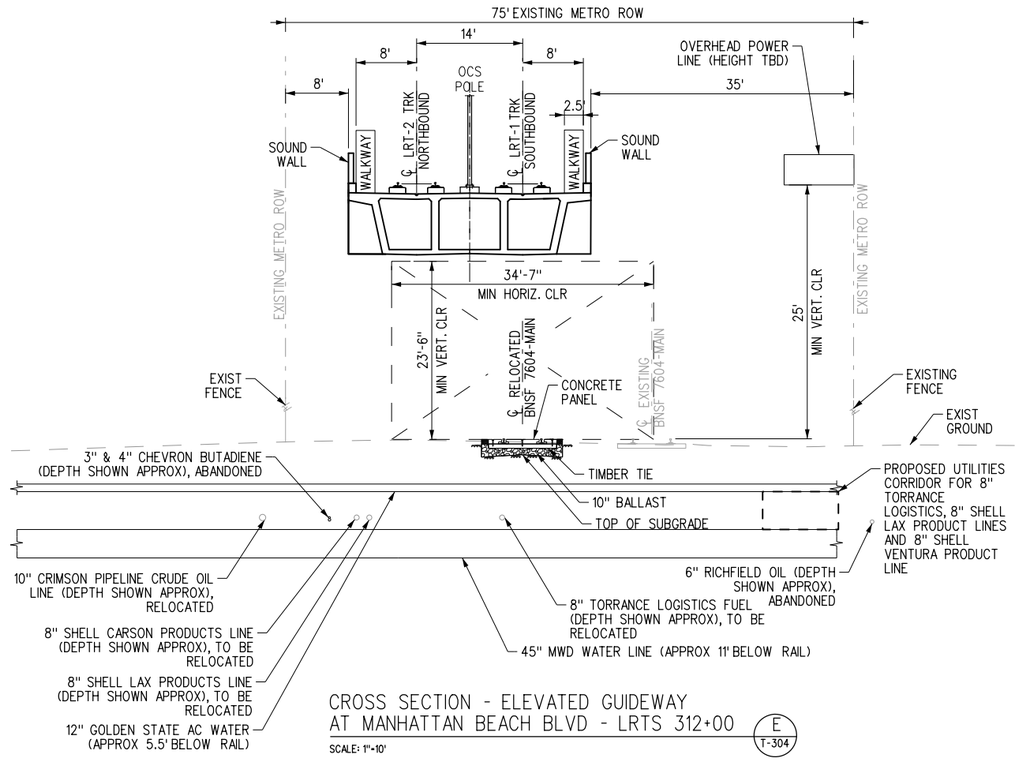
METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALTERNATIVE
TYPICAL SECTIONS
SHEET 1 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-301
REVISION	
SHEET NO.	24 OF 53
SCALE	AS SHOWN



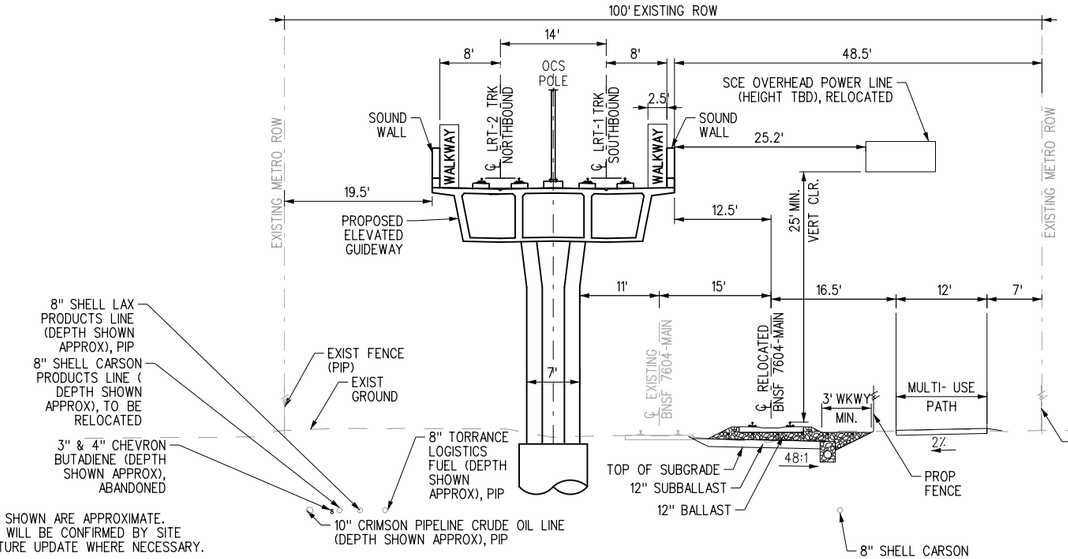
CROSS SECTION - ELEVATED GUIDEWAY W/ CROSSING OVERHEAD UTILITIES NORTH OF MANHATTAN BEACH BLVD - LRTS 310+78 (D1, T-304)

SCALE: 1"=10'



CROSS SECTION - ELEVATED GUIDEWAY AT MANHATTAN BEACH BLVD - LRTS 312+00 (E, T-304)

SCALE: 1"=10'



CROSS SECTION - RETAINED FILL NORTH OF 161ST ST - LRTS 321+00 (F, T-305)

SCALE: 1"=10'

NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
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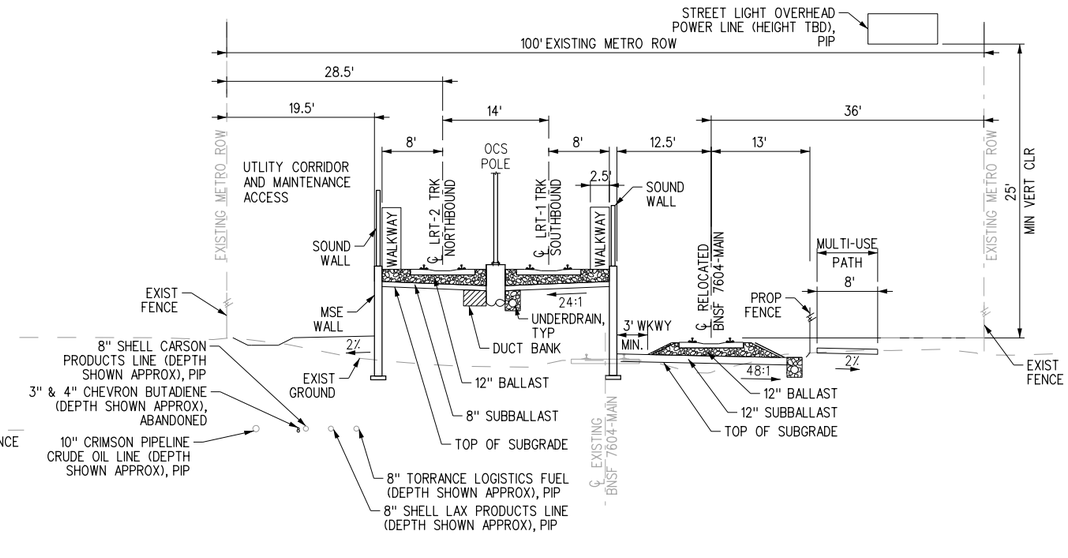

CROSS SECTION - RETAINED FILL SOUTH OF 162ND ST - LRTS 331+00 (G, T-305)

SCALE: 1"=10'

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NOT FOR CONSTRUCTION

REV.	DATE		BY SUB.	APP.

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

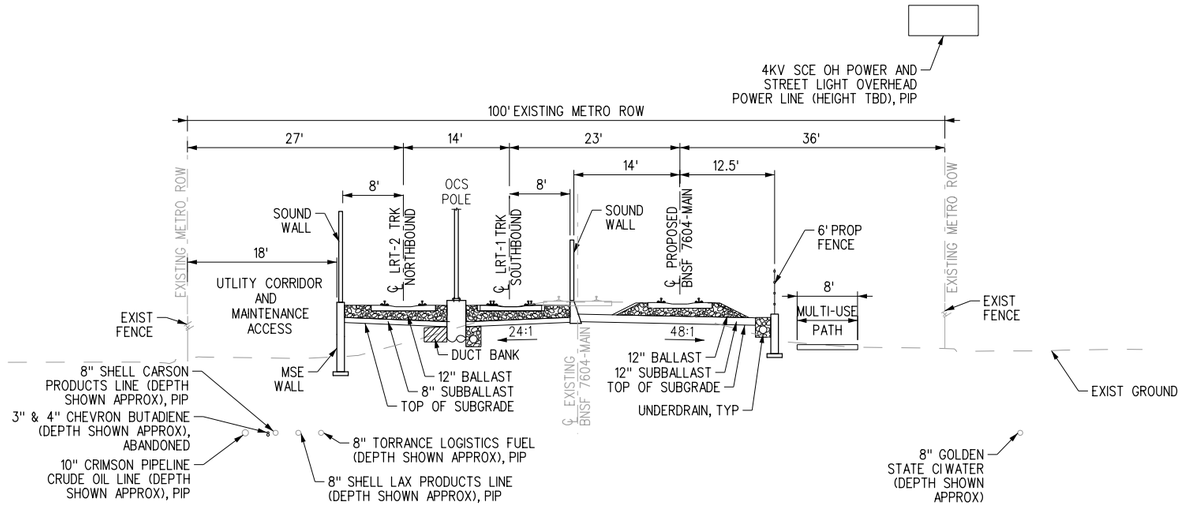
stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

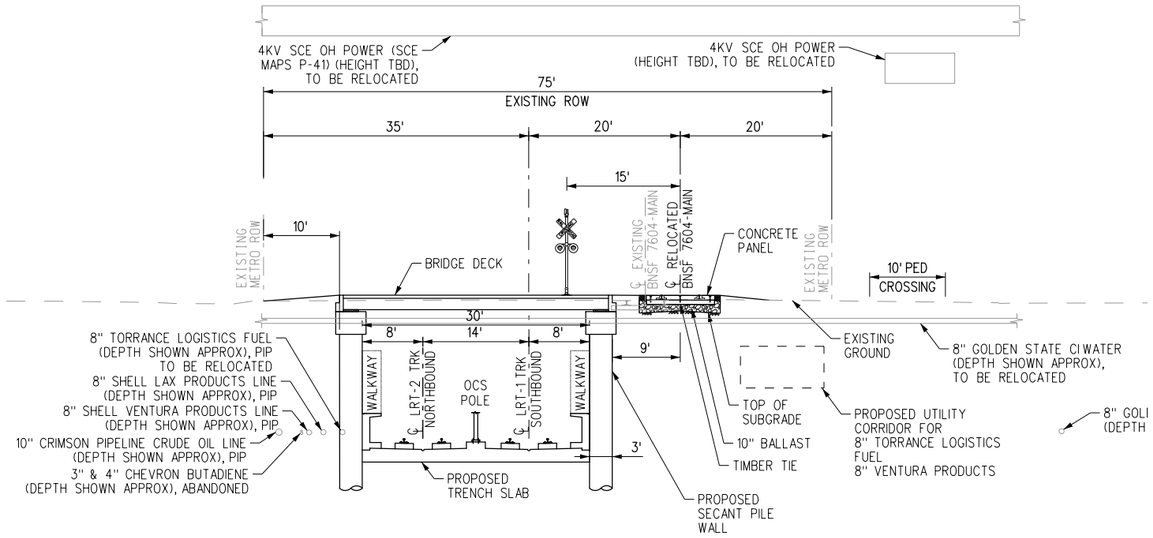
METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALTERNATIVE
TYPICAL SECTIONS
SHEET 2 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-302
REVISION	
SHEET NO.	25 OF 53
SCALE	AS SHOWN



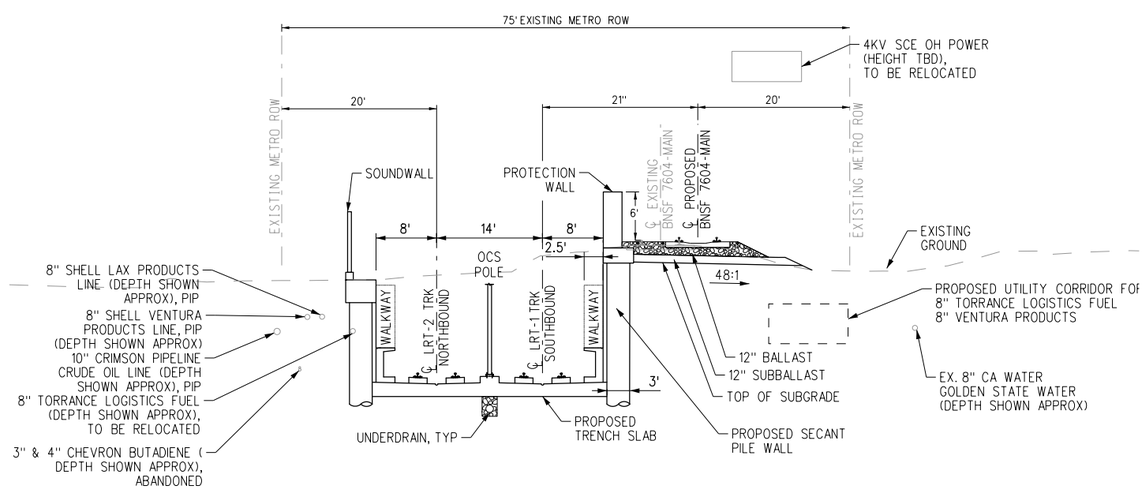
CROSS SECTION - NORTH OF 170TH ST - LRTS 340+00 (H / T-306)

SCALE: 1"=10'



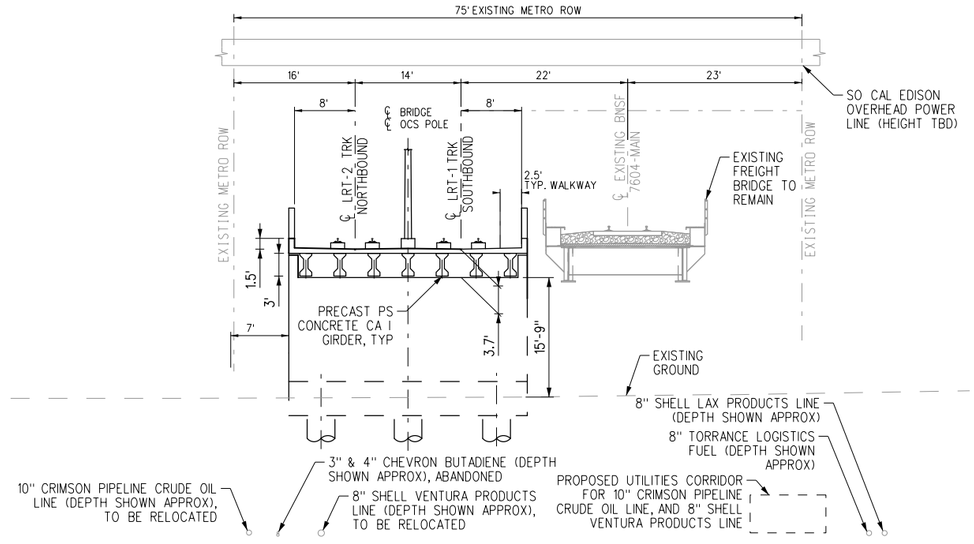
CROSS SECTION - 170TH STREET - LRTS 351+18 (H.1 / T-307)

SCALE: 1"=10'



CROSS SECTION - OPEN TRENCH NORTH AND SOUTH OF 170TH STREET - LRTS 354+00 (H.2 / T-307)

SCALE: 1"=10'



CROSS SECTION - ARTESIA BLVD - LRTS 364+50 (I / T-308)

SCALE: 1"=10'

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APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALTERNATIVE
TYPICAL SECTIONS
SHEET 3 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-303
REVISION	
SHEET NO.	26 OF 53
SCALE	AS SHOWN

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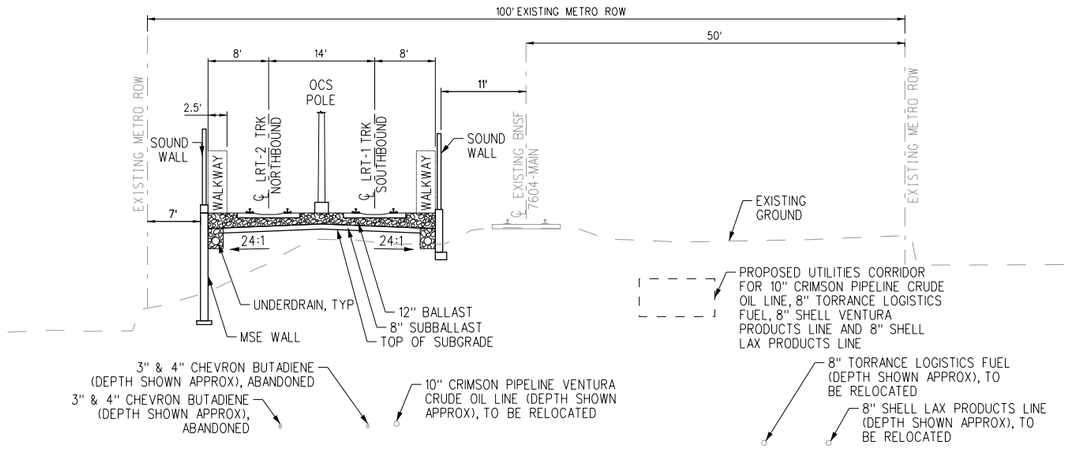
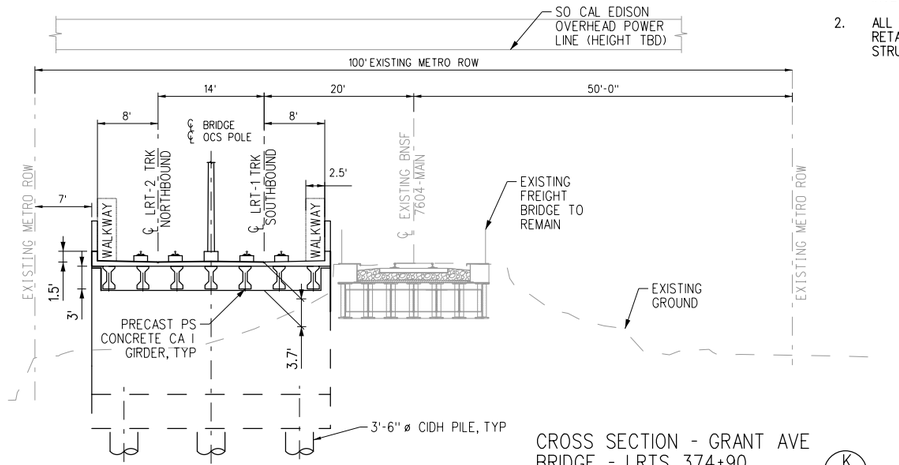


CROSS SECTION - RETAINED FILL
NORTH OF GRANT AVE - LRTS 373+00 (J, T-309)

SCALE: 1"=10'

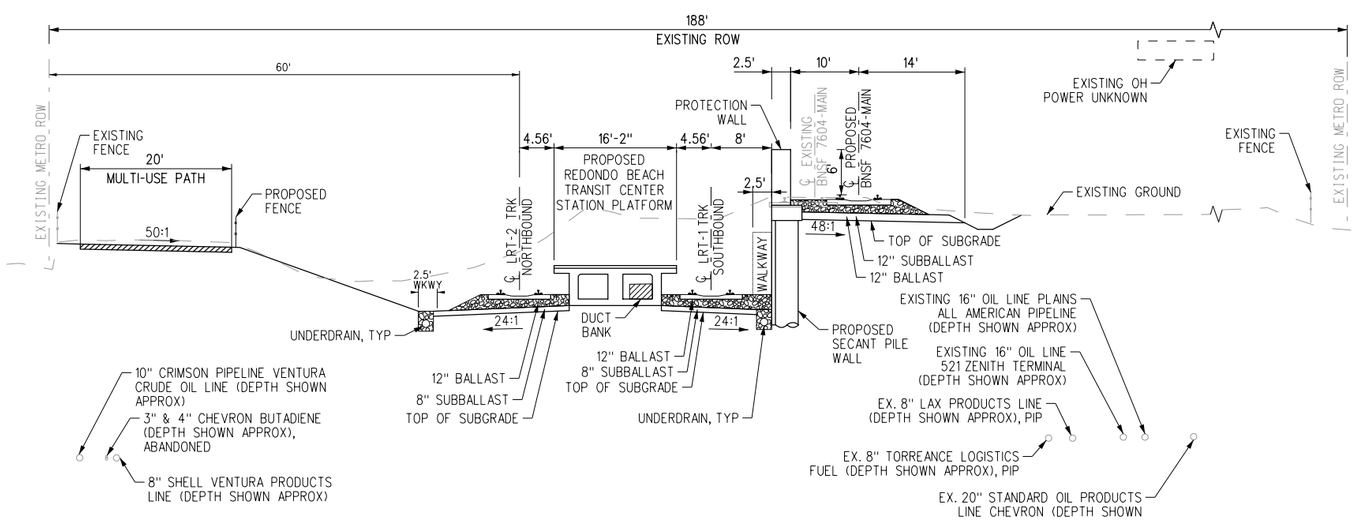


CROSS SECTION - GRANT AVE
BRIDGE - LRTS 374+90 (K, T-309)

SCALE: 1"=10'

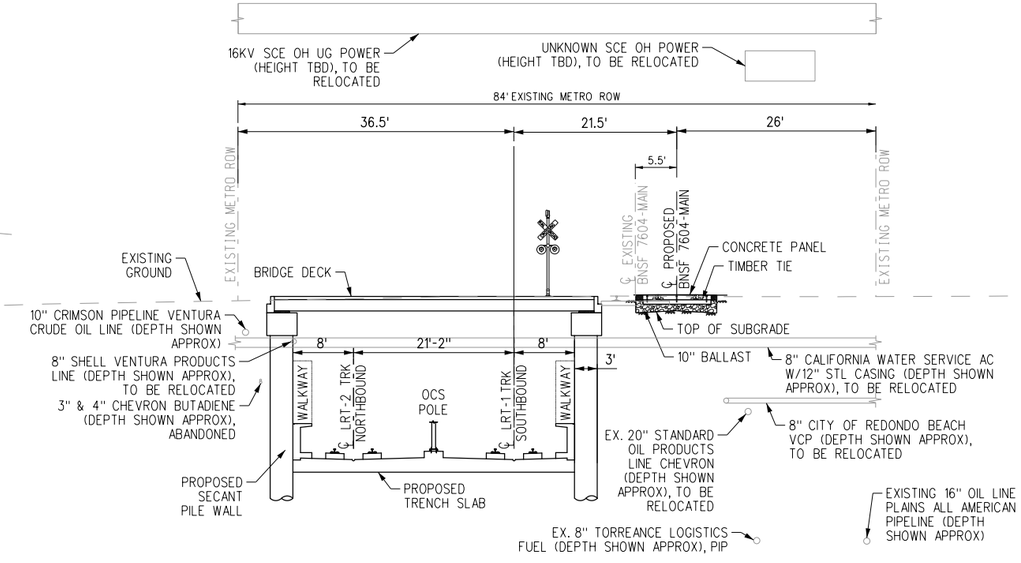
NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
2. ALL STRUCTURES, INCLUDING ELEVATED GUIDEWAY AND RETAINING WALLS ARE SHOWN CONCEPTUALLY, SEE STRUCTURES DRAWINGS FOR FURTHER DETAILS.



CROSS SECTION - REDONDO BEACH
TRANSIT CENTER STATION - LRTS 385+00 (L, T-310)

SCALE: 1"=10'



CROSS SECTION - 182ND STREET - LRTS 391+56 (M, T-310)

SCALE: 1"=10'

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REV.	DATE		BY	SUB.	APP.

INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and or information furnished here with shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

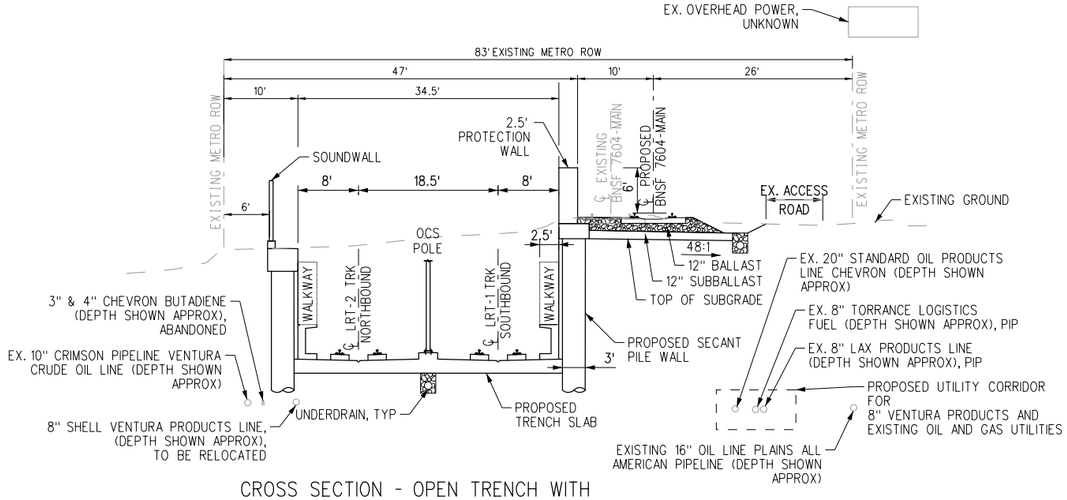
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

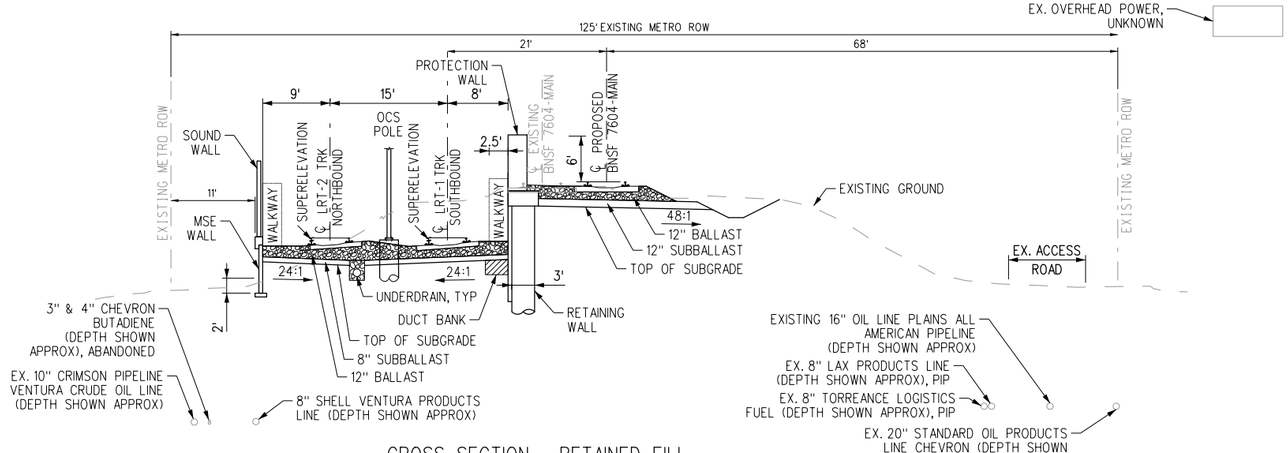
METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALTERNATIVE
TYPICAL SECTIONS
SHEET 4 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-304
REVISION	
SHEET NO.	27 OF 53
SCALE	AS SHOWN



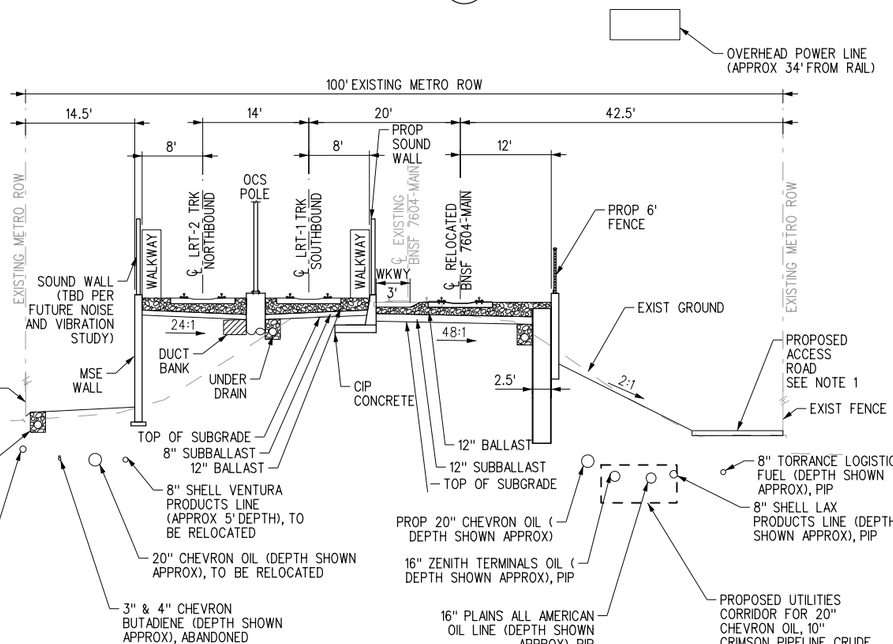
CROSS SECTION - OPEN TRENCH WITH SUPER ELEVATED LRT TRACKS SOUTH OF 182ND STREET - LRTS 392+50 (N / T-311)

SCALE: 1"=10'



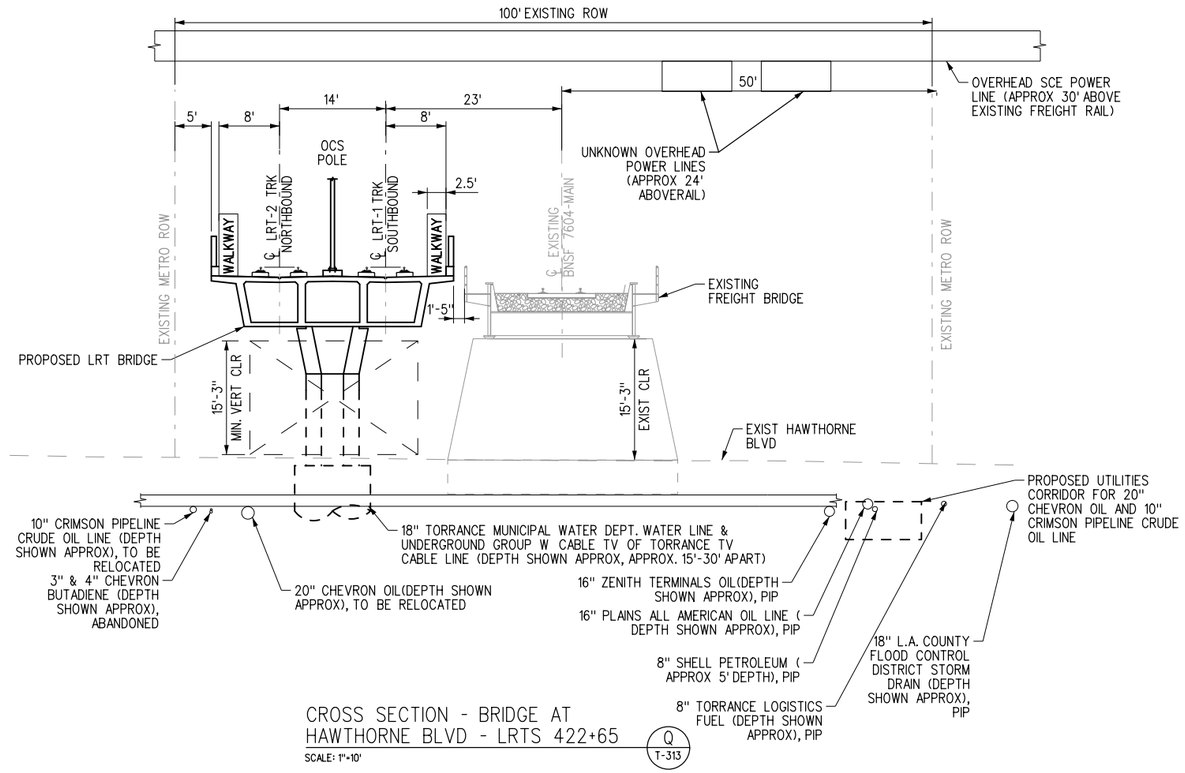
CROSS SECTION - RETAINED FILL SOUTH OF 182ND ST - LRTS 398+00 (O / T-311)

SCALE: 1"=10'



CROSS SECTION - RETAINED FILL NORTH OF HAWTHORNE BLVD - LRTS 412+50 (P / T-312)

SCALE: 1"=10'



CROSS SECTION - BRIDGE AT HAWTHORNE BLVD - LRTS 422+65 (Q / T-313)

SCALE: 1"=10'

NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
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APPROVED BY A. SOKOL
DATE 8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALTERNATIVE
TYPICAL SECTIONS
SHEET 5 OF 9

CONTRACT NO. AE63445001
DRAWING NO. TC-305
REVISION
SHEET NO. 28 OF 53
SCALE AS SHOWN

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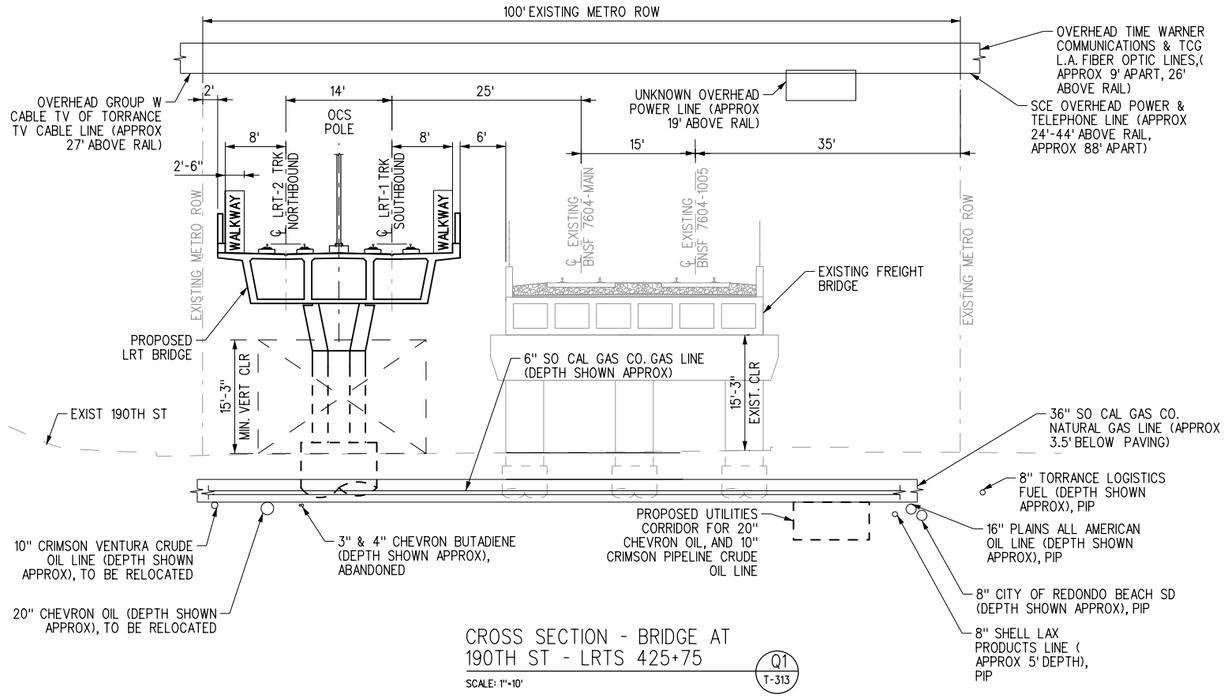
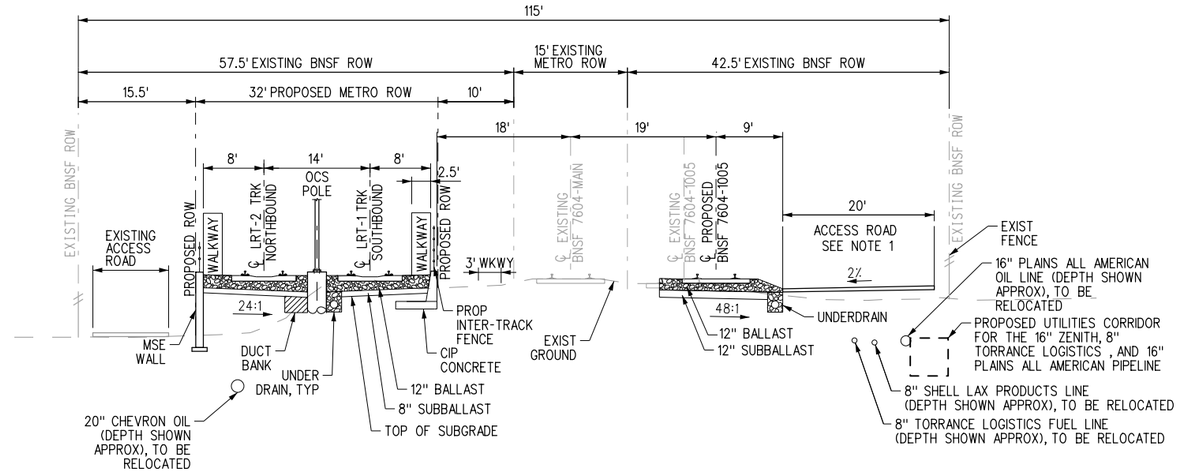


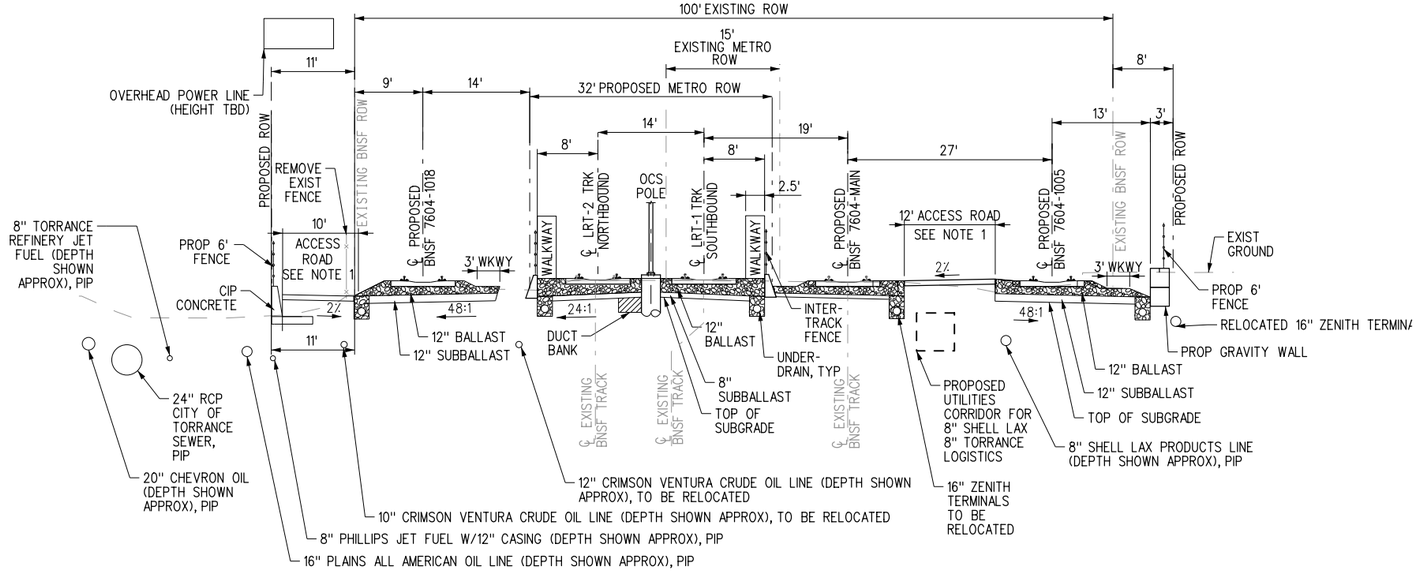
CROSS SECTION - BRIDGE AT 190TH ST - LRTS 425+75 (Q1 / T-313)

SCALE: 1"=10'



CROSS SECTION - RETAINED FILL SOUTH OF 190TH ST - LRTS 428+23 (R / T-314)

SCALE: 1"=10'



CROSS SECTION - NORTH PRAIRIE - LRTS 445+00 (S / T-315)

SCALE: 1"=10'

NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
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DESIGNED BY J. GONZALEZ
DRAWN BY S. ALKHOURI
CHECKED BY R. OSBORNE
APPROVED BY A. SOKOL
DATE 8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALTERNATIVE
TYPICAL SECTIONS
SHEET 6 OF 9

CONTRACT NO. AE63445001
DRAWING NO. TC-306
REVISION
SHEET NO. 29 OF 53
SCALE AS SHOWN

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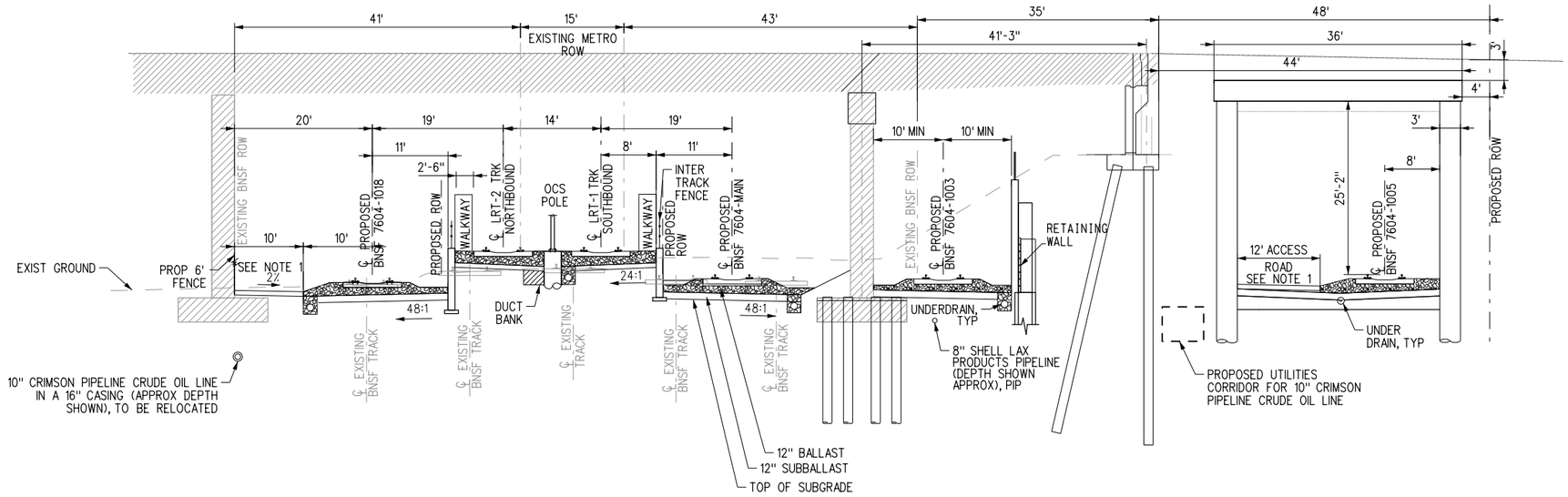
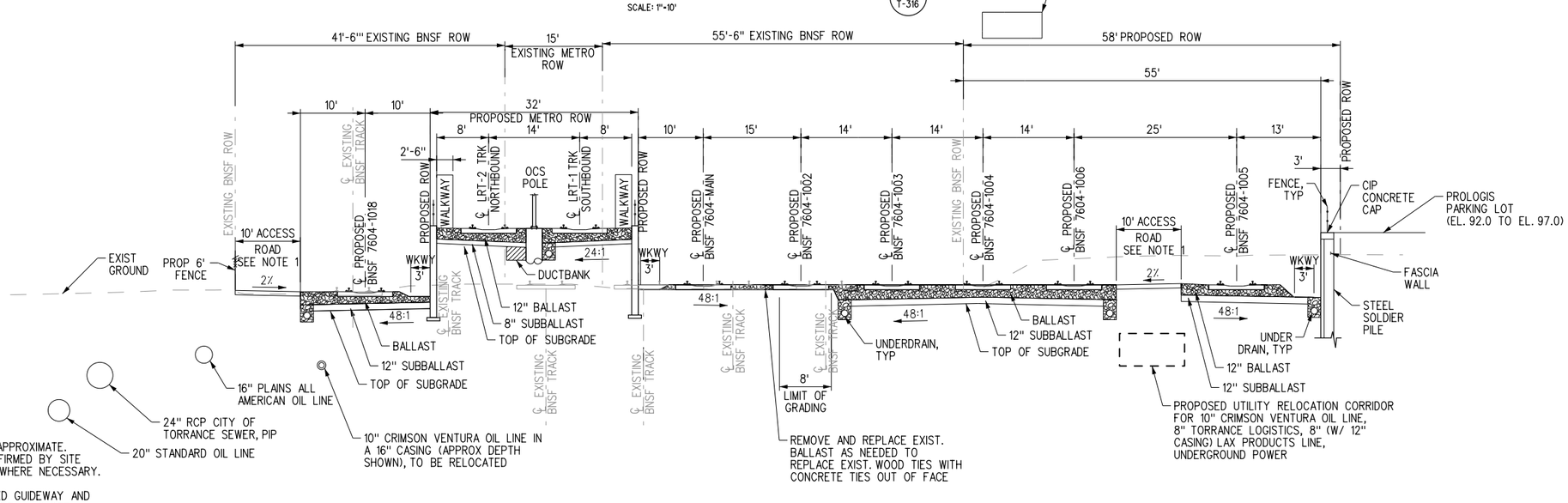


CROSS SECTION - OVERPASS AT PRAIRIE AVE - LRTS 458+00

T / T-316

SCALE: 1"=10'



CROSS SECTION - RETAINED FILL SOUTH OF PRAIRIE - LRTS 463+68

T1 / T-317

SCALE: 1"=10'

NOTES:

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2. ALL STRUCTURES, INCLUDING ELEVATED GUIDEWAY AND RETAINING WALLS ARE SHOWN CONCEPTUALLY, SEE STRUCTURES DRAWINGS FOR FURTHER DETAILS.
3. ACCESS ROADS ON TRACK TO BE PAVED OR PRECAST TIELESS TUB SYSTEM (STARTRACK OR EQUIVALENT).

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REV.	DATE		BY	SUB.	APP.

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CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALTERNATIVE
TYPICAL SECTIONS
SHEET 7 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-307
REVISION	
SHEET NO.	30 OF 53
SCALE	AS SHOWN

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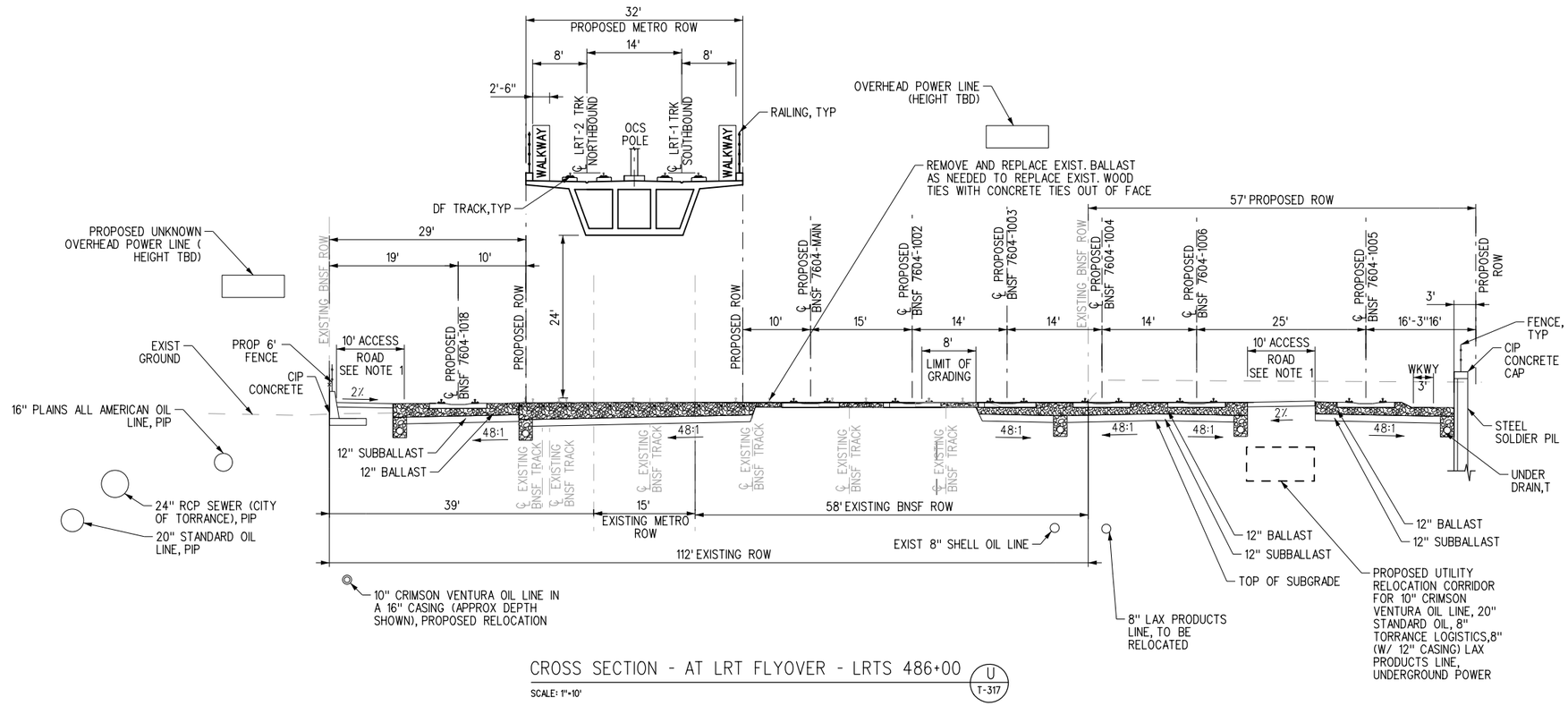
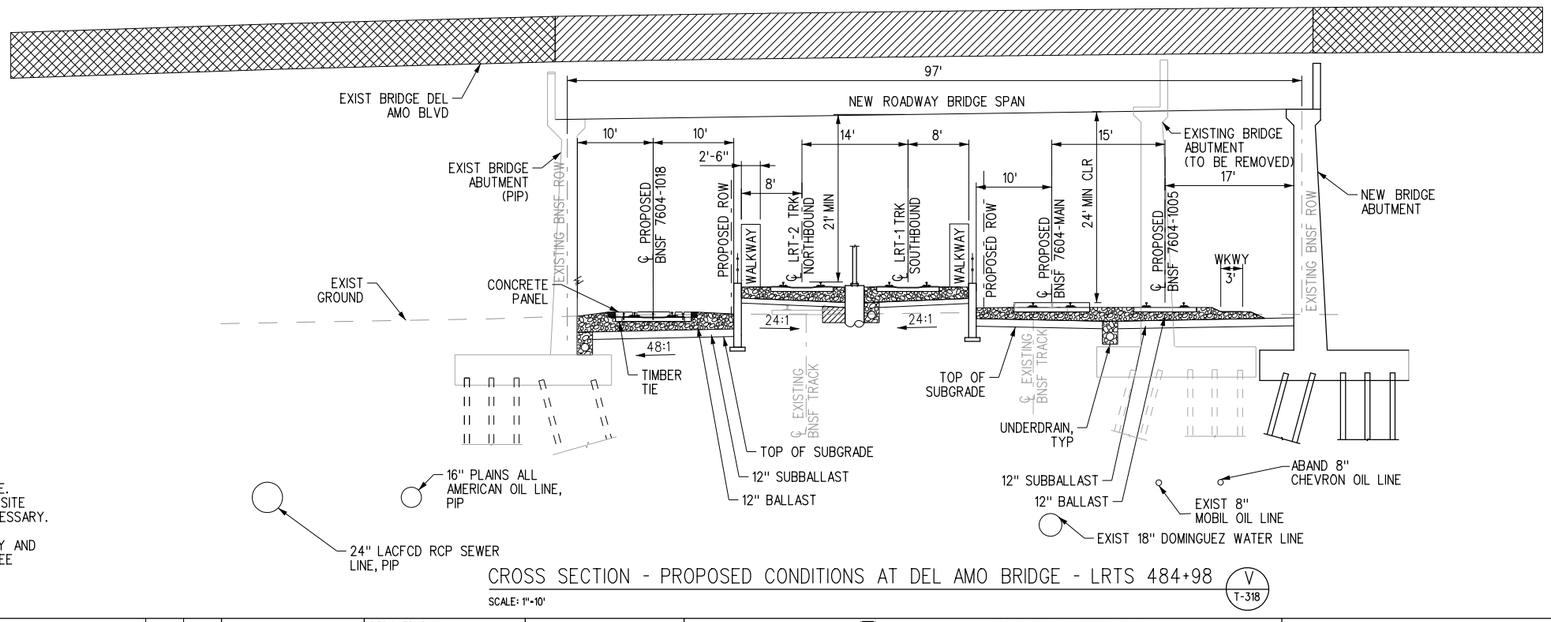


CROSS SECTION - AT LRT FLYOVER - LRTS 486+00 (U / T-317)

SCALE: 1"=10'



CROSS SECTION - PROPOSED CONDITIONS AT DEL AMO BRIDGE - LRTS 484+98 (V / T-318)

SCALE: 1"=10'

NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALTERNATIVE
TYPICAL SECTIONS
SHEET 8 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-308
REVISION	
SHEET NO.	31 OF 53
SCALE	AS SHOWN

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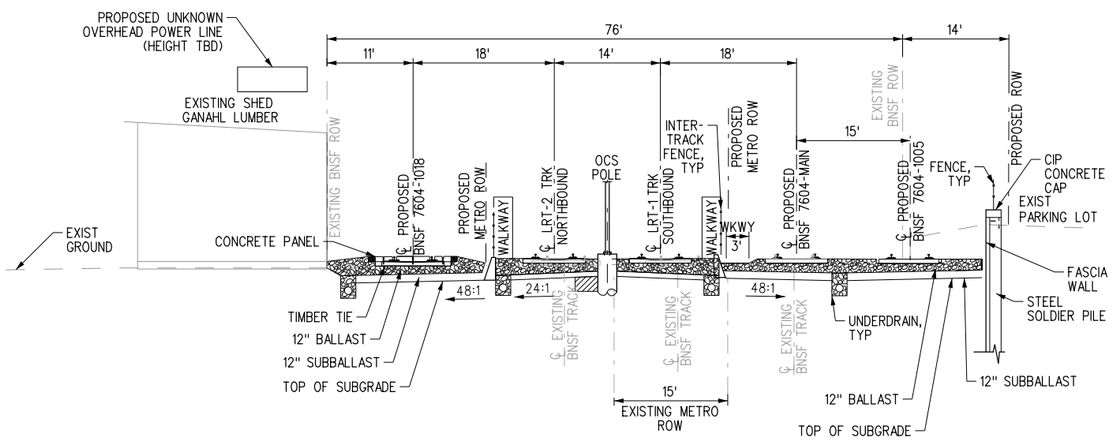
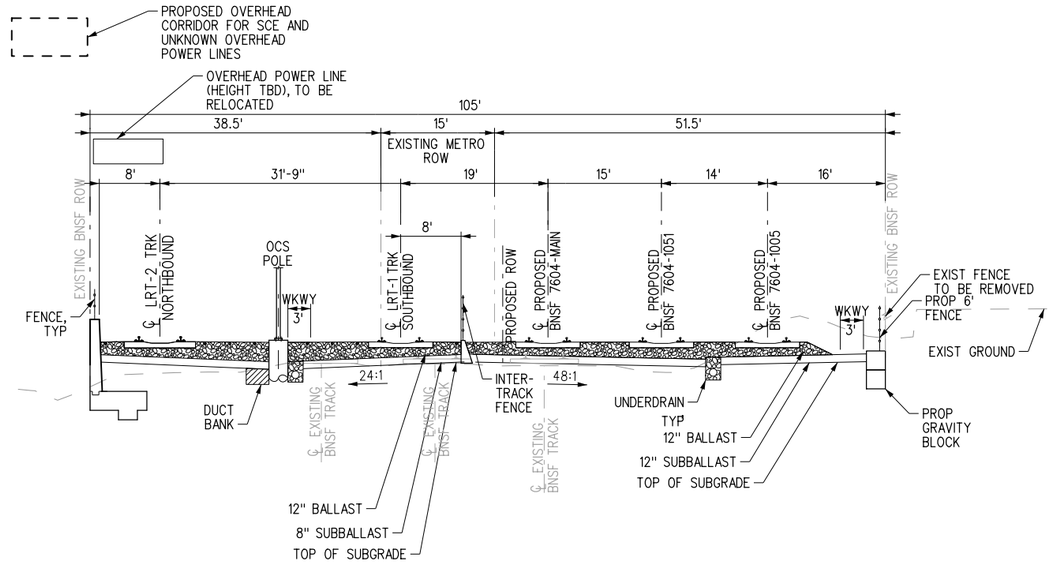


CROSS SECTION - PROPOSED CONDITIONS
SOUTH OF DEL AMO BLVD - LRTS 490+20

SCALE: 1"=10'

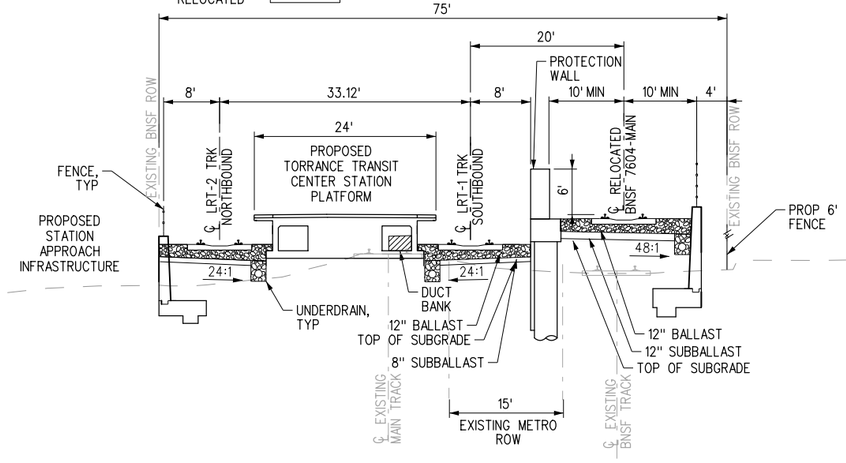
W
T-319



CROSS SECTION - RETAINED FILL
NORTH OF TORRANCE TRANSIT
CENTER STATION - LRTS 503+00

SCALE: 1"=10'

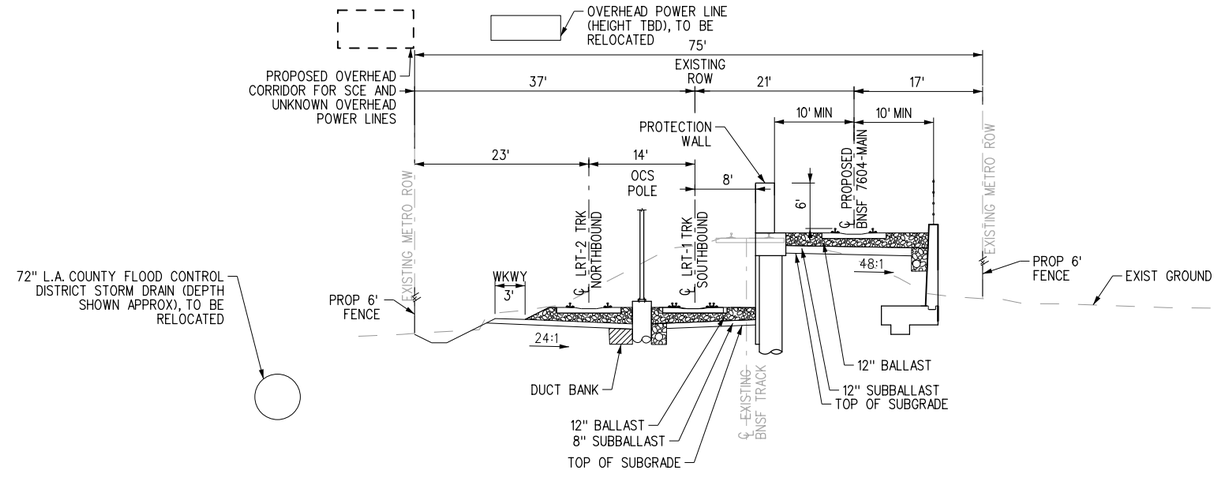
X
T-320



CROSS SECTION - RETAINED FILL AT TORRANCE
TRANSIT CENTER STATION - LRTS 512+00

SCALE: 1"=10'

Y
T-321



CROSS SECTION - SOUTH OF TORRANCE
TRANSIT CENTER STATION - LRTS 517+80

SCALE: 1"=10'

Z
T-321

NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
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APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LOCALLY PREFERRED ALTERNATIVE
TYPICAL SECTIONS
SHEET 9 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-309
REVISION	
SHEET NO.	32 OF 53
SCALE	AS SHOWN

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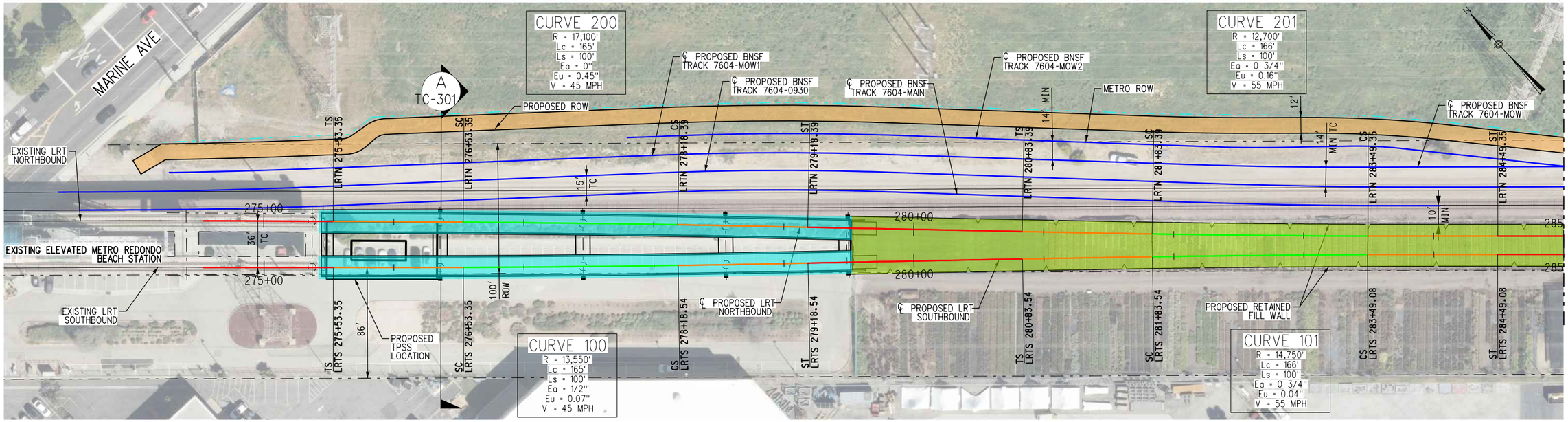
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND



MATCH LINE STA - LRTS 285+00
SEE DRAWING T-302

TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- EXISTING LRT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

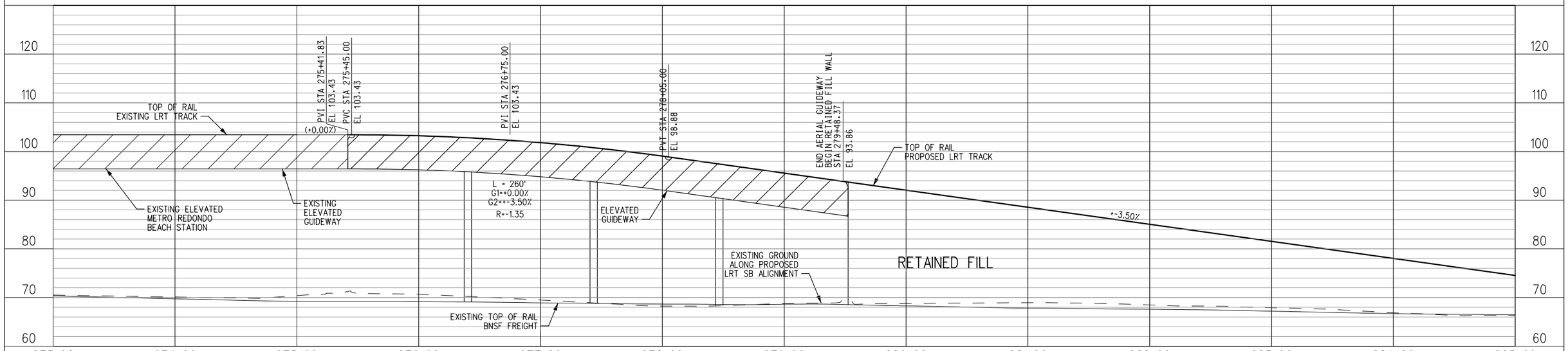
PLAN

NOTE:

1. NB TRACK PROFILE TO MATCH PROPOSED SB TRACK UNLESS OTHERWISE NOTED ON PLANS.

HORIZONTAL 40 0 40 80 — 1"=40'

VERTICAL 10 0 10 20 — 1"=10'



PROFILE

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 273+00 TO LRTS 285+00
SHEET 1 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-301
REVISION	
SHEET NO.	33 OF 53
SCALE	AS SHOWN

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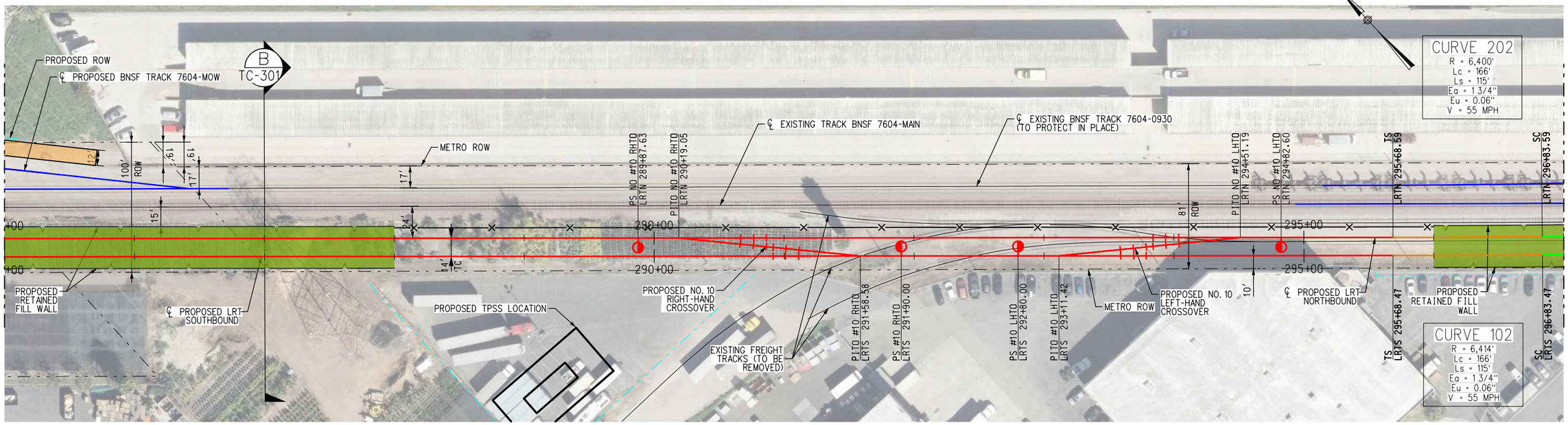
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-301
MATCH LINE STA - LRTS 285+00

MATCH LINE STA - LRTS 297+00
SEE DRAWING T-303



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK

- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

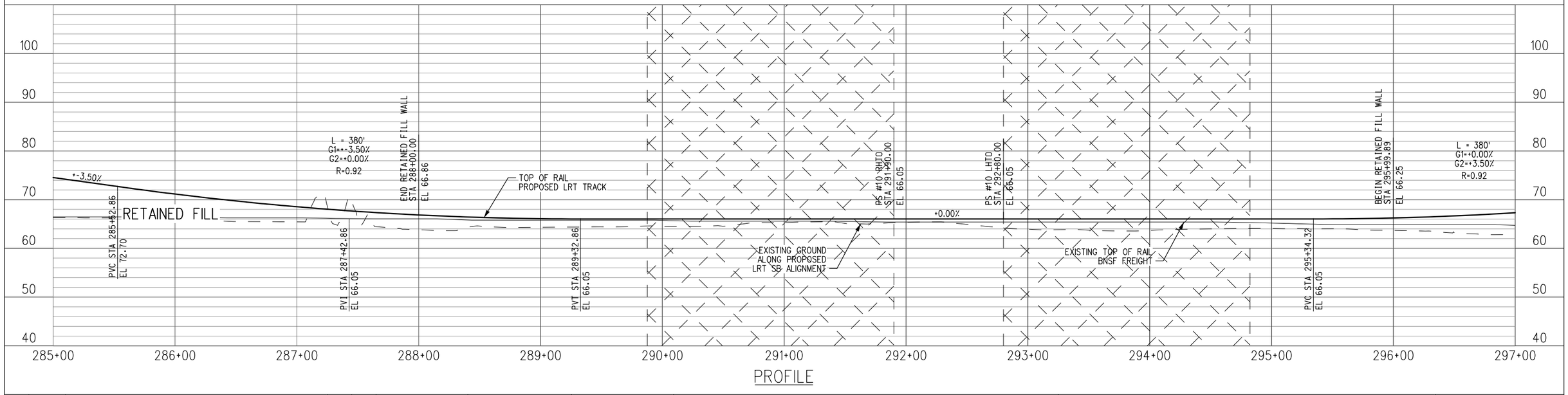
PLAN

NOTE:

1. NB TRACK PROFILE TO MATCH PROPOSED SB TRACK UNLESS OTHERWISE NOTED ON PLANS.

HORIZONTAL
40 0 40 80
1"=40'

VERTICAL
10 0 10 20
1"=10'



PROFILE

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APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 285+00 TO LRTS 297+00
SHEET 2 OF 21

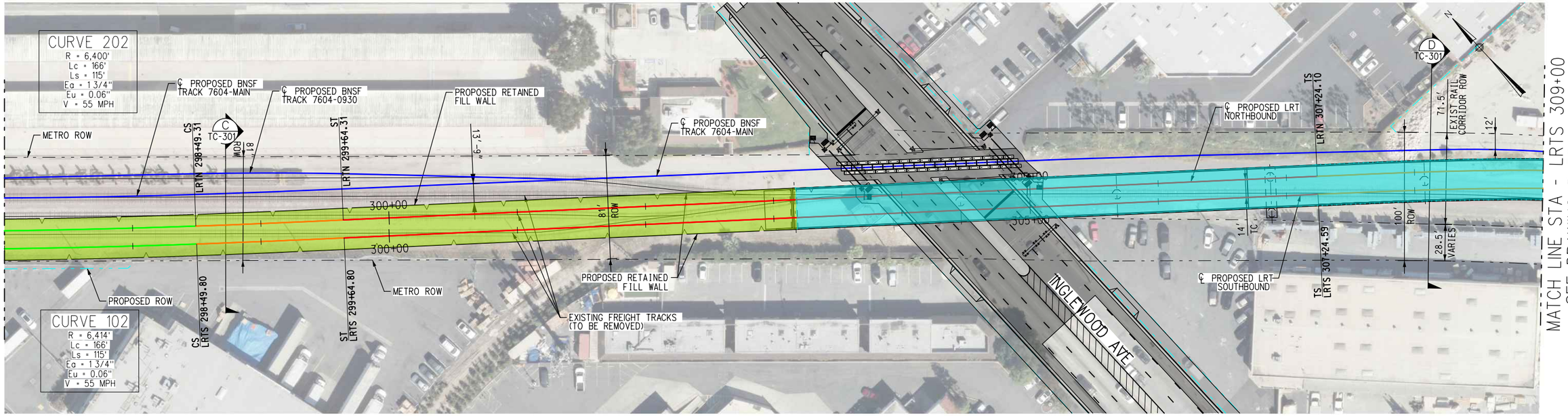
CONTRACT NO.	AE63445001
DRAWING NO.	T-302
REVISION	
SHEET NO.	34 OF 53
SCALE	AS SHOWN

HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-302
MATCH LINE STA - LRTS 297+00

MATCH LINE STA - LRTS 309+00
SEE DRAWING T-304



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

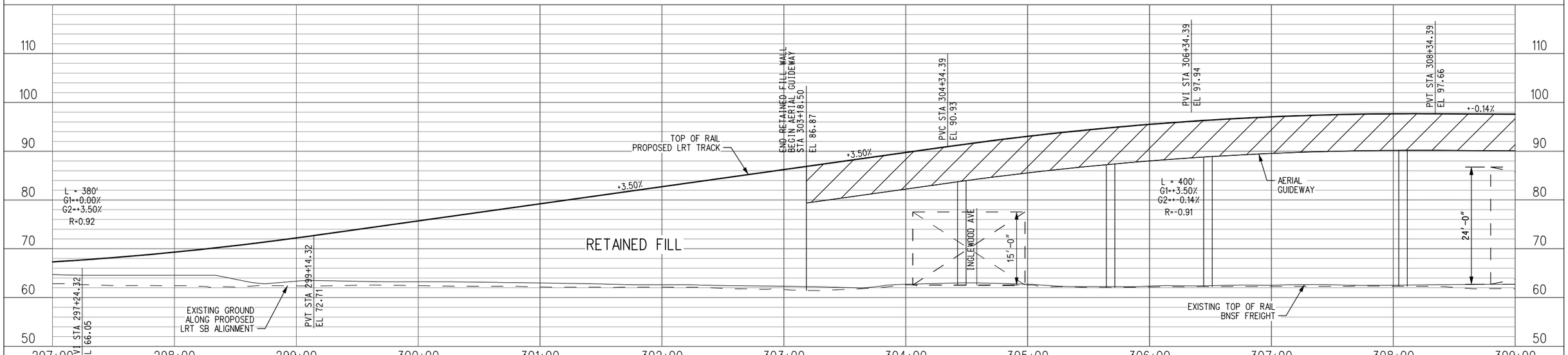
PLAN

NOTE:

1. NB TRACK PROFILE TO MATCH PROPOSED SB TRACK UNLESS OTHERWISE NOTED ON PLANS.

HORIZONTAL 40 0 40 80 — 1"=40'

VERTICAL 10 0 10 20 — 1"=10'



PROFILE

REV.	DATE	BY	SUB.	APP.

NOT FOR CONSTRUCTION

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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 297+00 TO LRTS 309+00
SHEET 3 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-303
REVISION	
SHEET NO.	35 OF 53
SCALE	AS SHOWN

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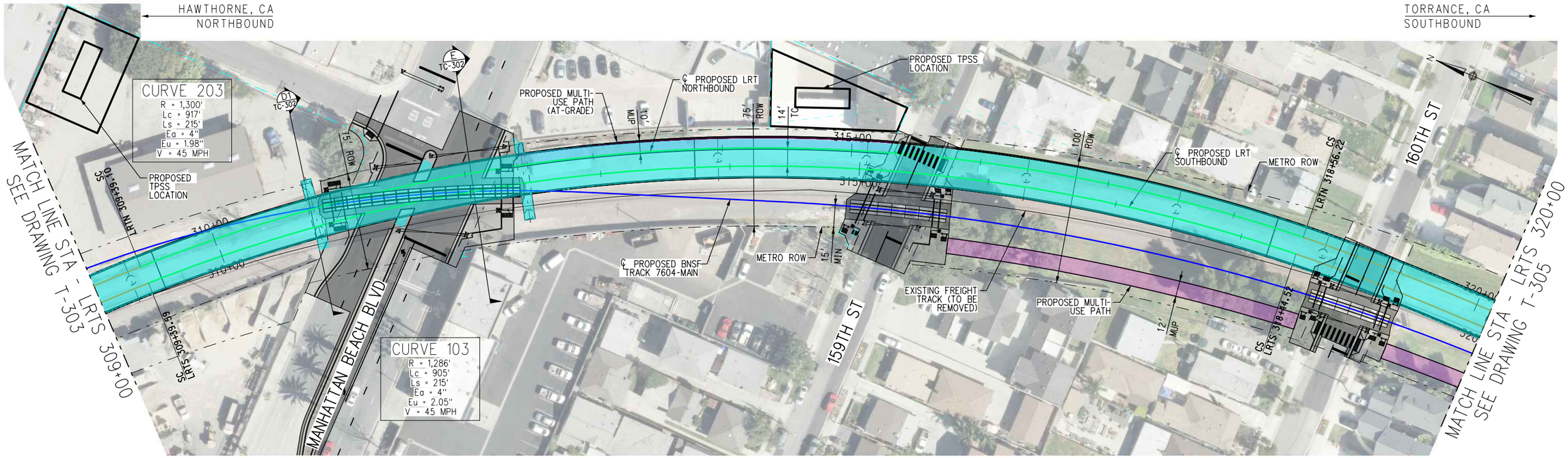

TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
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- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

PLAN

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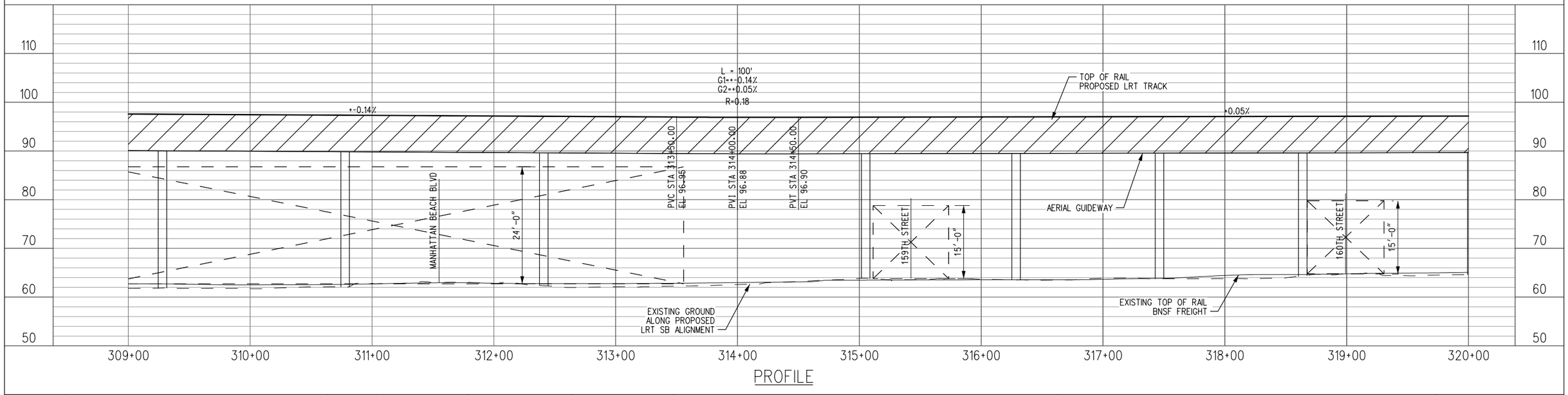

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DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 309+00 TO LRTS 320+00
SHEET 4 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-304
REVISION	
SHEET NO.	36 OF 53
SCALE	AS SHOWN

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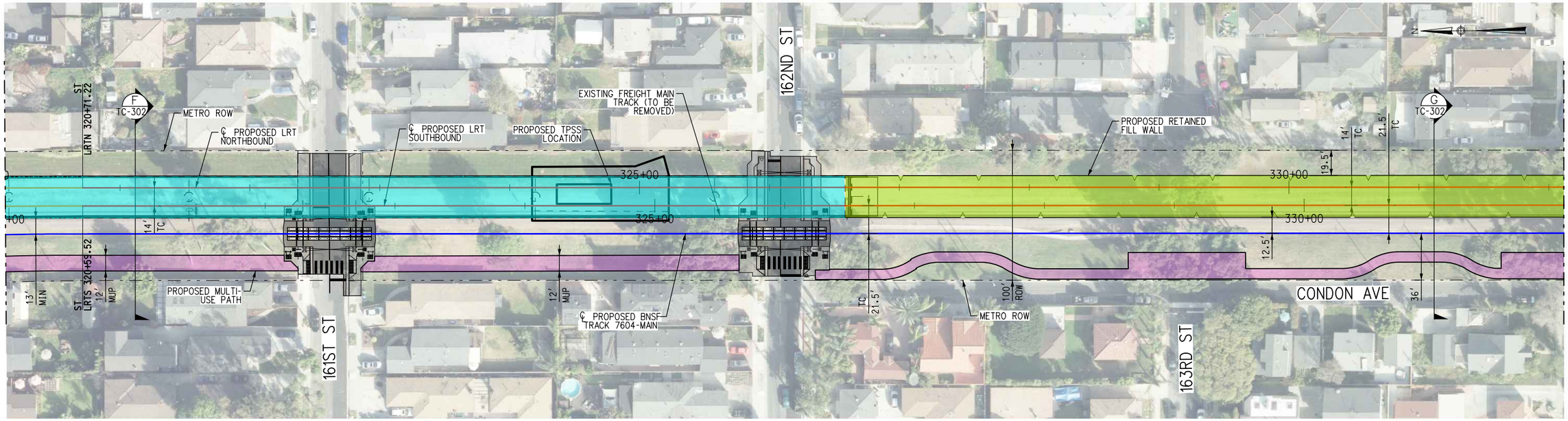
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-304
MATCH LINE STA - LRTS 320+00

MATCH LINE STA - LRTS 332+00
SEE DRAWING T-306



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
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- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

PLAN

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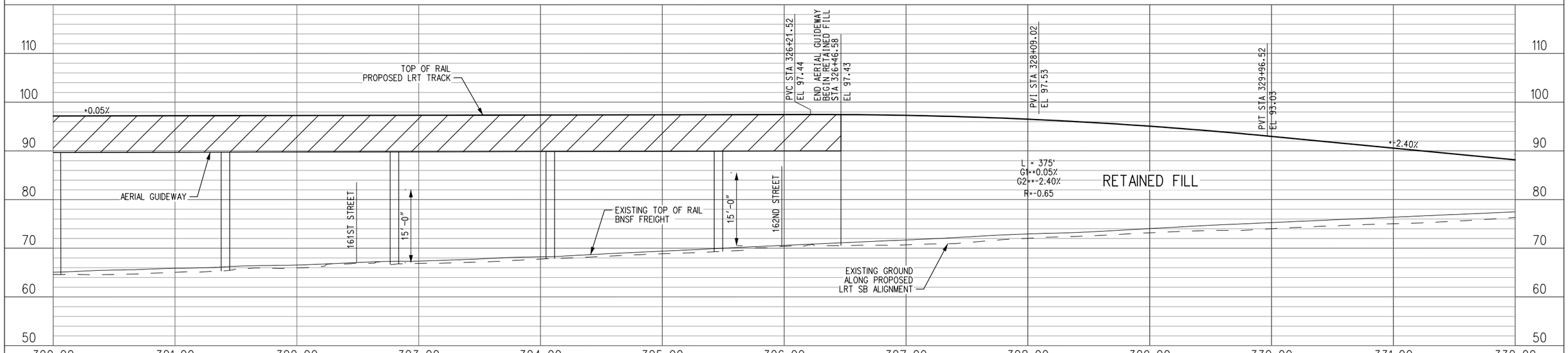
VERTICAL 10 0 10 20 — 1"=10'



PROFILE

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DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 320+00 TO LRTS 332+00
SHEET 5 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-305
REVISION	
SHEET NO.	37 OF 53
SCALE	AS SHOWN

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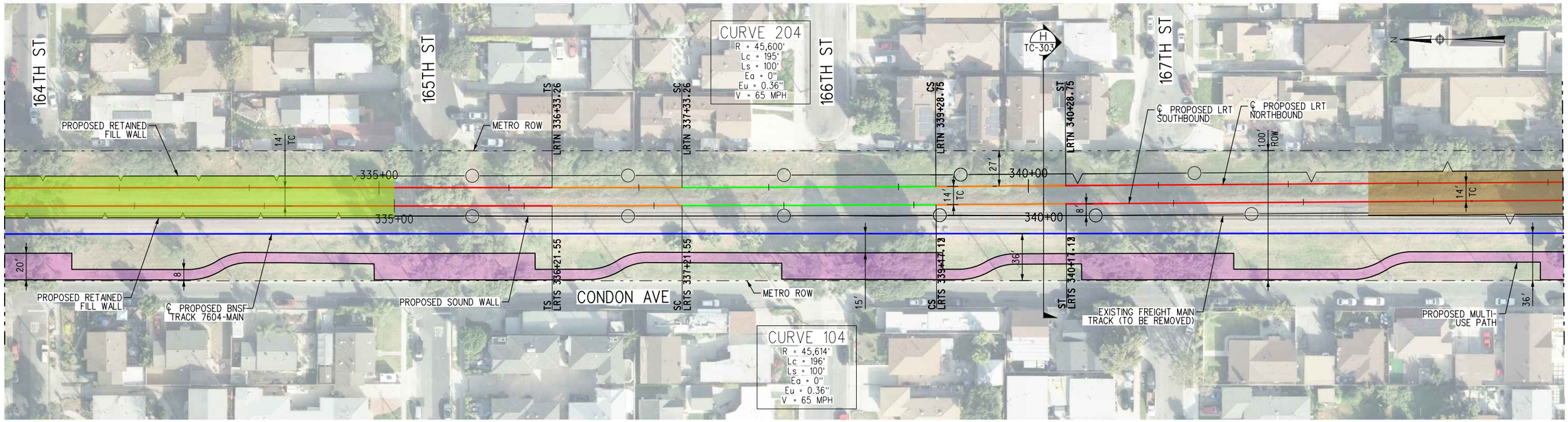
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-305
MATCH LINE STA - LRTS 332+00

MATCH LINE STA - LRTS 344+00
SEE DRAWING T-307



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
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- EXISTING FREIGHT TRACK

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- PROPOSED TRENCH
- PROPOSED BNSF ACCESS ROAD

PLAN

NOTE:

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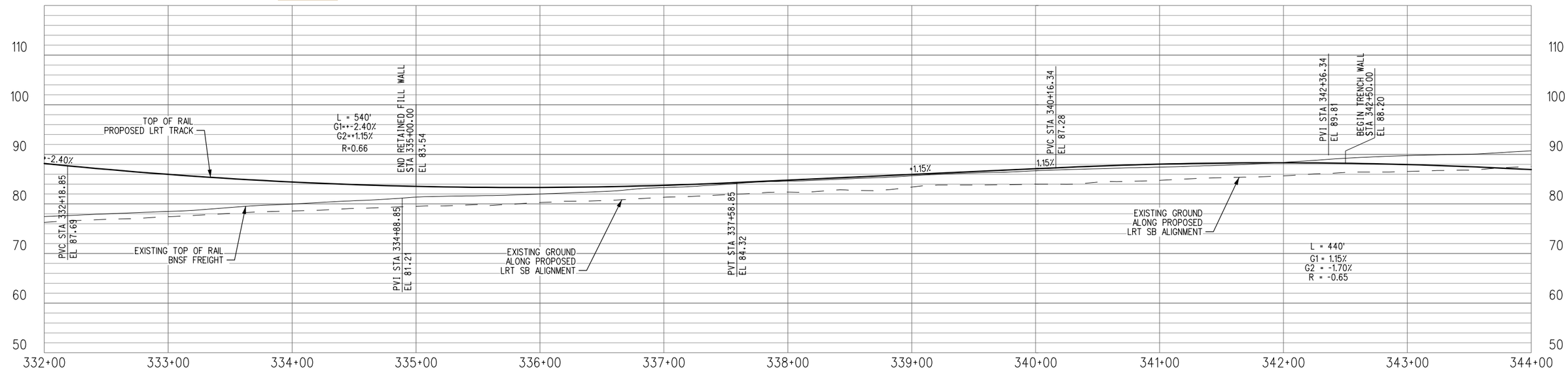
HORIZONTAL
40 0 40 80
1"=40'

VERTICAL
10 0 10 20
1"=10'



PROFILE

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APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 332+00 TO LRTS 344+00
SHEET 6 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-306
REVISION	
SHEET NO.	38 OF 53
SCALE	AS SHOWN

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HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-306
MATCH LINE STA - LRTS 344+00

MATCH LINE STA - LRTS 356+00
SEE DRAWING T-308

168TH ST

169TH ST

170TH ST

171ST ST

CURVE 205
R = 52,514'
Lc = 195'
Ls = 100'
Eq = 0"
Eu = 0.31"
V = 65 MPH

CURVE 105
R = 52,500'
Lc = 195'
Ls = 100'
Eq = 0"
Eu = 0.31"
V = 65 MPH

TS LRTN 346+53.84
SC LRTN 347+53.84
CS LRTN 349+49.21
ST LRTN 350+49.21
TS LRTN 355+69.27

TS LRTS 346+42.21
SC LRTS 347+42.21
CS LRTS 348+37.49
ST LRTS 350+37.49
TS LRTS 355+57.57

METRO ROW

℄ PROPOSED LRT NORTHBOUND

℄ PROPOSED LRT SOUTHBOUND

℄ PROPOSED BNSF TRACK 7604-MAIN

PROPOSED TRENCH WALL

CONDON AVE
100' ROW

75' ROW

345+00

350+00

355+00

14' TC

20' TC

22'

8

10'

35'

20'

PROPOSED MULTI-USE PATH

EXISTING FREIGHT MAIN TRACK (TO BE REMOVED)

H.1 TC-303

H.2 TC-303

N

TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
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PLAN

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HORIZONTAL
40 0 40 80
1"=40'

VERTICAL
10 0 10 20
1"=10'

120
110
100
90
80
70
60

344+00 345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00 354+00 355+00 356+00

PVT STA 344+56.34
EL 86.07'

EXISTING GROUND ALONG PROPOSED LRT SB ALIGNMENT

-1.70%

PVC STA 347+13.46
EL 81.70

TOP OF RAIL PROPOSED LRT TRACK

L = 790'
G1 = -1.70%
G2 = 3.50%
R = 0.66

PVI STA 351+08.46
EL 74.98

16'-3"

1'-11"

170TH STREET

BEGIN BRIDGE
STA 350+79.02
EL 79.88

STA 351+15.34
EL 80.18

END BRIDGE
STA 351+53.04
EL 80.59

15'-7"

EXISTING TOP OF RAIL BNSF FREIGHT

PVT STA 355+03.46
EL 88.82

PROFILE

NOT FOR CONSTRUCTION

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APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 344+00 TO LRTS 356+00
SHEET 7 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-307
REVISION	
SHEET NO.	39 OF 53
SCALE	AS SHOWN

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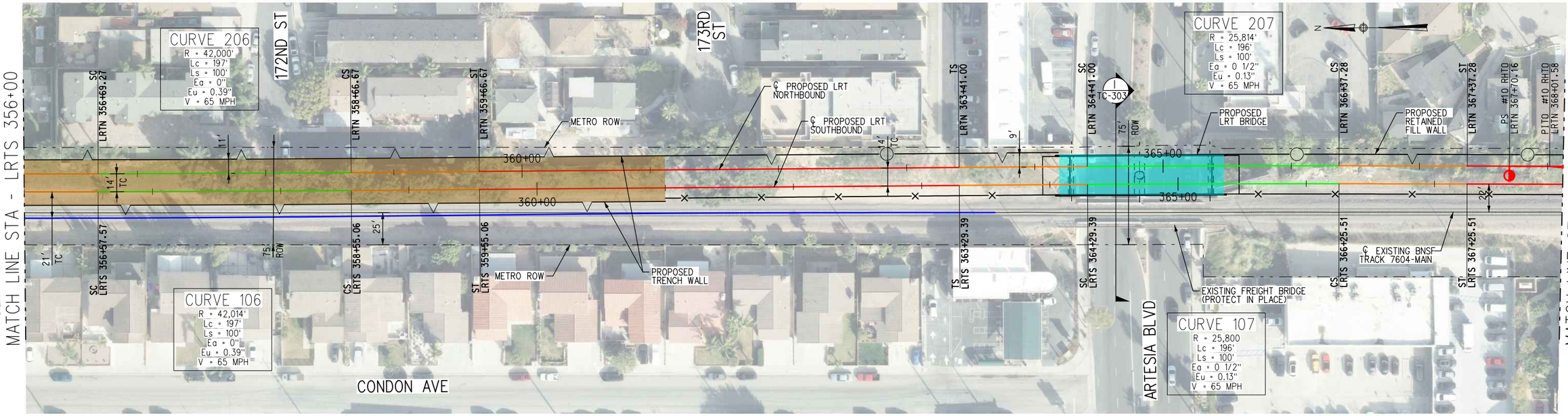
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-307
MATCH LINE STA - LRTS 356+00

MATCH LINE STA - LRTS 368+00
SEE DRAWING T-309



TRACK LEGEND

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- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
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- PROPOSED RETAINED FILL
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- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED TRENCH
- PROPOSED BNSF ACCESS ROAD

PLAN

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HORIZONTAL
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1"=40'

VERTICAL
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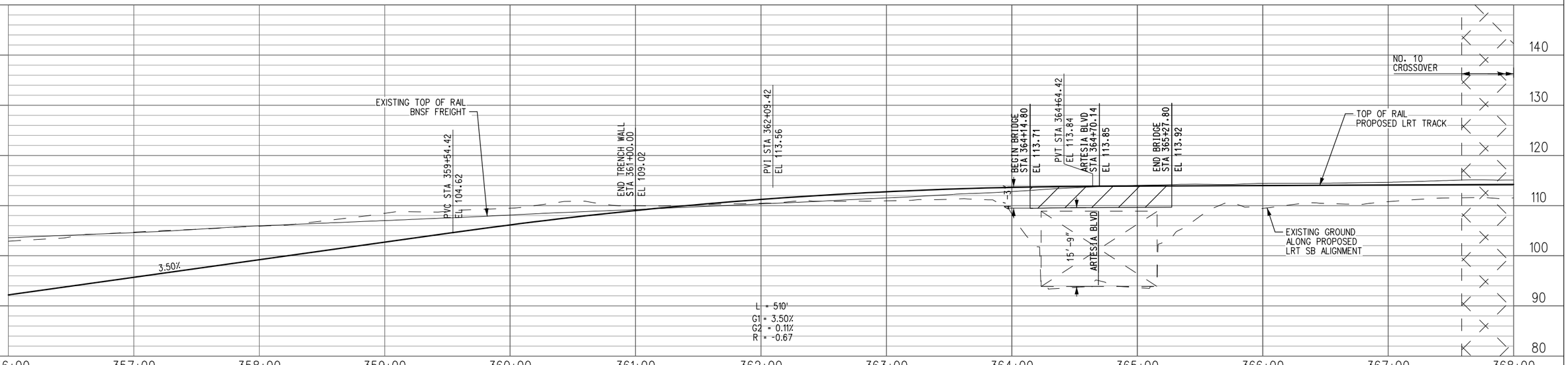
1"=10'



PROFILE

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

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METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 356+00 TO LRTS 368+00
SHEET 8 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-308
REVISION	
SHEET NO.	40 OF 53
SCALE	AS SHOWN

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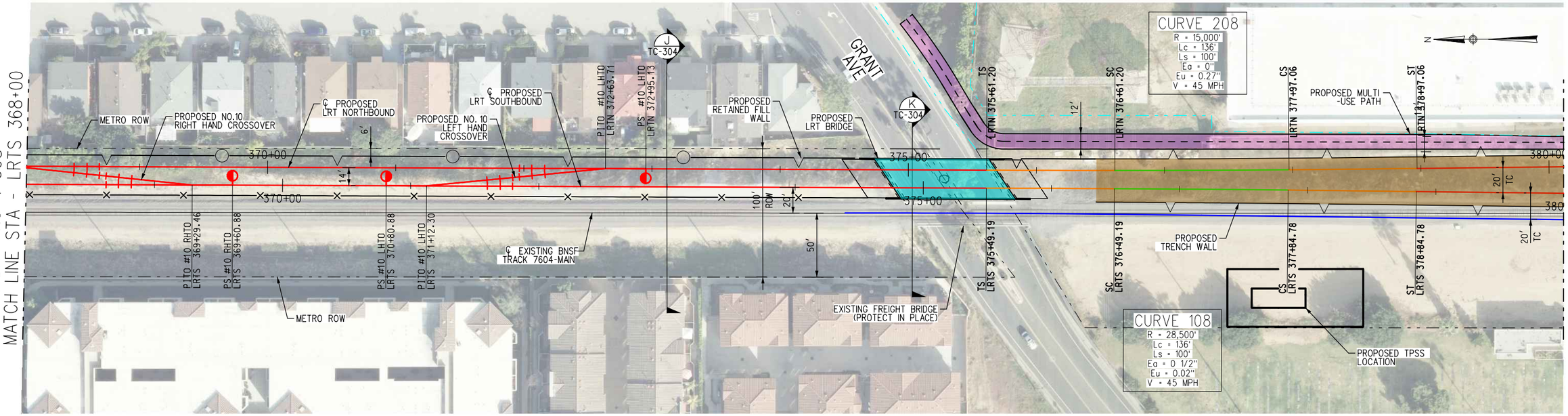
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-308
MATCH LINE STA - LRTS 368+00

MATCH LINE STA - LRTS 380+00
SEE DRAWING T-310



TRACK LEGEND

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- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
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- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED TRENCH
- PROPOSED BNSF ACCESS ROAD

PLAN

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HORIZONTAL
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1"=40'

VERTICAL
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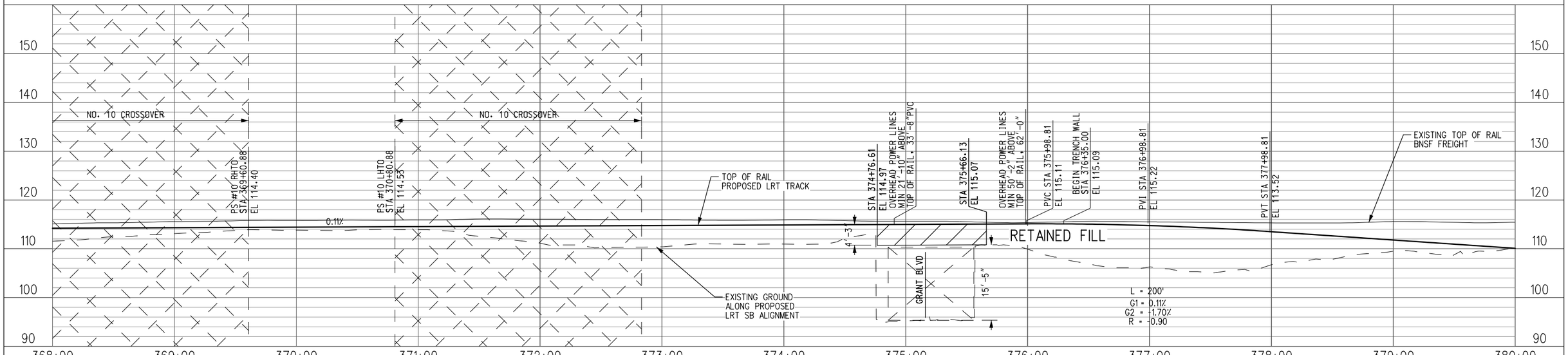
1"=10'



PROFILE

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 368+00 TO LRTS 380+00
SHEET 9 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-309
REVISION	
SHEET NO.	41 OF 53
SCALE	AS SHOWN

8/29/2025 12:12:32 PM GonzalJL
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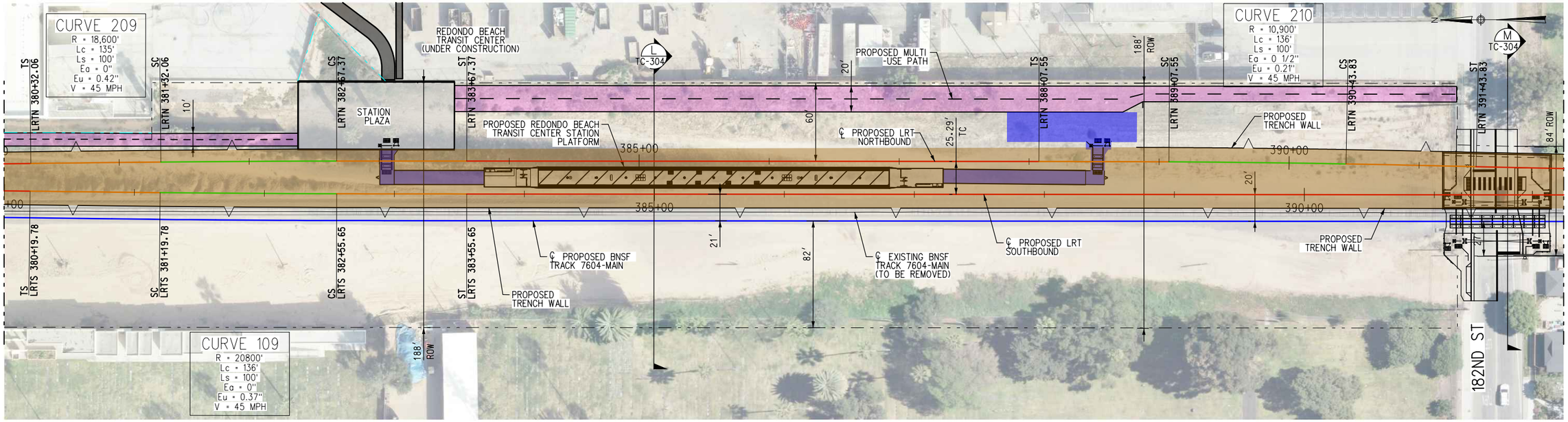
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-309
MATCH LINE STA - LRTS 380+00

MATCH LINE STA - LRTS 392+00
SEE DRAWING T-311



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- PROPOSED CURVE TRACK
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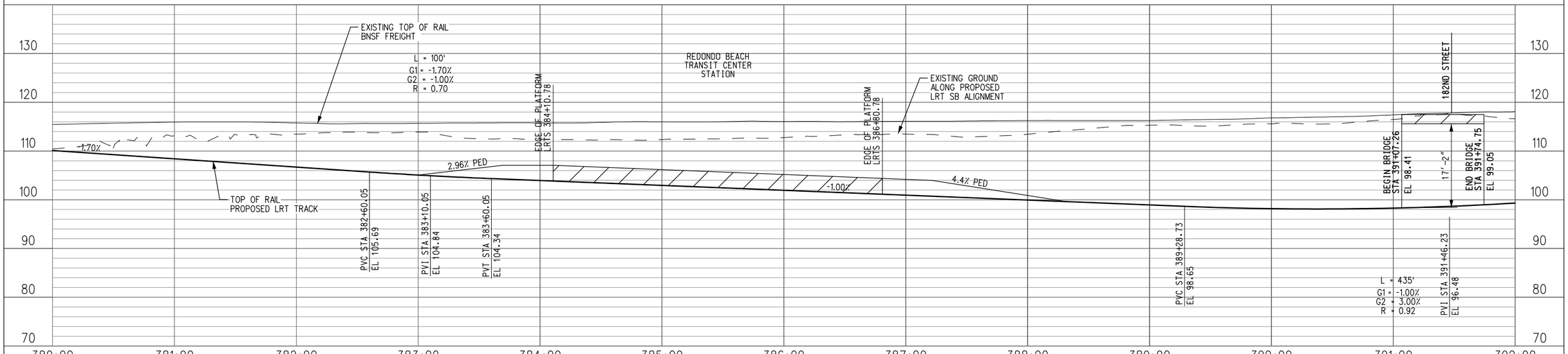

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE LRTS 380+00 TO LRTS 392+00
SHEET 10 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-310
REVISION	
SHEET NO.	42 OF 53
SCALE	AS SHOWN

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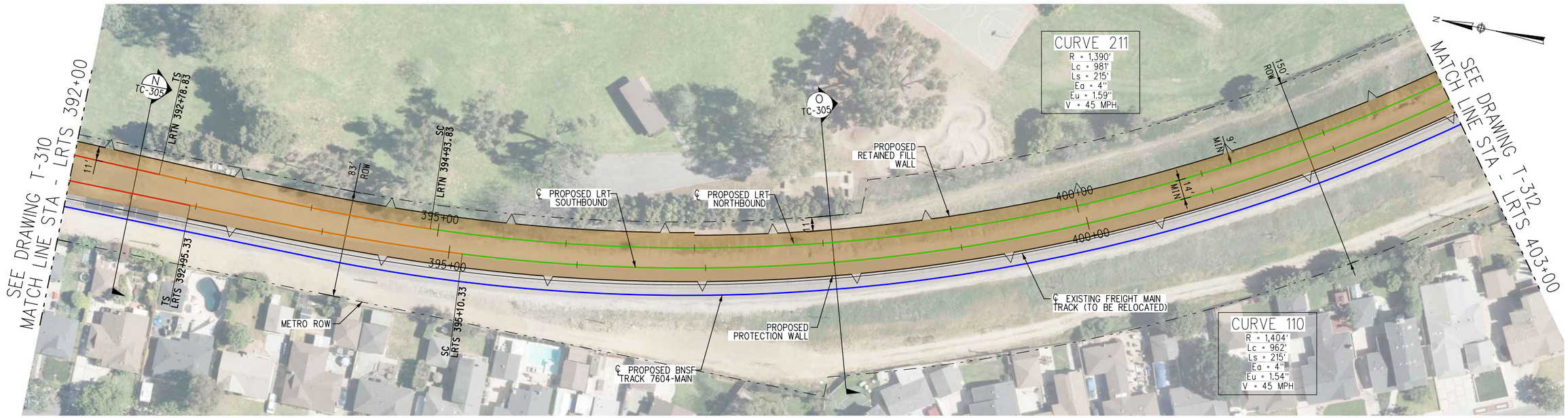
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND



TRACK LEGEND

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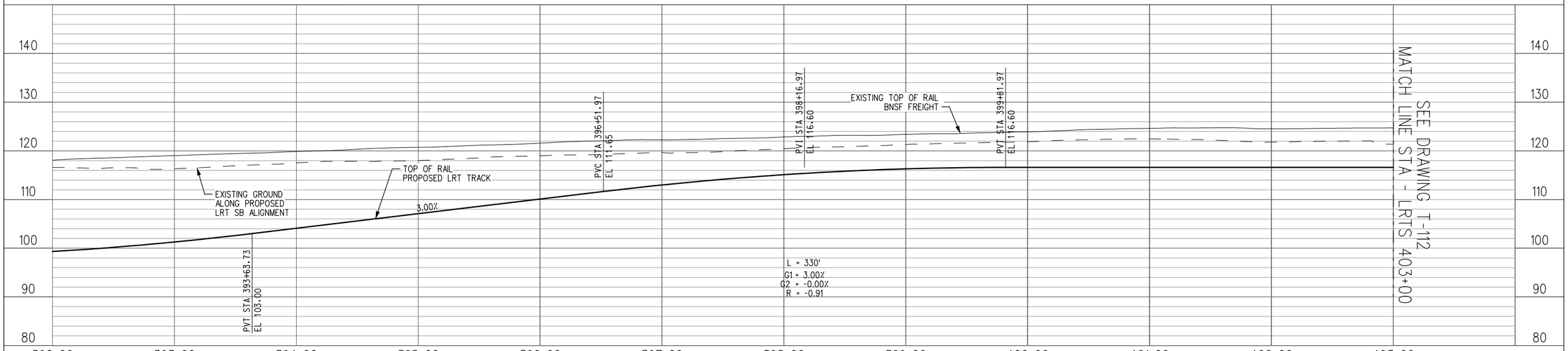
HORIZONTAL 40 0 40 80 — 1"=40'

VERTICAL 10 0 10 20 — 1"=10'



PROFILE

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and or information furnished here with shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 392+00 TO LRTS 403+00
SHEET 11 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-311
REVISION	
SHEET NO.	43 OF 53
SCALE	AS SHOWN

8/29/2025 12:12:39 PM Gonzalj
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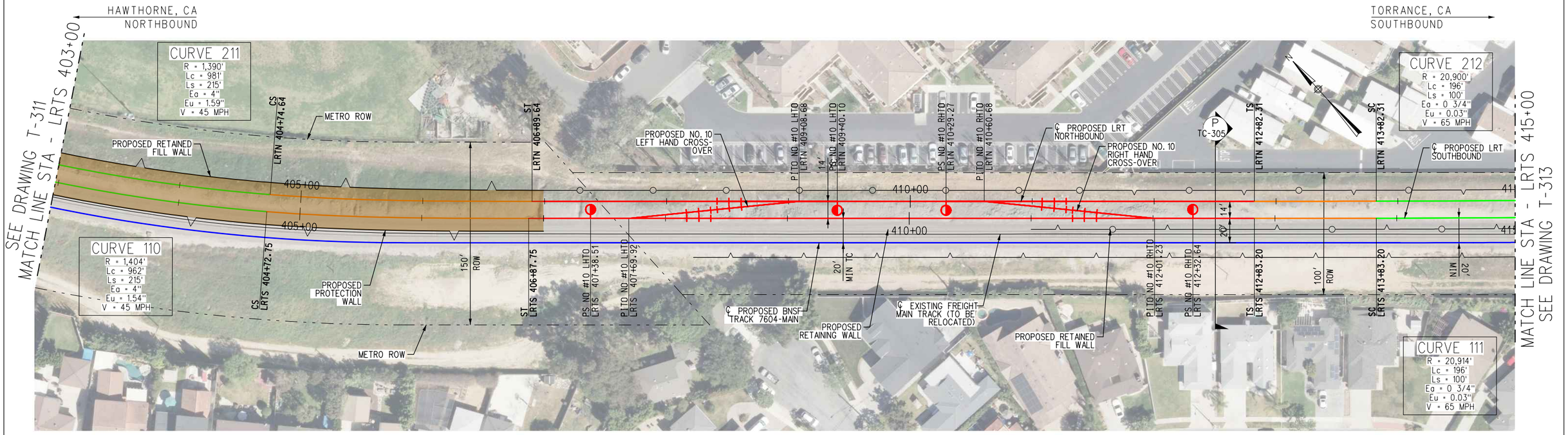


TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED TRENCH
- PROPOSED BNSF ACCESS ROAD

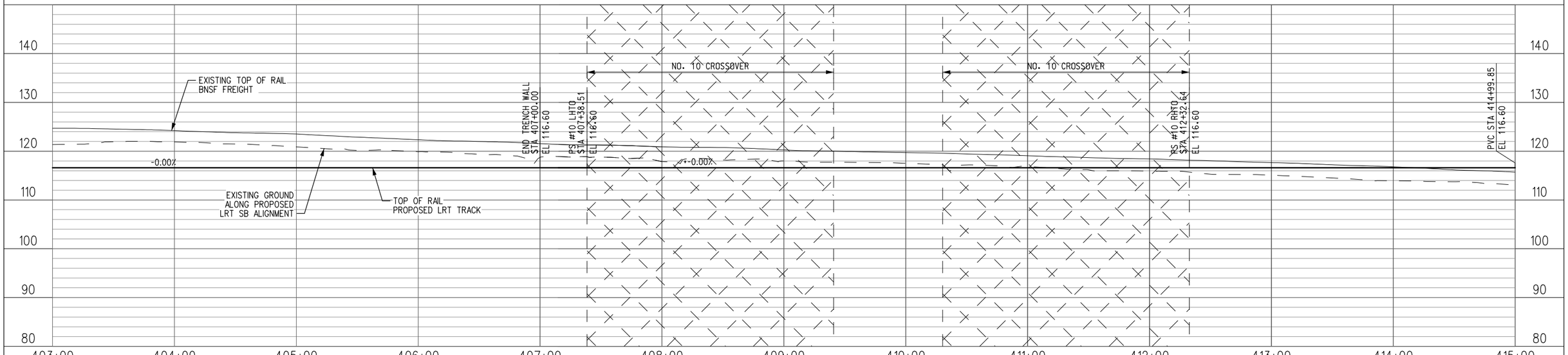
PLAN

NOTE:

1. NB TRACK PROFILE TO MATCH PROPOSED SB TRACK UNLESS OTHERWISE NOTED ON PLANS.

HORIZONTAL 40 0 40 80 — 1"=40'

VERTICAL 10 0 10 20 — 1"=10'



PROFILE

NOT FOR CONSTRUCTION

REV.	DATE	BY	SUB.	APP.

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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE LRTS 403+00 TO LRTS 415+00
SHEET 12 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-312
REVISION	
SHEET NO.	44 OF 53
SCALE	AS SHOWN

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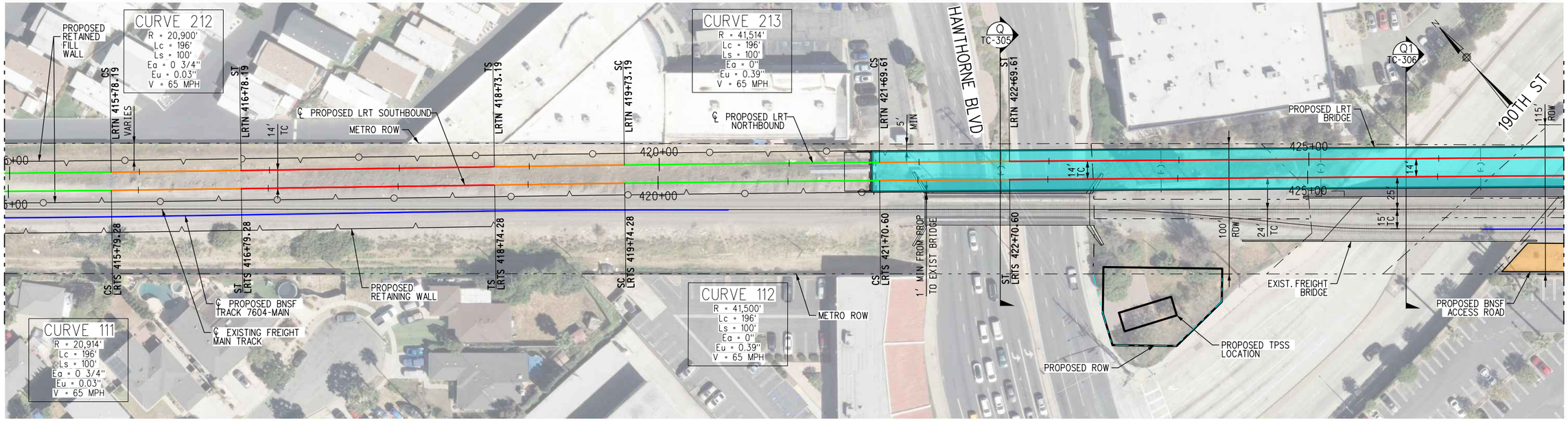
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-312
MATCH LINE STA - LRTS 415+00

MATCH LINE STA - LRTS 427+00
SEE DRAWING T-314



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

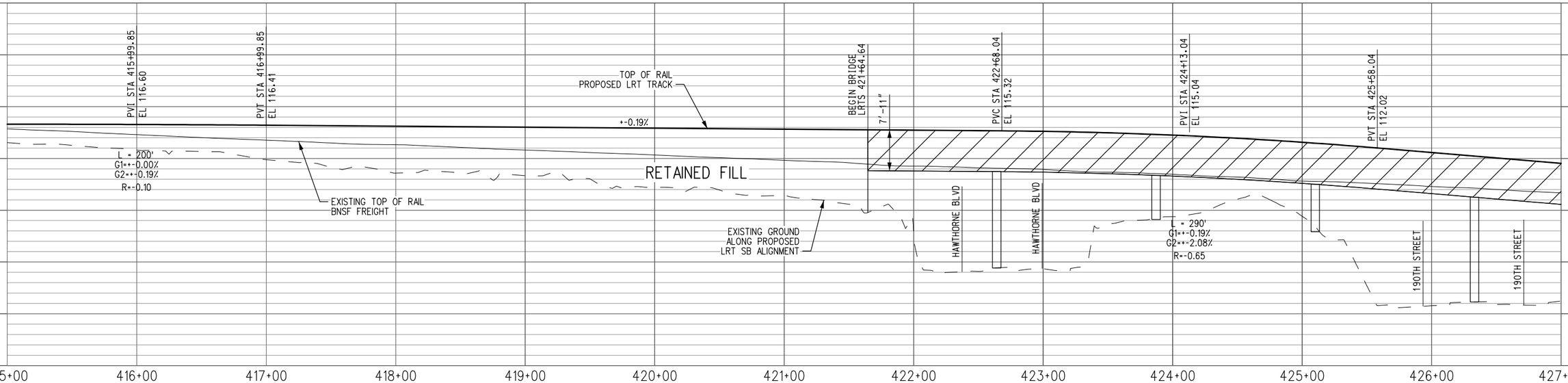
PLAN

NOTE:

1. NB TRACK PROFILE TO MATCH PROPOSED SB TRACK UNLESS OTHERWISE NOTED ON PLANS.

HORIZONTAL 40 0 40 80 — 1"=40'

VERTICAL 10 0 10 20 — 1"=10'



PROFILE

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REV.	DATE		BY	SUB.	APP.

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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 415+00 TO LRTS 427+00
SHEET 13 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-313
REVISION	
SHEET NO.	45 OF 53
SCALE	AS SHOWN

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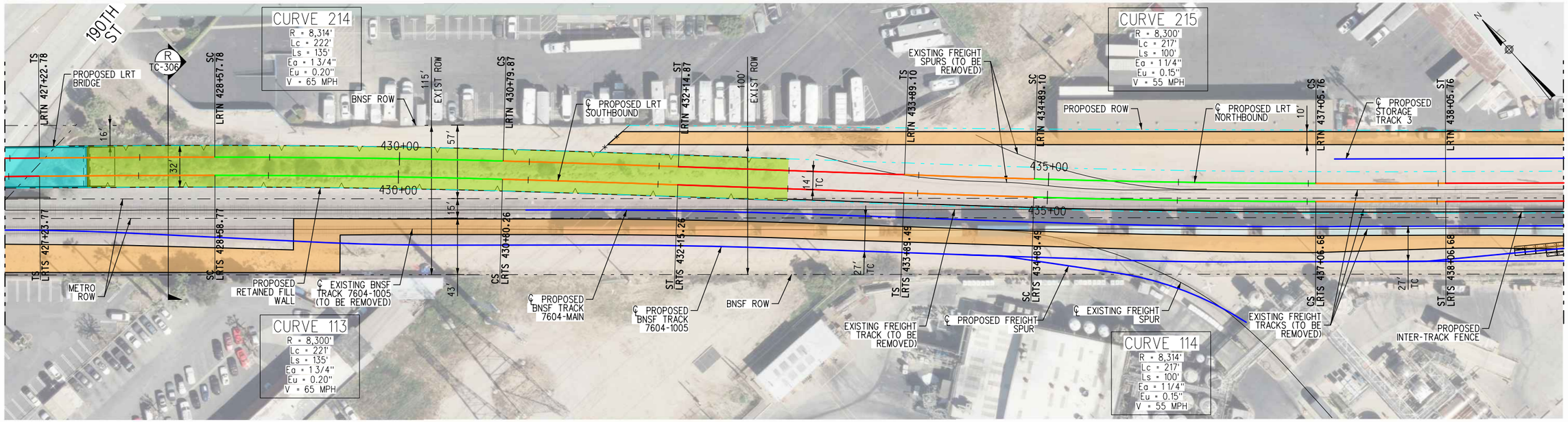
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-313
MATCH LINE STA - LRTS 427+00

MATCH LINE STA - LRTS 439+00
SEE DRAWING T-315



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK

- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

PLAN

NOTE:

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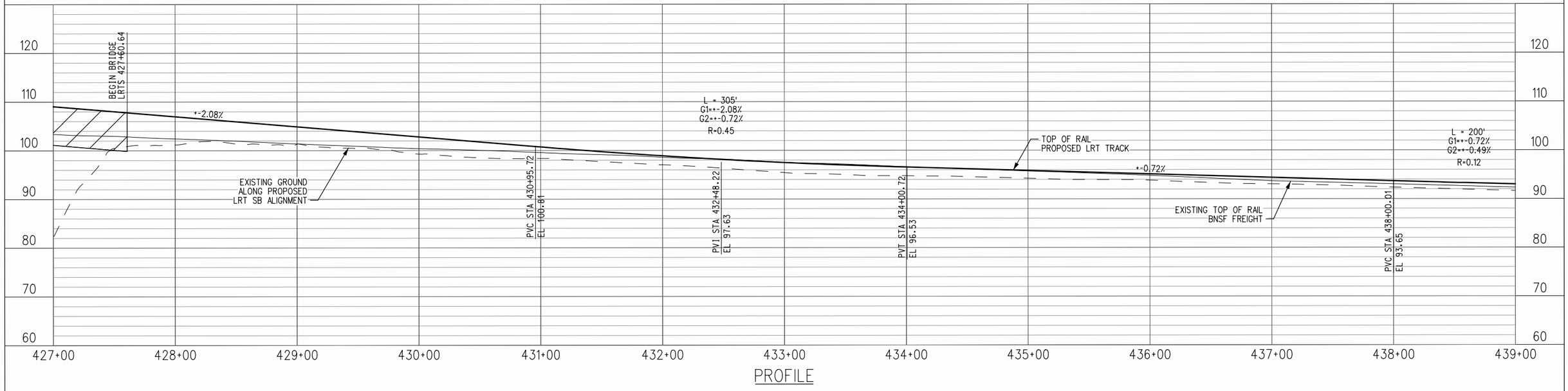
2. UPDATED DESIGN ON THIS SHEET FOR LOCALLY PREFERRED ALTERNATIVE IS ALSO APPLICABLE TO PROPOSED PROJECT, TRENCH, AND HAWTHORNE OPTIONS.

HORIZONTAL 40 0 40 80 — 1"=40'

VERTICAL 10 0 10 20 — 1"=10'



PROFILE

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REV.	DATE	BY	SUB.	APP.

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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 427+00 TO LRTS 439+00
SHEET 14 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-314
REVISION	
SHEET NO.	46 OF 53
SCALE	AS SHOWN

8/29/2025 12:12:48 PM GonzalJL
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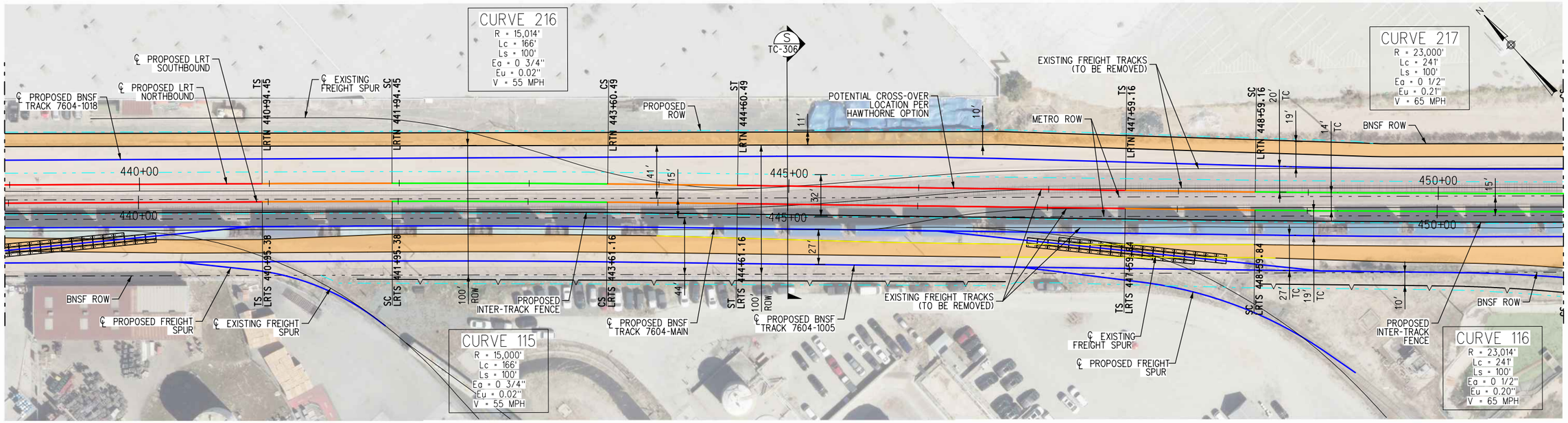
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-314
MATCH LINE STA - LRTS 439+00

MATCH LINE STA - LRTS 451+00
SEE DRAWING T-316



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

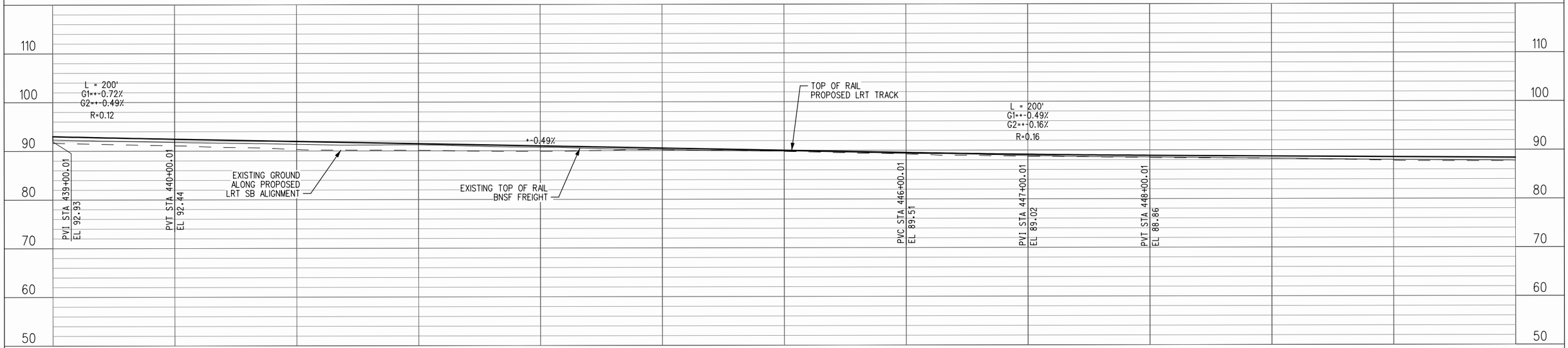
PLAN

NOTE:

1. NB TRACK PROFILE TO MATCH PROPOSED SB TRACK UNLESS OTHERWISE NOTED ON PLANS.
2. UPDATED DESIGN ON THIS SHEET FOR LOCALLY PREFERRED ALTERNATIVE IS ALSO APPLICABLE TO PROPOSED PROJECT, TRENCH, AND HAWTHORNE OPTIONS.

HORIZONTAL
40 0 40 80
1"=40'

VERTICAL
10 0 10 20
1"=10'



PROFILE

NOT FOR CONSTRUCTION

REV.	DATE	BY	SUB.	APP.

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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 439+00 TO LRTS 451+00
SHEET 15 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-315
REVISION	
SHEET NO.	47 OF 53
SCALE	AS SHOWN

8/29/2025 12:12:51 PM Gonzalvk
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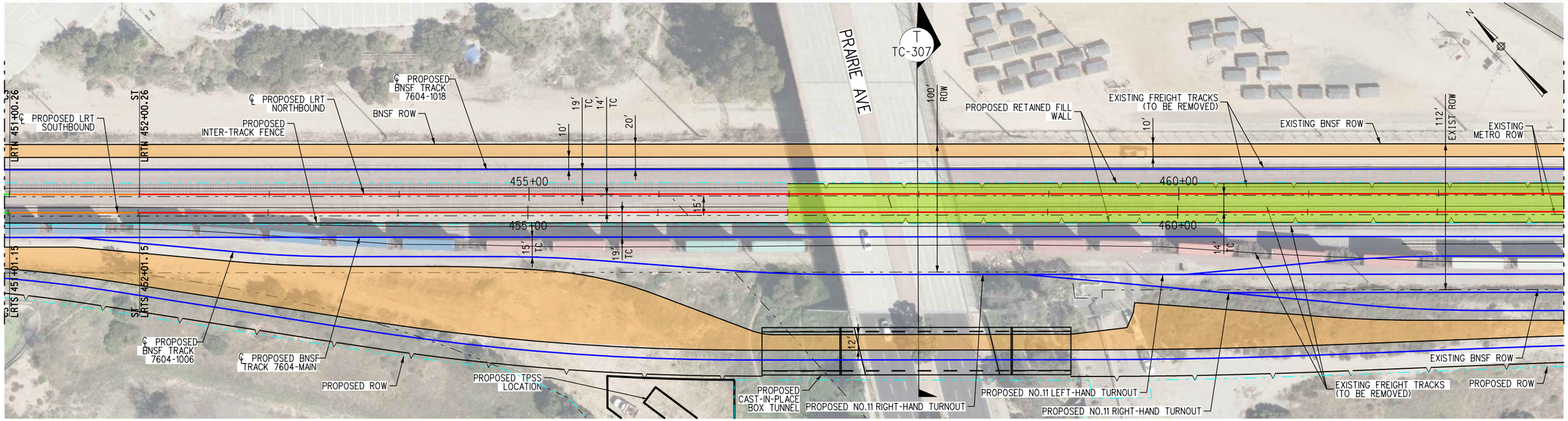
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-315
MATCH LINE STA - LRTS 451+00

MATCH LINE STA - LRTS 463+00
SEE DRAWING T-317



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

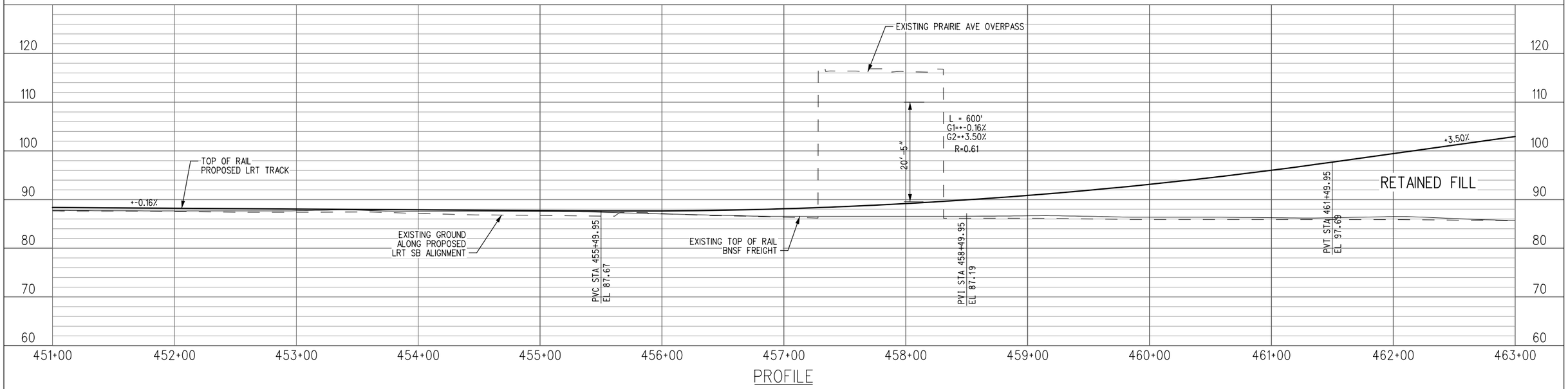
PLAN

NOTE:

1. NB TRACK PROFILE TO MATCH PROPOSED SB TRACK UNLESS OTHERWISE NOTED ON PLANS.
2. UPDATED DESIGN ON THIS SHEET FOR LOCALLY PREFERRED ALTERNATIVE IS ALSO APPLICABLE TO PROPOSED PROJECT, TRENCH, AND HAWTHORNE OPTIONS.

HORIZONTAL
40 0 40 80
1"=40'

VERTICAL
10 0 10 20
1"=10'



PROFILE

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 451+00 TO LRTS 463+00
SHEET 16 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-316
REVISION	
SHEET NO.	48 OF 53
SCALE	AS SHOWN

8/29/2025 12:12:54 PM Gonzalez
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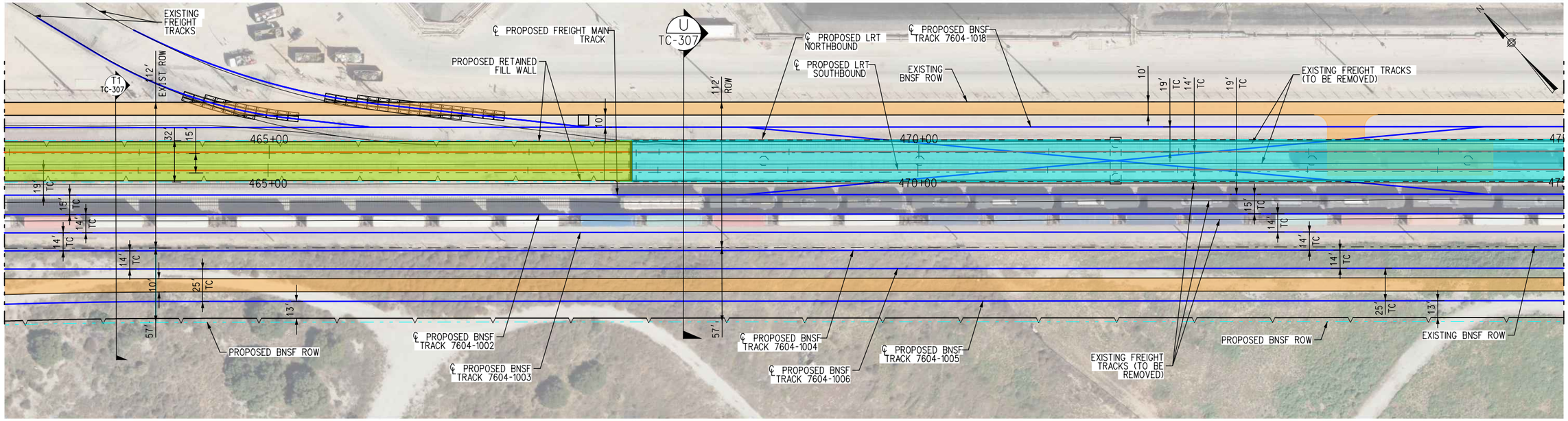
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

PLAN

NOTE:

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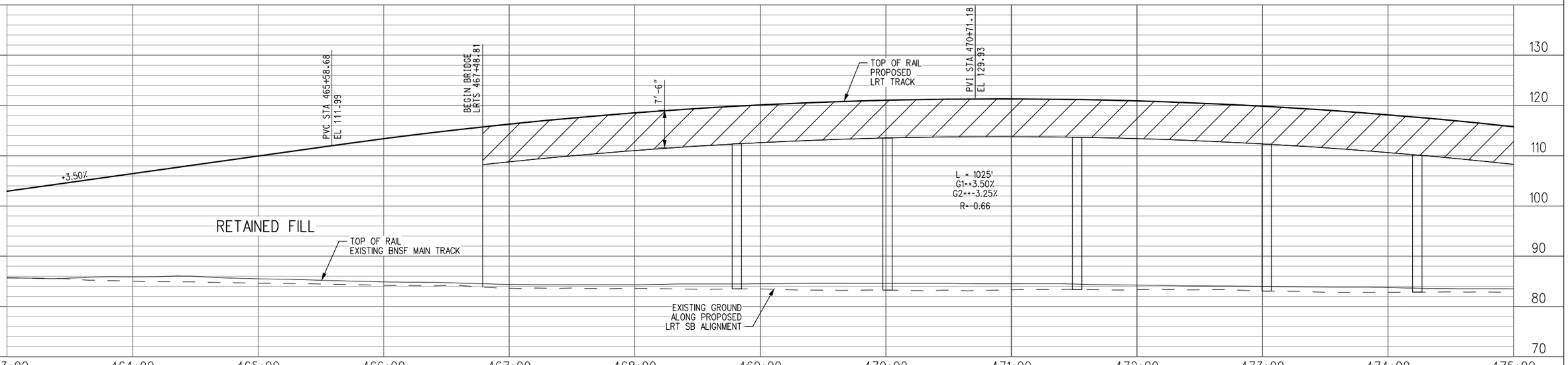
2. UPDATED DESIGN ON THIS SHEET FOR LOCALLY PREFERRED ALTERNATIVE IS ALSO APPLICABLE TO PROPOSED PROJECT, TRENCH, AND HAWTHORNE OPTIONS.

HORIZONTAL 40 0 40 80 — 1"=40'

VERTICAL 10 0 10 20 — 1"=10'



PROFILE

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REV.	DATE	BY	SUB.	APP.

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DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 463+00 TO LRTS 475+00
SHEET 17 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-317
REVISION	
SHEET NO.	49 OF 53
SCALE	AS SHOWN

8/29/2025 12:12:57 PM Gonzalez
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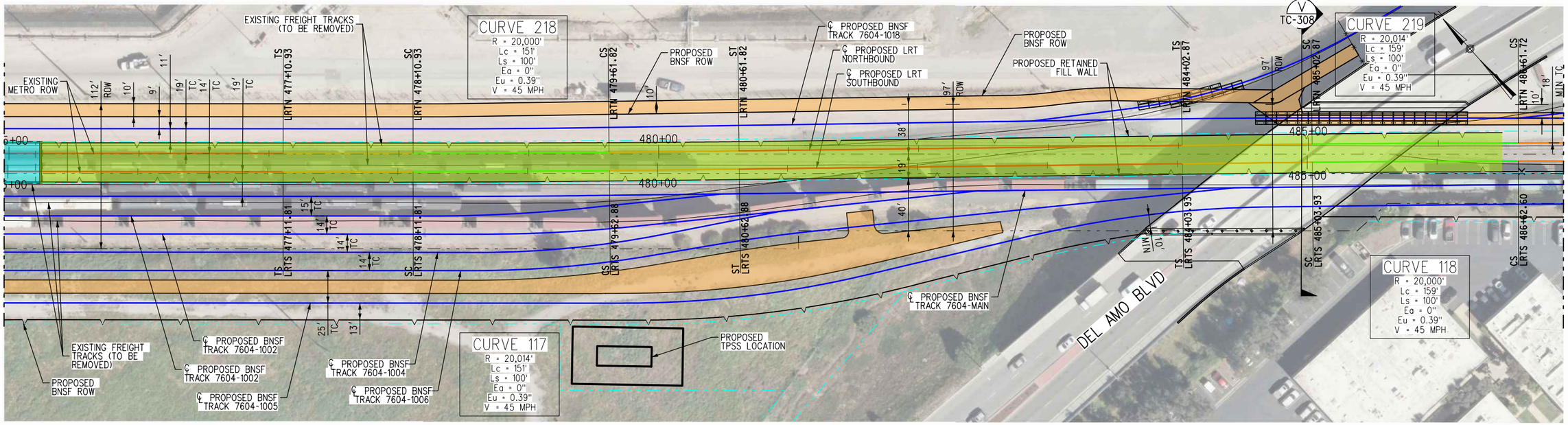
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-317
MATCH LINE STA - LRTS 475+00

MATCH LINE STA - LRTS 487+00
SEE DRAWING T-319



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

PLAN

NOTE:

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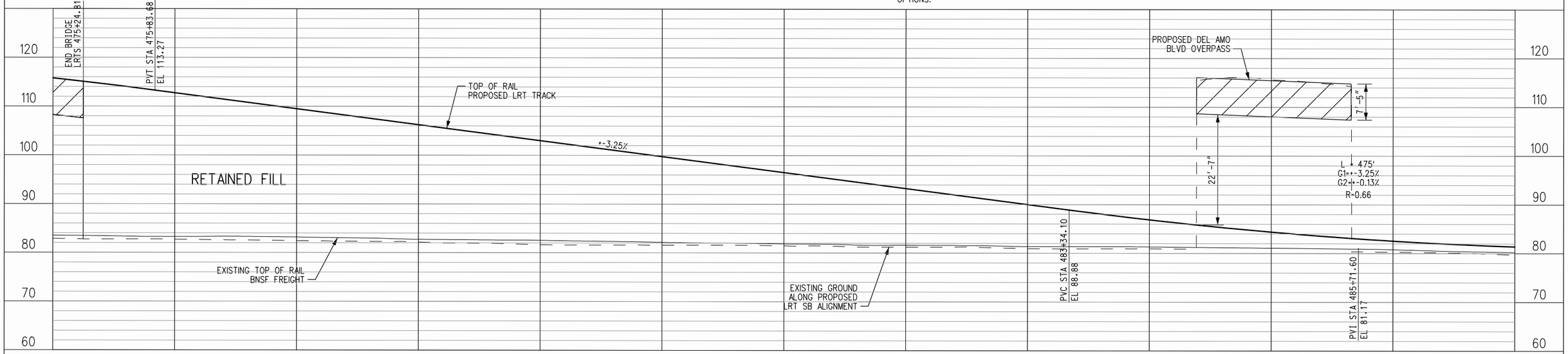
HORIZONTAL 40 0 40 80 — 1"=40'

VERTICAL 10 0 10 20 — 1"=10'



PROFILE

NOT FOR CONSTRUCTION

REV. | DATE | BY | SUB. | APP.

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DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 475+00 TO LRTS 487+00
SHEET 18 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-318
REVISION	
SHEET NO.	50 OF 53
SCALE	AS SHOWN

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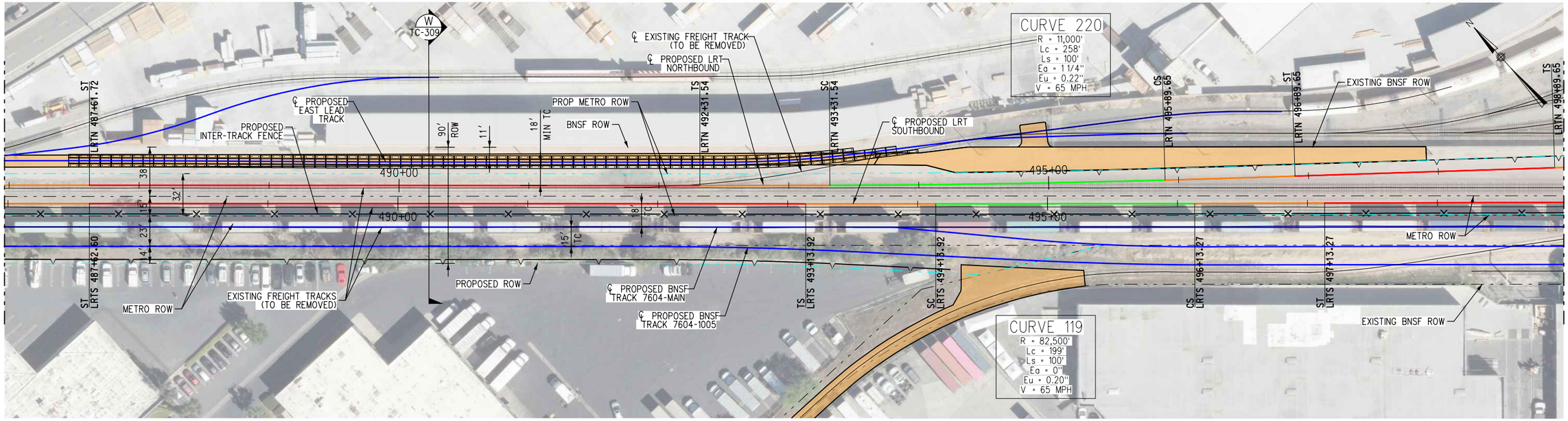
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-318
MATCH LINE STA - LRTS 487+00

MATCH LINE STA - LRTS 499+00
SEE DRAWING T-320



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

PLAN

NOTE:

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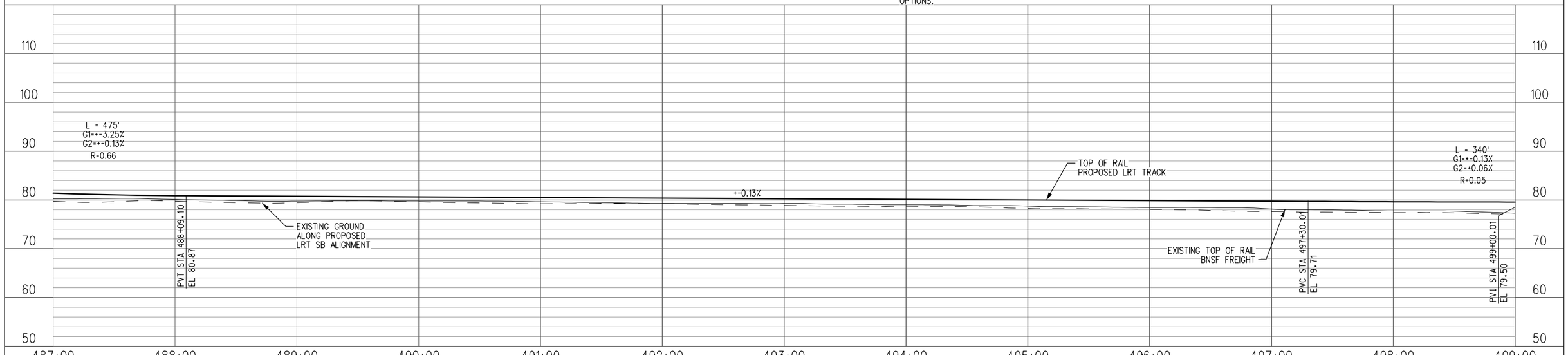
HORIZONTAL
40 0 40 80
1"=40'

VERTICAL
10 0 10 20
1"=10'



PROFILE

NOT FOR CONSTRUCTION

REV.	DATE		BY SUB.	APP.

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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY
METROPOLITAN
Metro TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 487+00 TO LRTS 499+00
SHEET 19 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-319
REVISION	SHEET NO. 51 OF 53
SCALE	AS SHOWN

8/29/2025 12:13:03 PM Gonzalj
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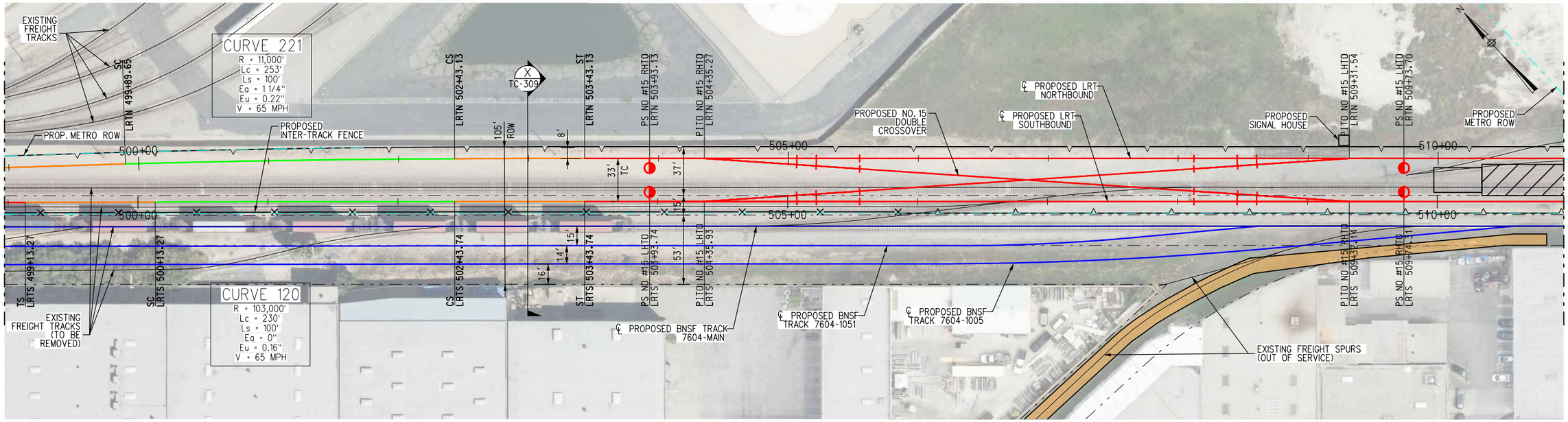
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-319
MATCH LINE STA - LRTS 499+00

MATCH LINE STA - LRTS 511+00
SEE DRAWING T-321



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD

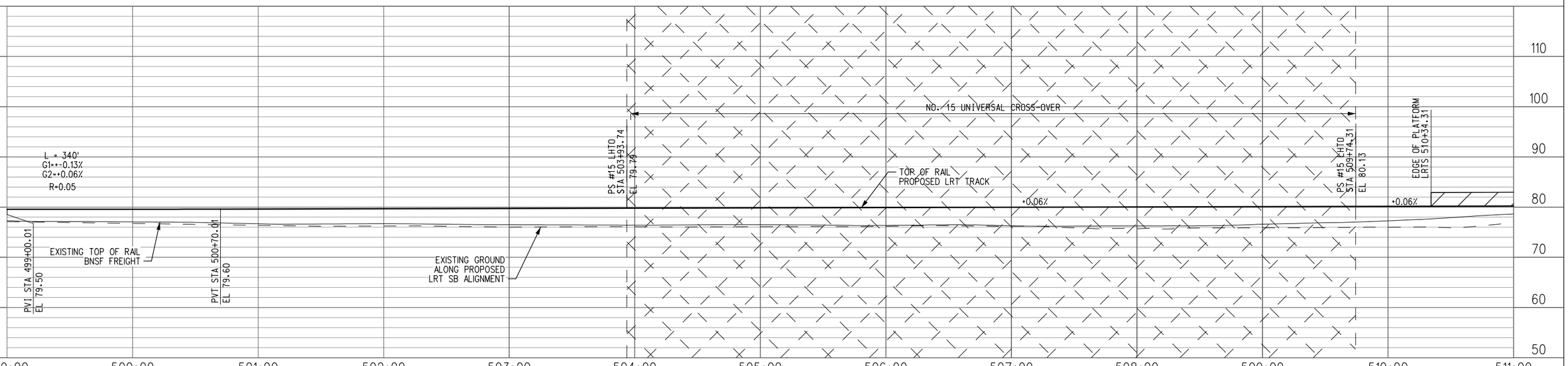
PLAN

NOTE:

1. NB TRACK PROFILE TO MATCH PROPOSED SB TRACK UNLESS OTHERWISE NOTED ON PLANS.
2. UPDATED DESIGN ON THIS SHEET FOR LOCALLY PREFERRED ALTERNATIVE IS ALSO APPLICABLE TO PROPOSED PROJECT, TRENCH, AND HAWTHORNE OPTIONS.

HORIZONTAL 40 0 40 80 — 1"=40'

VERTICAL 10 0 10 20 — 1"=10'



PROFILE

NOT FOR CONSTRUCTION

REV.	DATE	BY	SUB.	APP.

INFORMATION CONFIDENTIAL:
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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

stv

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 499+00 TO LRTS 511+00
SHEET 20 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-320
REVISION	
SHEET NO.	52 OF 53
SCALE	AS SHOWN

8/29/2025 12:13:06 PM Gonzalv
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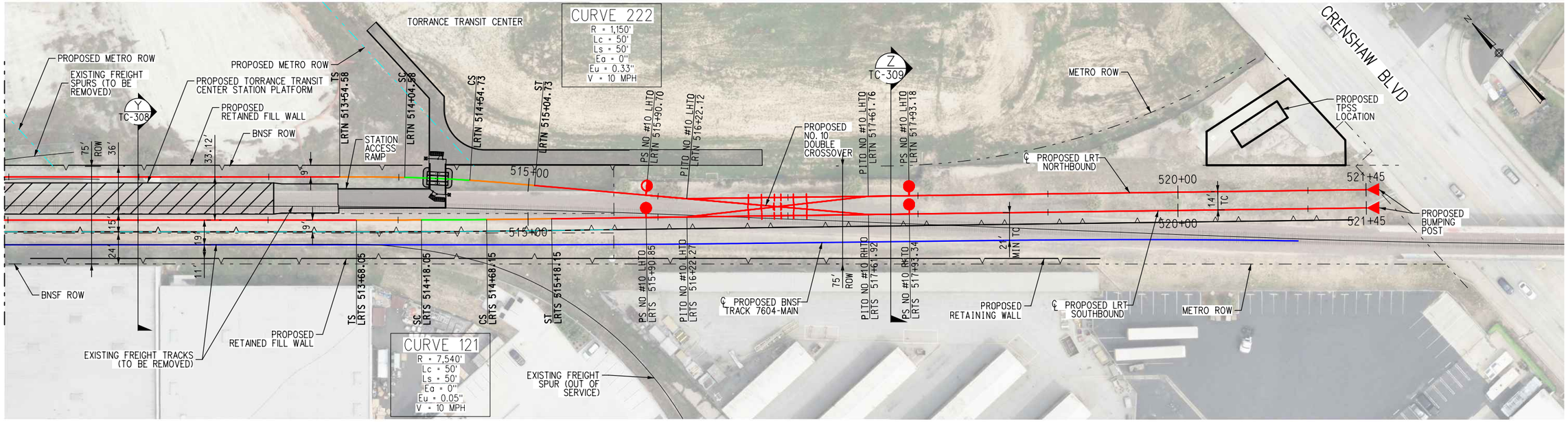
HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-320
MATCH LINE STA - LRTS 511+00



TRACK LEGEND

- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- EXISTING FREIGHT TRACK
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE
- PROPOSED MULTI-USE PATH (W/PED LIGHTING)
- PROPOSED BNSF ACCESS ROAD
- PROPOSED STATION RAMP

PLAN

NOTE:

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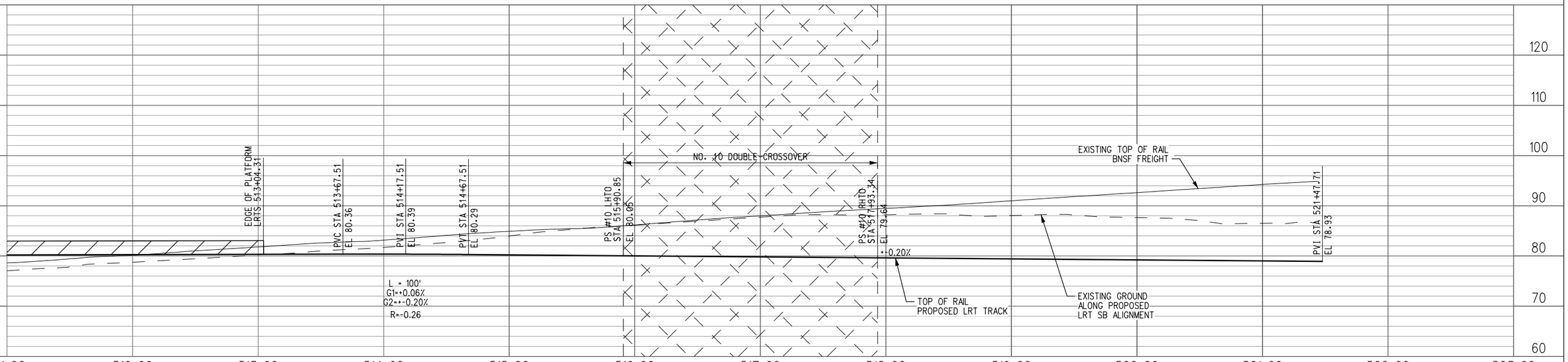
VERTICAL 10 0 10 20 — 1"=10'



PROFILE

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

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DESIGNED BY	J. GONZALEZ
DRAWN BY	S. ALKHOURI
CHECKED BY	R. OSBORNE
APPROVED BY	A. SOKOL
DATE	8/18/2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO K LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
LPA - TRACK PLAN & PROFILE
LRTS 511+00 TO LRTS 523+00
SHEET 21 OF 21

CONTRACT NO.	AE63445001
DRAWING NO.	T-321
REVISION	
SHEET NO.	53 OF 53
SCALE	AS SHOWN

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Los Angeles County
Metropolitan Transportation Authority

Final Environmental Impact Report
Appendix C. Public Comments on the Draft EIR
Part 1: Submissions 1-337

Metro

Submission 1

From: Erin Hoops
To: GreenlineExtension
Subject: +1 for the Trench option
Date: Wednesday, February 1, 2023 1:15:08 PM

Hi,

I'm Erin Hoops, a South Bay resident. I'd like to support the trench configuration for the C line extension. This option will do the most to provide transit without increasing noise. The mental health issues caused by noise pollution is a big reason I would like to see more public transit and fewer cars. Quieter metro lines will help the mental health of the surrounding communities.

1-1

Thanks,
Erin

Submission 2

From: Johnny Menhennet
To: GreenlineExtension
Subject: Alignment Comment
Date: Friday, February 3, 2023 8:28:51 AM

Good morning,

I'm writing with my support of the Hawthorne Alignment for the Green Line Extension. I think it's most suitable as it locates the mid-point station in a closer walkshed to large attractions and destinations. I would also support another infill station in between South Bay Galleria and Redondo Beach stations, either further up Hawthorne before the 405 or at Manhattan Beach Boulevard in the ROW to better serve residents of Lawndale. Though that's not in the scope, I further support the Hawthorne alignment for its potential to serve those customers later on with an infill option. Thank you for taking the time to review my comment! 2-1

Best,
Johnny Menhennet

Submission 3

From: Kyle Freitas
To: GreenlineExtension
Subject: Below grade Alternative 1 Support
Date: Tuesday, January 31, 2023 8:20:04 PM

Hello,

My wife and I are very much affected by this rail and wanted to show our support for the below grade alternative 1 as we live in North Torrance, near Hawthorne and 182nd and we have a property on 167th street and Firmona in Lawndale. 3-1

We used to walk our dog near the freight tracks when we lived at the lawndale property and it would be nice to have a proper walkway there with some sound barriers to mitigate some of the train noise. Love that there are plans to put in more train safety and the issue of the train operators having to blow their horns. 3-2

I wish this project was completed 10 years ago! I would have never needed to drive to my old job between the marine station and douglas.

Best regards,

Kyle Freitas

Submission 4

From: Robert Kessmar
To: greenlineextension@metro.net
Subject: C Line Extension
Date: Friday, January 27, 2023 8:24:47 PM

Hi,

I live in Lawndale near 162nd and Grevillea Ave. Looking at the 3 options I think the one which goes down the center of Hawthorne Blvd would be the best. When people ride any of the lines the thing they look forward to is looking out the windows and seeing the scenery. Whenever I walk to the Marine station and take the stairs up to the platform it's really neat to look around and see the landscape from that elevation. 4-1

Having the new extension run in a trench would be a poor visual experience for everyone riding in the cars. Also, it seems like the trenches would be more expensive. 4-2

If possible, have the C Line tracks be elevated above ground as much as you can. 4-3

Robert Kessmar

[redacted]

Sent from my iPad

Submission 5

From: Leslie Andrew Ridings
To: greenlineextension@metro.net
Subject: Comment regarding C-Line Extension to Torrance
Date: Saturday, January 28, 2023 5:43:51 PM

Metro,

I would like to submit my 2¢ regarding the C-Line Extension to Torrance.

I do not live in the area but I am a daily Metro Rail rider, I think the guiding principle for choosing an alignment should be: *How do we get the most people around the city fastest*? Using the E line frequently, the portion at-grade on-street is frustrating. No train should have to wait at a stop light!

5-1

Of the options presented, **I would like to voice my support for the Metro ROW alignment that is trenched because of the presumed speed of the trains permitted by being off-grade.**

Further, a stop at the Redondo Beach Transit center makes a lot more sense as a long-term commitment to car-free urban mobility than it does to connect the train to a mall. In 50 years, when Angelenos not yet born are riding the C line to the K to get to a party in WeHo, will the Mall still be there, or the Transit Center? My money is on the Transit Center.

5-2

The mall may help ridership, but Metro's mandate is to grow a county-wide network.

Thank you for all you do, and I look forward to riding the extending C line!

Leslie

Leslie Andrew Ridings
He/Him/Él
[redacted]

Submission 6

From: Joseph Guay
To: greenlineextension@metro.net
Subject: Draft EIR Comment
Date: Thursday, January 26, 2023 10:05:01 AM

I strongly oppose the extension. 6-1

I live on 164th and Inglewood right near the train tracks and all the neighborhoods in the area impacted are against the extension.

Please listen to the constituents in the area rather than build an extended line no one uses. The Marine station is overwhelmingly unused. I was using it before the crime and homelessness deterred me. 6-2

Submission 7

From: joanna g
To: greenlineextension@metro.net
Subject: Draft EIR Comment
Date: Thursday, January 26, 2023 6:01:26 PM

We are long time residents of Torrance n we do have to say we are very sad to see this change happening to our beautiful city- we once called a “sweet hometown” that everyone knew eachother by first their first name n with that said it maybe a good change but as far as we see it - it will not benefit us to use the metro/bus line in any way sharpe or form “only for those who do not live here”… Our city needs more family style restaurants n things for our kids to do -like we did when we were young n also “we need more police” to this over crowded city its becoming ….

7-1

Joanna

Submission 8

From: Shinde, Teri <[redacted]>
Sent: Tuesday, March 28, 2023 10:53 AM
To: GreenlineExtension
Cc: Warden, Art; Graham, Barbara M; Sahni, Neal
Subject: C Line (Green) Extension to Torrance Project - CEQA Comment
Attachments: LAMTA Proposed C Line Project_TLC CEQA Comments.pdf

Attached you will find Torrance Logistics Company LLC written response to the Draft EIR prepared for the C Line (Green) Extension to Torrance Project.

Teri Shinde
Manager, Right of Way
Torrance Logistics Company LLC
12851 E. 166th Street
Cerritos, CA 90703
[redacted]

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Submission 8

Torrance Logistics Company LLC
12851 East 166th Street
Cerritos, California 90703-2103
FX 310.212.1788
www.pbfenergy.com

March 28, 2023

Via Email

Georgia Sheridan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

Re: **Torrance Logistic Company LLC's Comments on Draft Environmental Impact Report for Los Angeles County Metropolitan Transportation Authority's Proposed C Line (Green) Extension Project**

Ms. Sheridan:

Torrance Logistics Company LLC ("TLC") appreciates the opportunity to provide these comments on the Los Angeles County Metropolitan Transportation Authority's ("Metro") Draft Environmental Impact Report ("DEIR") prepared for the proposed C Line (Green) Extension to Torrance Project ("Proposed Project"). TLC owns and operates several petroleum pipelines that are within rights-of-way ("ROWs") located withing the scope of the Proposed Project. These pipelines are critical to conveying petroleum products between the Torrance Refinery ("Refinery") and downstream pipelines, facilities, and customers.[1]

TLC has operated the Torrance Logistics assets ("Assets") since acquiring the Assets in 2016 from the former owner and operator, ExxonMobil Oil Corporation. TLC transports various petroleum products that support the surrounding communities and is critical in the jet fuel supply for the Los Angeles International Airport ("LAX"). TLC has been a vital and integral part of Los Angeles County's and State's economy and community fabric for many years. TLC employs approximately 100 Southern California residents and numerous contractors on a daily basis during normal operations, most of whom work in close proximity to the Proposed Project. As an operator of critical pipeline facilities in areas that would be directly affected by the Project, TLC shares the serious concerns TORC and others have that the Proposed Project would cause significant adverse safety, security, access, and other impacts to

8-1

[1] TLC joins in the comments submitted by the operator of the Refinery, Torrance Refining Company ("TORC"), and incorporates them herein by reference.

our employees, operations, contractors, and surrounding community and environment that have not been adequately reviewed and addressed in the DEIR. 8-1

We join in the comments from TORC noting that the California Environmental Quality Act ("CEQA") and its regulatory CEQA Guidelines require the DEIR to fully advise the public of all potential significant environmental impacts of the Proposed Project and assess potentially feasible Project alternatives that can help avoid or substantially mitigate these impacts. *See* 14 C.C.R. ("CEQA Guidelines") § 15126.4(a)(1). The DEIR does not identify many of the safety, security, access, and other impacts associated with the Proposed Project's proximity to the Refinery, let alone discuss proposed feasible Project alternatives that could mitigate or avoid those impacts. 8-2

We also share TORC's concern that many of these issues have resulted from Metro's inadequate consultation with TORC and TLC prior to the release of the DEIR. Particularly concerning is Metro's proposal to make final decisions on alignment and other project options by Spring 2023, even as the DEIR remains substantially incomplete. We urge Metro to have this proper consultation and avoid rushing the project through without properly assessing and disclosing to the public the full range of environmental consequences and impacts flowing from the Proposed Project. TLC reserves the right to supplement these comments as needed to capture any additional concerns it may identify in its ongoing review of the DEIR. 8-3

I. The Proposed Project Would Require an Easement Through or Acquisition of Refinery Property That Would Cause Significant Adverse Impacts to TLC

As TORC has mentioned in its comment letter, Metro only approached TLC and TORC in the past month – well after the DEIR's release – that Metro would need to either obtain an easement through or acquire a significant section of the TORC Refinery Property for an access road to be used by the Project. TLC's ROWs, containing the Assets, are located in this area, which runs along the south perimeter of the Refinery immediately adjacent to the existing rail line property owned in parts by both BNSF and Metro. 8-4

The access road at issue is used by TLC's vehicles, employees, and contractors, and includes a number of substructure facilities including two critical Assets operated by TLC. Ready access to these critical pipelines is required for regular routine inspection and maintenance pursuant to various Federal and State regulations (*see, e.g.*, 49 CFR Part 195, Subpart F. Project development impacting access to, or the path of the Assets could require the Assets to be altered or moved. Alteration or relocation of these pipelines and related infrastructure would necessitate an extensive period of

construction in and around the impacted area, causing additional noise, air quality, traffic, and other impacts associated with such construction activities. Additionally, any alteration or relocation would require the pipelines to be shut down for some extended period of time, which would adversely impact TORC and TLC operations and California consumers.

The Proposed Project's annexation of a large section of the existing TORC's Refinery's southwestern perimeter for an access road will present a host of logistical and operational challenges for the Proposed Project, TORC, and TLC that have not been addressed at all in the DEIR. Questions of whether and how the Proposed Project, TORC's Refinery, and TLC's Assets could accommodate the other's operations are numerous and complex. TORC and TLC believe that Metro should engage an independent third-party expert consultant to study the impacts of the proposed access road annexation and any other encroachment on existing TORC Refinery property and TLC's Assets, identifying all of the work that would be required to ensure TORC's Refinery's and TLC's ROWs' ongoing compliance with environmental, emergency response, safety, and related requirements, if the Proposed Project were to require an easement or acquisition for an access road or any other encroachment through the affected area. The results of this study should be shared with TORC, TLC, and the public and fully incorporated into any future revised DEIR, along with an analysis of the potential impacts of the work required and the potential alternatives to the Proposed Project that could mitigate or avoid these issues and impacts.

8-4

II. The Project Would Require the Relocation of TLC's Active Jet Fuel Line Along the Route of Proposed Option 1

In addition to the concerns raised in Item I, within the past month TLC was notified of the potential relocation of its active Jet Fuel Pipeline at approximately five locations north of the Refinery, along the proposed route identified as Option I. Again, the pipeline that operates within the railroad property in TLC's ROWs is critical to the operation of LAX. The coordination of downtime of this Asset to accommodate the proposed alterations or relocations of the pipeline would have a significate impact on the operations of TORC, TLC, LAX, and California consumers. In addition, as noted above, alteration or relocation of this pipeline would necessitate an extensive period of construction in and around the affected area, causing additional noise, air quality, traffic and other impacts associated with construction activities.

8-5

Again, as discussed above, TLC urges Metro to engage a third-party expert to assess the potential impacts associated with the alteration or relocation of pipelines, particularly critical ones like TLC's pipeline to LAX, along with potential alternatives to mitigate or avoid those impacts. The results of this study should be incorporated into

a revised and recirculated DEIR for further review and comment by the public before Metro proceeds with the Proposed Project. 8-5

III. The Proposed Timeline for Selection of a Project Alternative is Unrealistic and Disregards the Time Needed to Address the Important Potential Impacts Discussed Above

The DEIR notes that Metro staff intend to present a final recommendation on their Proposed Project route(s) alignment by Spring 2023, ostensibly as part of or a prelude to issuance of a Final EIR. TLC believes that the issues identified above are both challenging and complex. But these impacts must be addressed now. They are reasonably foreseeable and significant, and their analysis (and analysis of potential mitigation measures) cannot be "piecemealed" or deferred to a later date. *See* Cal. Pub. Res. Code § 21065; CEQA Guidelines §§ 15126.4(a)(1)(B), 15378(a). While TLC stands ready to work cooperatively and collaboratively with Metro staff in assessing the impacts related to the Proposed Project's proximity to TLC's Assets, the full picture of potential impacts from the Proposed Project simply will not be known by this spring. TLC urges Metro staff to undertake a full and fair analysis of all the Proposed Project's potential impacts, and not to cut this process short to meet artificial or unrealistic deadlines. 8-6

* * *

Again, TLC appreciates the opportunity to provide these comments on the Proposed Project. Despite the concerns outlined above, we remain ready and willing to engage with Metro staff to address these concerns and assess the full range of the Proposed Project's potential impacts, alternatives, and mitigation measures to alleviate or avoid these impacts.

Very truly yours,

Mr. Neal Sahni
Vice President Logistics Operations

cc: Teri Shinde
Barbara Graham
Arthur G. Warden, III

Submission 9

From: Mario Anderson
To: GreenlineExtension
Subject: EIR Comment
Date: Tuesday, January 31, 2023 7:01:01 PM

Hello Metro,

I am a frequent rider on the C line and I applaud this project going into Torrance, a sorely underserved city by transit.
-Preference: I prefer the main, original option down the Harbor subdivision. Go with the simple one at grade. If it is needed to trench, avoid it as much as possible to deliver this project. Community backlash is fierce but the cheapest option is the best.
Suggestions:
-Connect the Galleria and Transit center by foot/path to maximise usability regardless of alignment.
-Also, if possible squeeze in a station for Lawndale. They will eventually need it even if their short sighted politicos do not. The line appears to be elevated at that area anyway and a station should be easier to add now than later.

9-1

9-2

Thanks for reading and lets get this done.

Sincerely,
MJ Anderson

Submission 10

From: Mary Ellen Martin
To: greenlineextension@metro.net
Subject: Fwd: Laughable
Date: Saturday, January 28, 2023 6:56:38 PM

This is the second time I have forwarded this message. Isn't it funny I never get a reply! I don't know why you are having meetings in February and waiting everyone's time. For what? You obviously are not going to put the Green Line down Hawthorne Blvd. The transit station is completed and isn't it wired it's right next to the railway tracks that you will put the Green Line down. You have no idea what this will do to my neighbor hood. I live miles away from the existing Green Line and I can hear it. If you put it down the railroad tracks it will be less than a block from my house. That means constant noise! The poor people right next to it. There are only 2 entrances to the Lawndale neighborhood to the west (Inglewood Avenue).

10-1

By the way, many years ago the Red Car (Pacific Electric) went down the middle of Hawthorne Blvd. It was the most efficient transportation ever. It went every where. Redondo Beach (right to the water). Look it up! It was replaced with , that take you forever to get any where. Now you're trying to recreate what we already had. Only you don't call it the RED CAR. Give Lawndale a break, they already put the freeway thru us. What's next!

PLEASE READ MY ORIGINAL MESSAGE.

Mary-Ellen Martin's iPad

Begin forwarded message:

> **From:** Mary Ellen Martin [redacted]
> **Date:** December 10, 2021 at 12:20:20 PM PST
> **To:** greenlineextension@metro.net
> **Subject: Fwd: Laughable**
>
> See below……..
>
> Mary-Ellen Martin's iPad
>
> Begin forwarded message:
>
> > **From:** Mary Ellen Martin [redacted]
> > **Date:** October 18, 2021 at 7:22:41 PM PDT
> > **To:** greenlineextension@metronet
> > **Subject: Laughable**

Submission 10

Just got your C Line (Green) Extension to Torrance on my fence. I am located between the railroad and Hawthorne Blvd. I went to all your meetings. I can tell you that you don't want our opinion, because you already made up your minds before the meetings. Why you spent money to print this little paper is a mystery to me.

There is no alternative to Hawthorne Blvd (which would be quieter for that residential area) because you have already, almost completed the Redondo Beach Transit Station next to Target.

So do you think we are fools? Your just not thinking of the people in my neighborhood and never did !! They make noise!

10-2

10-3

Mary-Ellen Martin's iPad

Submission 11

From: Dierking, Mark
To: Isaiah Ford
Subject: FW: Metro"s plan to align the C Line/Green Line along the ROW
Date: Tuesday, February 14, 2023 2:13:24 PM

Mark Dierking
Community Relations Manager – Gateway/South Bay
Local Government & External Affairs
[redacted]

Our mission is to provide world-class transportation for all.

From: MARG ALEXANDER [redacted]
Sent: Tuesday, February 14, 2023 2:06 PM
To: Dierking, Mark [redacted]
Cc: Mieger, David [redacted]
Subject: Metro's plan to align the C Line/Green Line along the ROW

Dear Mr. Dierking and Mr. Mieger:
I am an eighty-year-old resident at Breakwater Village, a senior complex in Redondo Beach. I am writing to let you know of my concerns regarding Metro's plan to align the C Line/Green Line along the ROW which places the light rail adjacent to our complex.

If the project goes on the ROW, according to the DEIR, the light rail will have a significant impact on our complex. The railroad currently passes by our complex twice daily, and we are already witnessing structural damage to our complex as a result of the vibration and pollution from this twice daily occurrence. I am greatly concerned about the impact on our wellbeing as senior citizens, the structural integrity of our building and the value of our property once Metro allows trains on the ROW that will traverse the rails every six to twelve minutes for twenty hours out of the day. 11-1

Of even greater concern is the existing irreparable sinkhole on Ruxton and effect of construction and the vibration from the continuous running of high-speed trains in an area with significant soil instability. Even more alarming is the fact that this construction will be located right next to multiple pressurized liquid petroleum lines that occupy the ROW. What will be the impact of moving and adding two tracks between the Breakwater Village complex and the digging of a trench behind the complex? What safeguards will be in place during all these phases? What is Metro's reasoning with this situation? So, we blow up the lives of a few people, possibly literally and without a doubt figuratively. That's somehow okay because many of them are senior citizens? This all smacks of a callous disregard for the 11-2

lives of others, particularly senior citizens. 11-2

What quality of life can we expect here at Breakwater where the majority of us, have our life savings invested in our properties? What about the health of an average of three hundred senior citizens residing at Breakwater Village? What about the pollution of the area during the construction and then afterwards from the trains flying by our complex? What about the dangers inherent in moving the utilities from the Right of Way? So many questions, Metro and as I see it few answers. 11-3

I spent forty years in education as an LAUSD employee. I struggled and saved to buy a home at Breakwater, only to have my life unended by an ill thought out and potentially dangerous plan about to be implemented by Metro without any concern or care for its impact on human beings. 11-4
I implore you to take action to prevent this disaster to senior citizens at Breakwater Village in Redondo Beach.

Sincerely Yours,
Margie Alexander

Submission 12

From: Janet Lindquist
To: greenlineextension@metro.net
Subject: Green Line Extension
Date: Saturday, January 28, 2023 12:13:28 PM

To Whom it May Concern:

Thank you for the mailer regarding the green line extension, and for requesting feedback from the community. I watched the 3D simulation video and really feel the safest and best option is the one that elevates the trains over Hawthorne Blvd. It puts the stations closer to businesses that can benefit from the people using the Metro. It also limits the dangers to pedestrian traffic. 12-1

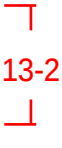
Hope this helps in making such an important decision.

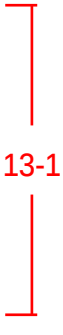
Sincerely,

Janet Lindquist

13-1

13-2

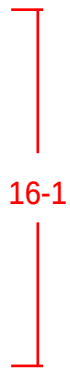

13-2


13-1

14-1

15-1

15-1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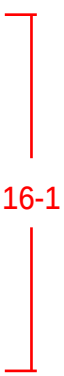
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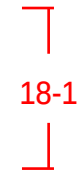
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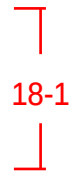
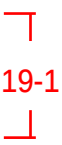

18-1

19-1

19-2

19-2


19-1

Submission 20

From: Grace Peng [redacted]
Sent: Thursday, February 2, 2023 2:01 PM
To: GreenlineExtension
Subject: Prefer alternative Metro ROW Alignment, Elevated/Street Level

I live in the Artesia Corridor, about 1 mi west of the ROW.
I want transit that is fast and cost-effective.

After attending your open house, I realized that the cost difference and construction delays for trenching or building along Hawthorne is just not feasible. Moving petroleum pipelines to build a trench would be a nightmare. Install sound walls and quiet zone street crossings. 20-1 20-2

For the same cost as trenching or tracks on Hawthorne, we can build elevated/street grade light-rail along the Metro ROW (which is closer to my home, yippee) AND have a bus lane and complete streets on Hawthorne. 20-3

My reservations about the existing ROW is that it doesn't hit the businesses along Hawthorne that I frequent. But, with a bus priority lane and complete streets, I would be zipping along on my ebike or on a bus on Hawthorne. I absolutely hate driving on Hawthorne and would take transit or bike on it if it was safe and convenient. 20-4

In fact, I urge you to do the bus priority lane and complete streets on Hawthorne ASAP. 20-5

If we use the existing ROW, we owe it to the neighborhoods affected to build sound walls and quiet zone street controls. 20-6

thank-you for letting me comment,
Grace Peng, PhD
[redacted]

Submission 21

From: Huizar, Carlos <[redacted]>
Sent: Monday, March 27, 2023 6:28 PM
To: GreenlineExtension
Subject: City of Torrance - C-Line DEIR Comment Letter
Attachments: 2023-03-27 - LTR to Georgia Sheridan re Metro C Line (Green) Extension to Torrance (DEIR).pdf

Dear Ms. Sheridan:

Thank you for including the City of Torrance in the notification list for the proposed C-Line Extension to Torrance Draft Environmental Impact Report (DEIR). The City of Torrance has reviewed the DEIR and incorporated our comments on the attached comment letter. Should Metro need to contact the City of Torrance, please do not hesitate to contact the Community Development Department at (310) 618-5990.

Respectfully,

CARLOS HUIZAR
Management Associate – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 voice | 310.618.5891 fax | CHuizar@TorranceCA.gov | www.TorranceCA.gov | www.TorranceCA.gov/SocialMedia | www.TorranceCA.gov/COVID19

Submission 21

CITY OF TORRANCE

OFFICE OF THE CITY MANAGER

Aram Chaparyan
City Manager

Danny E. Santana
Assistant City Manager
310/618-2405
DSantana@TorranceCA.Gov

March 27, 2023

Sent via E-Copy and USPS First Class Mail

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

Dear Ms. Sheridan:

RE: Metro C-Line (Green) Extension to Torrance (DEIR)

Thank you for including the City of Torrance in the notification list for the proposed C-Line Extension to Torrance Draft Environmental Impact Report (DEIR). The City of Torrance has reviewed the DEIR and has the following comments:

- **Page 2-20: Figure 2.3-13:** The North arrow is incorrectly oriented with respect to true north and the centerline of Crenshaw Blvd. Also, please verify orientations in Figure 2.3-14 on Page 2-21 if a change is made on Page 2-20. 21-1

- **Page 2-36: New South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing on Hawthorne Blvd related to the South Bay Galleria Station due to multiple concerns and the absence of a Traffic Study. The proposed mid-block crossing is located only 360 feet south of the existing traffic signal at the Hawthorne Blvd/Artesia Blvd intersection and an undisclosed close distance not provided in the DEIR north of the signalized Hawthorne Blvd/177th St intersection. This proposal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS impacts at the Hawthorne Blvd/Artesia Blvd intersection and the Hawthorne Blvd/177th St intersection; and safety and other impacts. The Hawthorne Blvd/Artesia Blvd intersection served an average daily traffic (ADT) of 61,000 vehicles in 2017. The ADT has likely increased to 64,000. An additional signal for a Mid-block crossing in close proximity to other signalized intersections will likely have overall negative impacts, even with the implementation of programmed signal coordination. 21-2

  Furthermore, the Traffic Study should also analyze the potential impacts to Torrance's adjacent residential streets (i.e. 175th Place, W. 176th Street, 177th Street) and privately-owned parking lots on the east side of Hawthorne Blvd, south of Artesia Blvd. It is very likely that a proposed signalized Mid-block crossing will introduce new vehicle traffic and also increase on-street parking demand on these residential streets and in the private parking lots for those wishing to enter the South Bay Galleria Station platform

from the east side of Hawthorne Blvd. This is because there is no proposed designated parking area in Torrance for the South Bay Galleria Station. Also, these residential streets and private parking lots are geographically convenient for non-Torrance residents that will use the South Bay Galleria Station versus the parking areas designated for the Redondo Beach Transit Center and/or other available parking areas on the west side of Hawthorne Blvd. The daily intrusion of non-residents, related to the C-Line usage, parking in a residential area would reduce on-street parking availability for Torrance residents; negatively impact quality of life for Torrance residents; and require the City of Torrance to mitigate the impacts imposed on its residents. The daily intrusion of non-residents into a private parking lot would reduce parking for business patrons and could have negative economic impacts to Torrance businesses.

An option to consider is to construct a pedestrian bridge over southbound Hawthorne Blvd with access only from the west side of Hawthorne Blvd to/from the South Bay Galleria Station platform. Access from the east side would be provided at the Hawthorne Blvd/Artesia Blvd intersection, a close walking distance of only 360 feet further for Torrance residents residing on residential streets on the east side of Hawthorne This option would: eliminate the need for a new traffic signal; reduce/eliminate parking impacts to adjacent residential streets and private parking lots in Torrance; and allow for a functional, designated parking area on the west side of Hawthorne Blvd.

21-2

- **Page 2-36: 177th Street:** The proposed elimination of one of the two northbound left-turn lanes should be analyzed further in a Traffic Study to determine potential negative impacts. No data is provided to indicate a decrease in the northbound left-turn movement volume and, therefore, this lane reduction would require an increase to the GREEN time for this protected left-turn movement in order to accommodate the same northbound left-turn volume in one left-turn lane versus two. Without the increase in GREEN time, left-turning vehicles will queue into the #1 northbound through lane, thereby blocking one through lane. This would result in vehicle delay; vehicle idling; driver frustration; and cause the potential for increased rear end and side swipe collisions. Conversely, the increase in left-turn GREEN time will increase delays for other intersection approaches. The Traffic Study should obtain the existing left-turn movement volume; calculate the projected left-turn movement volume; calculate the actual length needed for the longer single left-turn lane; analyze and design new traffic signal timing; calculate a post-project intersection LOS and the LOS at other affected intersections north and south of 177th St.

21-3

- **Page 2-36: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS determination; and safety and other impacts, including diversion of traffic onto 179th Street due to the proposed new traffic signal. A signal warrant analysis should be included. Additionally, it is not specified if you are proposing to extend the northbound or southbound left-turn lane.

21-4

- **Page 2-36: 180th Street:** The proposed median gap closure should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation, including diversion of traffic onto 179th Street due to the proposed median closure. 21-5

- **Page 2-39: South Bay Galleria Station:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing. 21-6

- **Page 2-40:** Figure 2.3-29 should be revised to indicate the proposed new crosswalks are signalized and also include distances to Artesia Blvd (signalized) and 177th St (signalized). 21-7

- **Pages 2-54 and 2-55:** Consider including a row at the bottom of each Table to list the total duration in months and total daily truck loads for the Proposed Project and each Option. 21-8

- **Page 2-55: Table 2.4-3 Hawthorne Option Construction Schedule:** For the "LRT Guideway Bridges" phase it lists a duration of 35 months for 278,700 CY of soil import/export. Please verify if the duration is accurate. This is only 10 months (40%) longer than the duration of the similar phase shown on Page 2-54 in Table 2.4-1 Proposed Project-Construction Schedule of 25 months for 66,500 CY of soil import/export. Yet, the volume of soil import/export is more than 4 times (400%) greater. 21-9

- **Page 2-58:** Consider adding a projected schedule for permitting with State agencies. It is expected that the permit process will be longer for the Hawthorne Blvd option, when compared to the Projected Project and/or Trench option. 21-10

- **Page 3-4 Table 3.0-1:** The Map #1 project in Torrance is significantly complete and status should be changed to "Construction". 21-11

- **Page 3.1-1: Federal Regulations: American with Disabilities Act:** Bicycling and Walking: Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenge to be able to connect between buses and train. 21-12

- **Page 3.1-3: Senate Bill 743, Transportation Impacts:** Although SB 743 requires the use of Vehicle Miles Traveled to evaluate traffic impacts, local agencies can require that traffic circulation enhancements be constructed to improve traffic conditions that would otherwise be worsened by a proposed project. 21-13

- **Page 3.1-47: Bicycling and Walking:** Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenges to be able to connect between buses and train. 21-14

- **Page 3.1-15: PF-T-1 CTMP:** It appears the CTMP will be developed and prepared by contractors during the construction phase. The CTMP review, revision and approval process by each local agency should be considered in either the permitting schedule, if added, or as part of early activity during construction. See previous comments for Pages 2-54, 2-55 and 2-58. 21-15

- **Page 3.1-21: Torrance TC Station (Proposed Project)** – This section should say (All Options) as they all will end at the Torrance TC Station. 21-16

- **Page 3.1-38: South Bay Galleria Station (Hawthorne Option):** The prior history of various collisions from 2014 through 2018 is a concern that further supports strong consideration be given to constructing a pedestrian bridge overcrossing instead of a new pedestrian crossing in Hawthorne Blvd. See previous comment for Page 2-39. 21-17

- **Pages 3.1-54 and 3.1-55: South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing. 21-18

- **Page 3.1-55: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study. See previous comment for Page 2-36 179th Street. 21-19

- **Page 3.1-56: South Bay Galleria Driveway:** See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing. 21-20

- **Page 3.1-57: 177th Street:** See previous comment for Page 2-36: 177th Street. 21-21

- **Page 3.1-57: 179th Street:** See previous comment for Page 2-36: 179th Street. 21-22

- **Page 3.1-57: 180th Street:** See previous comment for Page 2-36: 180th Street. 21-23

- **Page 3.1-57: 186th Street:** The realignment of the northbound left turn lane should be designed to provide the maximum possible clearance/separation between the northbound left-turn lane and southbound #1 travel lane. Subsequently, it is recommended that double-double yellow pavement markings be used for lane separation instead of flexible vertical delineators due to the anticipated problematic maintenance needs of frequently having to replace missing or damaged delineators. 21-24

- **P3.2-5:** Zoning code was last updated on January 1, 2023 (ADU Code Updates). 21-25

- **P3.2-6:** Description of Hawthorne Boulevard Corridor Specific Plan (HBCSP) should also describe intent and purpose of HBCSP is to guide actions within the area so that businesses can continue to prosper and the City of Torrance can continue to enjoy a healthy retail tax base. Furthermore, the design concept envisioned for the North Torrance District is that of a northern gateway to the City and the City's most prominent commercial boulevard, providing an active, community oriented, commercial environment. The "Hawthorne" option requires additional analysis on potential significant impacts to Land Use and the adopted plan based on design guidelines and intent for the North Torrance Sub District. 21-26

- **3.2-13: Torrance TC Station:** The Mary K. Giordano Regional Transit Center (operated under Torrance Transit System) will have 250 surface parking spaces along with 1,000-space parking structure that is currently under the design phase. The parking structure project will have 4 levels, up to 1,000 stalls, and electric vehicle charging stations. 21-27

- **P3.2-21:** Zoning along Hawthorne Boulevard along City of Torrance is predominantly single-family residential along the east side of Hawthorne Boulevard between Redondo Beach Boulevard on the north and 180th Street to the south; Commercial uses, including vehicle dealerships, restaurants, auto related businesses, between 180th and 190th Streets, with a mobile home residential community along the west side of Hawthorne Boulevard between 186th Street and along the Proposed Project rail line; uses industrial uses near the terminus of the TC. Description of land uses should reflect path of extension to the south. 21-28

- **P3.2-23:** Assumptions of Hawthorne option construction should take into consideration years and not months due to oversight and review from additional agencies. 21-29

- **P3.2-26:** Include HBCSP in table 3.2-5 in addition to General Plan (GP) as it is a local land use policy. 21-30

- **P3.3-117:** Analyze shadows casting on adjacent properties on Hawthorne Boulevard Option and include proposed soundwalls. 21-31

- **P3.3-120:** 3.3-7.3 Hawthorne Option – Aesthetics of additional infrastructure should be considered as degradation of views and cumulative impacts should be taken into account. 21-32

- **P3.4-30:** Sensitive receptors section did not take into account Excelsior Preschool located at 19801 Mariner Avenue (Figure 3.4-4). 21-33

- **P3.7-28: Section 3.7-4.1.2 Operational Impacts:** Operational Impacts were determined to be "Less than Significant Impact with Mitigation" with respect to the Centromadia parryi ssp. Australis (Common name Southern Tarplant), a 1B.1 Status Plant, at the Torrance Tarplant Preserve parcel (LA County Assessor Parcel # 7352-002-914). 21-34

- Unfortunately, the proposed mitigation measures do not assess the impact of the reduced watershed following the 12'-5" to 12'-7" (Appendix-2A: RW-120 & RW-121) expansion of the right-of-way via easements into the subject 2-acre parcel that is cited in the DEIR. The viability of the stated 3 to 1 replacement ratio goal set by the City's planned implementation of the Torrance Tarplant Preserve (Mitigation Measure BIO-1; Adopted Mitigated Negative Declaration (EAS13-00002, SCH#2014121003) may be impacted by the reduced watershed. 21-35

- **Page 4-25: High-Frequency Bus Alternative:** This section should also mention that the proposed High-Frequency Bus (HFB) Alternative would create duplication of service for Torrance Line 8. The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further. This increases travel time and delays and becomes less attractive options compared to light rail. 21-36

- **MM VIB -1:** Require noticing of surrounding businesses near Del Amo Bridge regarding pile driving activities at least 72hrs in advance, in coordination with the City of Torrance Public Works Department, due to Significant and Unavoidable Impact. 21-37

- **MM-NOI2:** Information on proposed soundwalls is vague. Additional detail is required on heights and potential impacts to surrounding uses due to shade. 21-38

- **MM-BIO2:** Please Include El Nido Park for nesting bird surveys. 21-39

- **P3.10-21: Fig3.10-2:** Amie Sump identified instead of Pioneer Sump. 21-40

- **P3.15-22: Figure 3.15-4**: Educational Facilities map is missing Excelsior Preschool located at 19801 Mariner Avenue. 21-41

- **P3.15:** Public Services - Ensure coordination with TPD/TFD on construction detours. 21-42

- **Pages 4-49 Table 4.5-1 Comparison of Alternatives:** Torrance supports the Proposed Project in the Metro R.O.W. and opposes the Trench Option and the Hawthorne Option. Table 4.5-1 clearly reveals that impacts resulting from the Trench Option and the Hawthorne Option DO NOT avoid and DO NOT substantially lessen the significant majority of the significant effects of the project, when compared to the Proposed Project impacts. 21-43

- **Appendix 2-A, Drawing RW-763:** depicts the Hawthorne Option right of way expansions for both additional right-of-way acquisition and permanent easement requirements. The Hawthorne option would result in full and partial takings for at least two parcels, parcels 4084-024-086 and 4084-024-4026 respectively. In addition, significant economic disruptions would result in two commercial operations immediately north that include two regional car dealer operations, parcels 4084-024-023 and 4084-024-063. The four parcels represent an annual sales, property and business license tax revenues for the City that exceed $1.04 million. In an ever increasing environment, where additional pressure is being placed on local agencies, the economic impact of the Hawthorne Option would lessen the City of Torrance's ability to provide and maintain existing levels of service.

21-44

As previously indicated in a letter dated March 3, 2021 to Dolores Roybal Saltarelli for the preparation of the DEIR, the City of Torrance continues to support the Proposed Project and strongly opposes the Trench and Hawthorne Alternatives due to additional time required, additional costs, and negative economic impacts to commercial businesses along Hawthorne Boulevard during construction and operation of the LRT. The Proposed Project would commence in spring 2027 and be completed in approximately 5 years, while the Trench Option would commence in spring 2027 and require 8 years to build and the Hawthorne Option would not commence until 2029 and take 6 years to build. Furthermore, the Trench Option is projected to cost approximately $900M more than the Proposed Project and the Hawthorne Option is projected to cost approximately $1 Billion more than the Proposed Project. While CEQA does not require consideration of cost differences between alternatives, it is important to note that neither Option is an alternative that avoids or substantially lessens the significant majority of project impacts. The $900M to $1 Billion should be re-directed to fund other eligible critical projects in the South Bay area, and/or be used to address potential environmental impacts related to other eligible projects in the South Bay area.

21-45

The City of Torrance appreciates the opportunity to comment and looks forward to the incorporation of these comments into the analysis when completed. We have enclosed a copy of letters from Torrance related to this matter. Should Metro need to contact the City of Torrance please do not hesitate to contact the Community Development Department at 310.618.5990.

Sincerely,

ARAM CHAPARYAN
CITY MANAGER

By _____
Danny E. Santana, MPA
Assistant City Manager

ATTACHMENTS: A. September 19, 2018 – Torrance letter to Metro
B. March 3, 2021 – Torrance letter to Metro regarding draft EIR
C. November 1, 2022 – Torrance letter to Metro Board
D. March 15, 2023 – Torrance letter to Honorable Chair Ara J. Najarian

CITY OF TORRANCE

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
GEORGE K. CHEN
TIM GOODRICH
MIKE GRIFFITHS
MILTON S. HERRING, I
AURELIO MATTUCCI
GEOFF RIZZO

September 19, 2018

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Mr. Phillip A. Washington, CEO/General Manager

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1.** This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

21-46

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

21-47

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

21-48

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

Sincerely,

Patrick J. Furey, Mayor
City of Torrance

Submission 21

Attachment B

CITY OF TORRANCE

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
HEIDI ANN ASHCRAFT
GEORGE CHEN
TIM GOODRICH
MIKE GRIFFITHS
SHARON KALANI
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of Alternative 1. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028. 21-49

The City of Torrance strongly opposes the Alternative 2 alignment. Alternative 2 would cause significant negative impacts in Torrance, specifically to: aesthetics; air quality and greenhouse gas emissions; noise and vibration; public services; traffic and transportation; hazards and safety; and the local economy. 21-50

The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis:

3031 Torrance Boulevard • Torrance, California 90503 • 310/618-2801 • FAX 310/618-5841

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse emissions impacts to residential zones and park recreation located east of the Metro right-of-way. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. 21-51

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. 21-52

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way. 21-53

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment. 21-54

Public Services and Recreation: Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment. 21-55

<u>Alternative 2: Hawthorne Boulevard</u>

Aesthetics: Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard. 21-56

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. 21-57

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles. 21-58

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way. 21-59

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment. 21-60

Land Use and Planning: Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City. 21-61

Transportation and Traffic: Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations. 21-62

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

Economic Impact: Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street. 21-63

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of $25.7 Million. 21-64

The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed. 21-65

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of **Alternative 1** as the best alternative to address all needs, present and future, for the South Bay. 21-66

If there are any questions, of if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

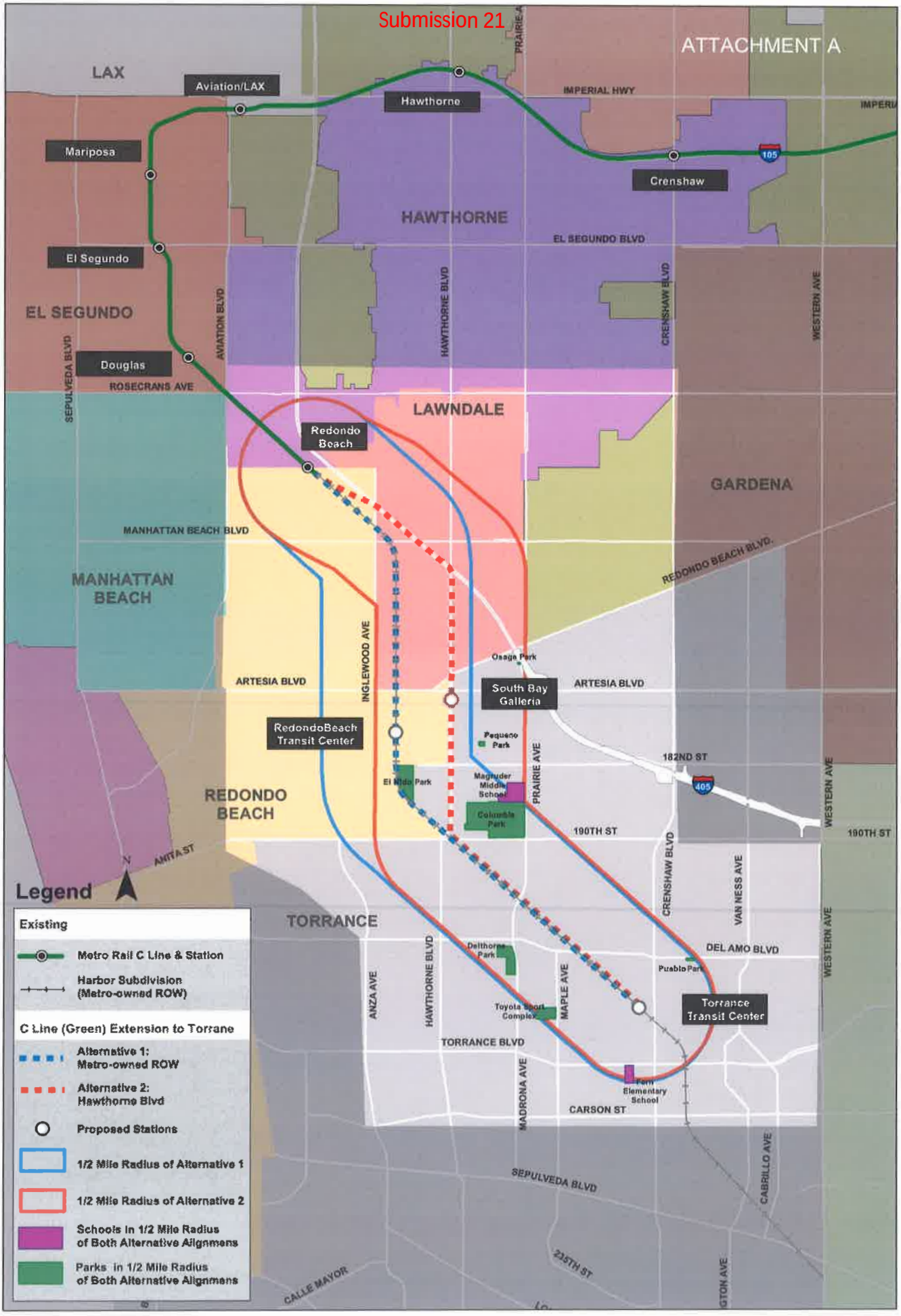
Sincerely,

Patrick J, Furey, Mayor
City of Torrance

Attachment:
A. Torrance Vicinity Neighborhoods, Parks, and Schools Map

Submission 21

ATTACHMENT A



C Line (Formerly Green Line) Extension to Torrance Transit Project

CITY OF TORRANCE

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
MIKE GRIFFITHS
JONATHAN KAJI
SHARON KALANI
BRIDGETT LEWIS
AURELIO MATTUCCI
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule. 21-67

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance. 21-68

Initially, our governing board considered proposing a 4th option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics. 21-69

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives. 21-71

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents. 21-72

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole. 21-73

The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and 21-74

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or KTurner@TorranceCA.Gov. Thank you for your consideration.

Sincerely,

George K. Chen
Mayor
City of Torrance

Cc: Metro Board
Torrance City Council
Georgia Sheridan, Metro
Mark Dierking, Metro

CITY OF
TORRANCE

GEORGE K. CHEN
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian
Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option. 21-75

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd. 21-76

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually. 21-77

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area. 21-78

3031 Torrance Boulevard • Torrance, California 90503 • 310/618-2801 • FAX 310/618-5841

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

21-79

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

21-80

Sincerely,

George K. Chen
Mayor
City of Torrance

Submission 22

From: Yvette Hall <YHall@lawndalecity.org>
Sent: Monday, March 27, 2023 4:57 PM
To: GreenlineExtension
Cc: Board Clerk; Sean Moore; llaymon@awattorneys.com; Raylette Felton; Diane Parsley
Subject: C-Line (Green) Metro Extension to Torrance Project Public Comment Letter
Attachments: Metro Letter 03-27-23.pdf

Good Afternoon,

Attached is a public comment letter from the City of Lawndale.

Thank you,

Yvette Hall | Assistant City Clerk
City of Lawndale | Office of the City Clerk
Phone: (310) 973-3213
14717 Burin Avenue, Lawndale, CA 90260
Monday-Thursday, 7 AM-6 PM

Submission 22

14717 BURIN AVENUE • LAWNDALE, CALIFORNIA 90260 • (310) 973-3200 • FAX (310) 644-4556

March 27, 2023

Metro Board
Los Angeles Metropolitan Transportation Authority (Metro)
1 Gateway Plaza
Los Angeles, CA 90012

RE: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE C-LINE (GREEN) METRO EXTENSION TO TORRANCE PROJECT 61-DAY PUBLIC COMMENT REVIEW PERIOD (SCH# 2021010269)/CITY OF LAWNDALE COMMENTS

Dear Board Members:

On behalf of the City Council of the City of Lawndale ("City" or "Lawndale"), Lawndale takes this opportunity to provide its comments and express its concerns on the Draft Environmental Impact Report, State Clearinghouse No. 2021010269 (the "DEIR"), for the C-line (Green) Metro extension to Torrance (the "Project"). While the City understands that there are a number of potential benefits associated with the Project, the City remains concerned that substantial impacts to the citizens of Lawndale are not being adequately addressed in the DEIR and fall short of applicable legal standards under the California Environmental Quality Act (Public Resources Code § 21000 *et seq.*, "CEQA").

We respectfully submit these comments to the Los Angeles County Metropolitan Transportation Authority ("Metro") to help ensure that local decisionmakers fully comply with CEQA and the CEQA Guidelines (14 Cal. Code of Regulations §§ 15000 – 15387) as applicable to the Project. The City contends the Project should be rejected as proposed for a variety of reasons, including failing to conform with Metro's 2020 Long Range Transportation Plan ("LRTP"), CEQA, and the National Environmental Policy Act (42 U.S.C. §§ 4321 *et seq.*, "NEPA"). The following list outlines the City's comments and concerns: 22-1

PART I: GENERAL COMMENTS

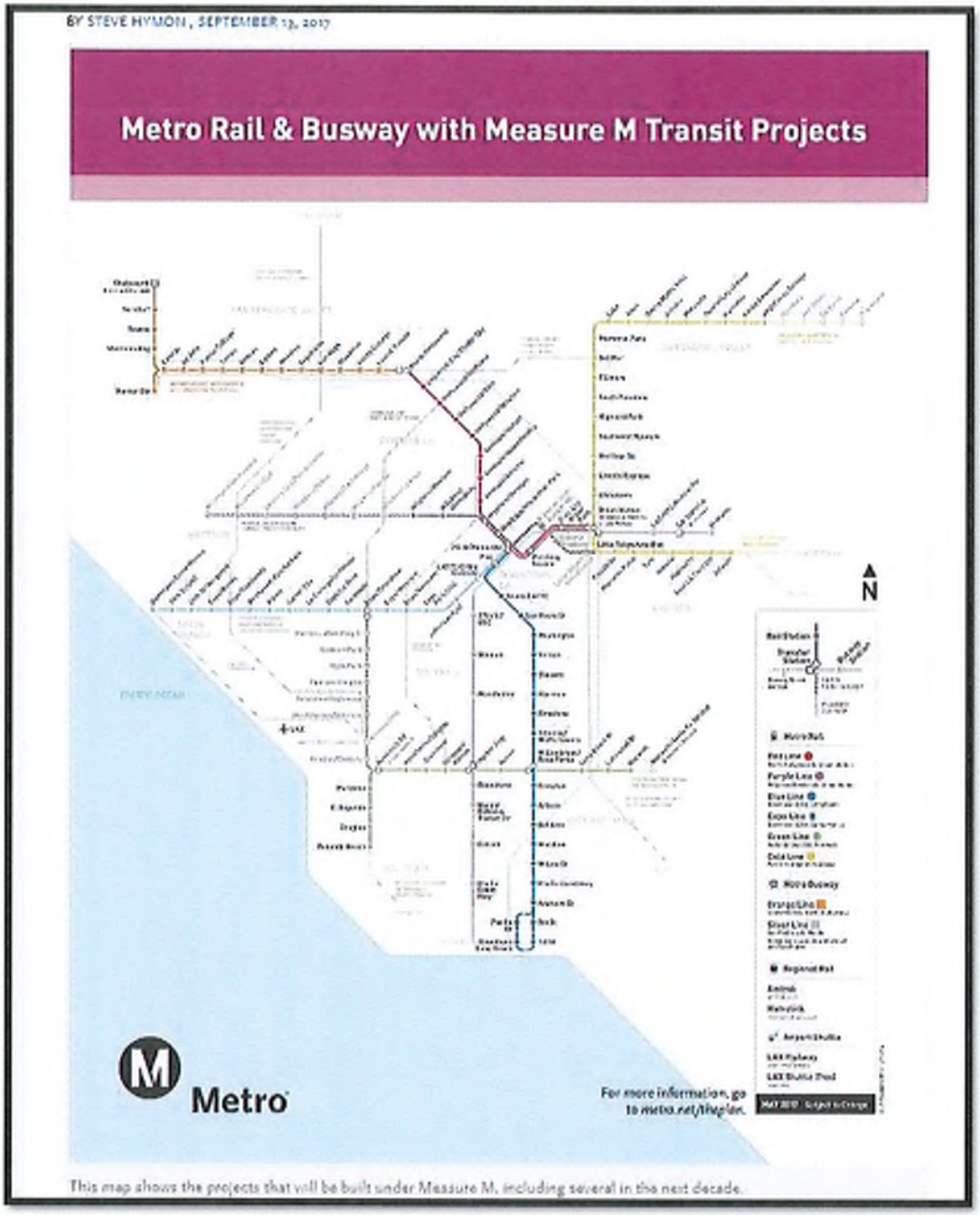
1. **Baseline Conditions:** The DEIR does not adequately address or establish baseline conditions as to environmental subjects throughout the entire DEIR. The identified areas lacking adequate baseline conditions include, without limitation: Air Quality, Greenhouse Gases, Land Use and Traffic/Transportation sections. Pursuant to CEQA, the Lead Agency is required to address and establish the baseline conditions in the DEIR. The DEIR grossly understates baseline 22-2

conditions, particularly with respect to the train crossing frequency attendant to the existing (freight) track usage versus the massive increase in rail crossing frequency attendant to the proposed Project (under any of its "options"). Currently, freight trains traverse the City of Lawndale only approximately two times daily. The proposed Project entails upwards of 12 to 18 rail crossings per hour during peak passenger periods. Thus, even though the Project's rail alignment may not significantly deviate from existing freight alignments (at least under two options), the sheer increase in the number/frequency of rail interruptions is massive. However, the DEIR's analyses fail to adequately address the impacts attributable to this change. For example, in the Land Use section, the DEIR states that the Project would "not physically divide the community" because rail crossings are "only occasional." (DEIR § 3.2-4.1.2.) This conclusory and dismissive assay overlooks the fact that a community is further divided not just by the *physical* location of the proposed rail lines, but also by the immense increase in rail *frequency* funning that will be running through the City— an escalation in train crossing frequency that increases several hundred (if not thousands) of times over the current "two trains per day" baseline. The DEIR fails to acknowledge that the Lawndale portion of the railroad right-of-way narrows. In turn, properties in this area will have significant impacts due to the increase from 2 to 200 daily trips. 22-3 22-4

As another example, the Transportation discussion baldly asserts that impacts to traffic/pedestrian safety and emergency response times will be less than significant with the (i) unfounded *expectation* that safety and traffic impacts will not vary significantly from those attendant to the current freight lines, and (ii) that traffic and emergency services can simply "detour around" rail crossings. These conclusory findings are unsupported by any analysis of much the Project will increase the frequency of rail crossings, and hence intersection closures. The delta in impacts as between the "two trains per day" baseline versus the Project's estimated "several trains per hour" is conspicuously absent from all aspects of the DEIR. 22-5

The difference between two trains per day, versus several trains per hour, presents massive interruptive impacts to the community from a land use perspective, as well as transportation circulation, noise and vibration, aesthetics, public services and other CEQA considerations. Yet, throughout the DEIR, Metro is overly-dismissive of impacts attributable to the sheer increase in rail frequency. Without further comparative analysis of actual "before and after" Project impacts, the public has not been provided an accurate representation of Project impacts upon which it can meaningfully comment. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192–193.) 22-6

2. **Piecemealing:** The impacts of an entire project, not just individual segments, must be analyzed. CEQA forbids "piecemealing" projects. The proposed Project is part of a larger project to extend the Metro rail and transit systems, which include all the existing Metro lines and transit centers connecting with each other to form the entirety of a Metro rail system. This Project is a continuation of such existing, larger project. 22-7



Pursuant to CEQA, the whole of an entire project must be analyzed, and those environmental considerations related to project(s) broken down into little projects, thus reducing or minimizing the potential impacts to the environment through "piecemeal" is prohibited. Potential growth impacts, such as new development projects, cannot be deferred to be analyzed in a piecemeal fashion at a later time. Rather, "the need for regional environmental consideration [must be made] at the earliest stage of a planned development before it gains irreversible momentum." (*Bozung v. Local Agency Formation Commission of Ventura County* (1975) 13 Cal.3d 263, 284, fn. 28.) An agency cannot treat one

22-7

integrated, large project as a succession of smaller projects to avoid analyzing the environmental impacts of the whole project. (*See, CASDBA v. County of Inyo* (1985) 172 Cal. App. 3d 151, 165-166 [two separate "packages" of entitlements for one Project, each analyzed in a separate Negative Declaration, improper].) Piecemealing impermissibly results in a curtailed project description, which allows the EIR to misstate the cumulative impacts "by separately focusing on isolated parts of the whole." (*San Joaquin Raptor/Wildlife Rescue Center v. Cnty. of Stanislaus* (1994) 27 Cal. App. 4th 713, 729-30.)

It is "only through an accurate view of the project" that the "public and interested parties [can] balance the proposed project's benefits against its environmental costs, consider appropriate mitigation measures, assess the advantages of terminating the proposal and properly weigh other alternatives." (*San Joaquin Raptor Center v. County of Merced* (2007) 149 Cal. App. 4th 645, 655.) In this case, it is clear that the Project will have overlapping environmental impacts in conjunction with other Metro transit projects to be directly connected, since (i) they are located, or will be located, adjacent or directly connected to one another, (ii) they will be providing similar or the same services to the community (i.e., public rail transit), (iii) they will both be used and visited by residents and visitors to the Los Angeles County Region as one integrated project, and (iv) they are both owned and operated by the same entity. 22-7

Thus, this Project must be evaluated on a programmatic level well beyond the mere terminus of its tracks. Indeed, this issue also represents a principal deficiency in the DEIR's analyses of cumulative impacts, which analyses fail to address related and upcoming rail projects throughout the DEIR. Simply put, the DEIR addresses the project in an "environmental vacuum."

3. **NEPA:** The City is informed and believes the Project is substantially financed with Federally-based funding sources. This is evidenced, without limitation, by Metro's Planning & Programming Committee meeting staff report dated November 18, 2009, in which the Committee deliberated the Harbor Subdivision Transit corridor now owned by Metro and identified as the ROW proposed Project area. In the fiscal impact portion of that report it is clearly stated: "Funding of $800,000 from a combination of federal funds provided by the Southern California Association of Governments (SCAG) and Proposition C 25% of funds for this project is included in the FY10 budget in cost cebte4r 4330 South Bay Area Team, in Project 400229 (Harbor Subdivision Task 01.02, 50316 (Services Professional/ Technical) for the completion of AA Study." 22-8
The DEIR makes several references to the 2009 Alternative Analysis Report. That 2009 AA report, in turn, says that Federal funding sources are going towards the Project.

The tables below were obtained from a Construction/Executive Committee Board Report that further breakdown Green Line Extension to Torrance funding.

Estimated Accelerated Capital Cost and Available Funding
"Pillar Projects"
($ in millions)

Pillar Projects	Total Capital Cost	Metro Local Funding	State and Federal Funding	Funding Surplus/ (Shortfall)
Gold Line Eastside Extension Phase 2	$ 3,037.7	$ 2,179.8	$ 385.7	$ (1,072.2)
Green Line Extension to Torrance	1,088.0	854.7	231.3	-
SepulAveda Transit Corridor	8,572.6	3,448.6	3,748.1	(1,376.0)
West Santa Ana Branch to Downtown LA	5,565.6	2,513.4	2,155.5	(896.7)
Total	$18,862.0	$ 8,996.5	$ 6,520.7	$ (3,344.8)

Green Line Extension to Torrance

10-YEAR CASH FLOW ($ in millions)	Years Prior'28	Prior Years	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028
USES OF FUNDS												
Construction costs	$ 909.9	-	-	-	-	-	-	46.5	145.6	246.6	406.2	156.9
Preconstruction costs	$ 88.1	13.7	0.7	1.2	0.9	2.0	2.1	20.9	32.9	12.7	-	-
TOTAL USES	$ 1,064.0	$ 13.7	$ 0.7	$ 1.2	$ 0.9	$ 2.0	$ 2.1	$ 66.4	$ 178.5	$ 259.3	$ 406.2	$ 156.9
SOURCES OF FUNDS												
Local Revenue												
Measure R - Transit Capital (35%)	$ 18.5	-	-	-	-	-	-	-	18.5	-	-	-
Prop C - Transit Related Highway (25%)	$ 5.2	5.2	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Project Contributions	$ 37.6	-	-	-	-	-	-	-	-	37.6	-	-
Repayment of Capital Project Loans (Fund 3042)	$ 18.7	8.5	0.7	1.2	0.3	-	-	-	-	-	-	-
Measure M - Transit Construction (35%)	$ 369.8	-	-	-	0.6	2.0	2.1	20.9	32.9	14.5	406.2	156.9
Local Revenue Subtotal	$ 559.7	$ 13.7	$ 0.7	$ 1.2	$ 0.9	$ 2.0	$ 2.1	$ 20.9	$ 51.4	$ 52.1	$ 406.2	$ 156.9
State Revenue												
Transit and Intercity Rail Capital Program (TIRCP)	$ 211.3	-	-	-	-	-	-	45.6	106.2	29.2	-	-
State Revenue Subtotal	$ 211.3	$ -	$ -	$ -	$ -	$ -	$ -	$ 45.6	$ 106.2	$ 29.2	$ -	$ -
TOTAL SOURCES	$ 1,064.0	$ 13.7	$ 0.7	$ 1.2	$ 0.9	$ 2.0	$ 2.1	$ 66.4	$ 178.5	$ 259.3	$ 406.2	$ 156.9

Total Project Cost:	Life of Project budget will to be established. Measure M estimate is $803 million (2015$).
Description:	This extension will provide congestion relief along the I-405 corridor. It will also improve mobility in southwestern LA County by accessing the regional rail network through connections to the Metro Blue, Expo, and Crenshaw Lines.
Funding Status:	Per Measure M, the Project has a $619 million (2015$) allocation, plus inflation adjustments, beginning in FY2026 for construction, and Measure R allocation of $232 million beginning FY2028. Received award of $211.3 million TIRCP grant and $19.3 million of $81 LPP in Feb. 2018.
Subregion:	South Bay
Metro Project Number:	#460314

Moreover, related transit projects directly connected to this Project's rail extension have done Joint EIR/EIS reports to comply with both CEQA and NEPA, respectively. As noted in Lawndale's comments on unlawful "piecemealing," Metro cannot segment this Project from directly connected and related projects as a means of understating, and avoiding analyses of, the larger project as a whole. Likewise, Metro cannot segment a larger project "as a whole" into discreet "smaller projects" to avoid NEPA compliance in some areas, even though NEPA would otherwise apply to the larger project. Yet, apparently, that is what has occurred here.

22-9

Furthermore, the likely reliance on federal funding is shown through Metro's own financial documents. First, the October,7, 2010 EIR/EIS Scoping Report identified extensive federal involvement with the Project, and there is nothing the City found in the administrative record thus far that explains why the EIS component was dropped. We do note that Appendix D-5 of the DEIR/EIS Scoping Summary lists The Federal Aviation Administration, US Army Corps of Engineers, US Department of Housing and Urban Development and US

22-10

Environmental Protection Agency as Cooperating and Participating Agencies. Nor are any federal agencies listed as "responsible agencies" under CEQA, and federal agencies which have discretionary approval for portions of the Project are not listed in Table 2.6-1 of the DEIR as required. 22-10

Second, Metro's January, 2023 Cost Summary Report estimates Preferred Project costs at $1.96 billion with secured funding sources coming from Measure R, Measure M, California State Transportation Agency TIRCP, a 3% match by local agencies, and unspecified "unsecured funding sources." Metro's Expenditure Plan for Measure R (as amended July 22, 2021) identifies Total Cost Estimate for the Project to be $280 million, with $272 million coming from Measure R funds, $8 million from local funding, and a "to be determined" amount from Federal and State Funding, with project completion in FY 2033-2035. As to Measure M funds, Metro's 2015 Expenditure Plan identifies a total cost estimate of $891 million, with $619 million coming from Measure M funds and $272 million coming from all other funding sources. The 2020 TIRCP Allocation Plan Update allocates $231.3 million to the Project through 2024-25. The City recognizes that these costs and funding amounts are estimates and moving targets, and thus mixing "apples and oranges"; however, the theme that arises is that the secured funding for the Project comes nowhere near the projected $1.96 billion total estimated cost. 22-11

This is a significant point because (1) reliance on unsecured and "to be determined" funding sources is contrary to the DEIR's Section 2.2's Project Objective to "provide a cost-effective project," and (2) violates NEPA for lack of an EIS to support federal agency funding and/or approvals. 22-12

The DEIR states in conclusion that a "funding plan and schedule will be prepared after Metro selects a preferred alignment." Isn't that backwards? Shouldn't Metro have the money to buy something before it commits to buying it? The City understands that the Green Line Extension to Torrance project is still under development, but how can Metro have a "cost-effective" project when it doesn't know how much money it will have to spend, and the sources of secured funding to date is woefully short? 22-13

The proposed Project and options must be analyzed in an EIR/EIS joint document or otherwise processed in compliance with both CEQA and NEPA. 22-14

4. **Analyses Based on Unknown Future Standards or Approvals:** The DEIR improperly defers its analyses to reports and standards that either do not exist and/or are unknown. For example, without limitation, in the Transportation section Project impacts are found to be less than significant because, in part, Project construction will be subject to a construction traffic management plan ("CTMP"). (*See, e.g.,* DEIR § 3.2-4.1.1.) As the DEIR openly admits, no such plan has been developed or circulated, much less adopted. Similar to issues of "deferred mitigation," the public cannot meaningfully comment on plans, regulations or approvals relating to environmental impacts *to the extent they are non-existent* 22-15

and/or unknown. Other instances of the DEIR deferring environmental analysis to unknown, unsettled or non-existent policies and standards are presented in Part II below, without limitation; Lawndale otherwise objects generally to all instances in which the DEIR relies upon unknown, unsettled or non-existent policies, plans, changeable design standards and/or approvals. 22-15

5. **Insufficient Mitigation Measures:** The DEIR prepared for the Project identified several areas of significant environmental impacts including: Aesthesis; Greenhouse Gases; Land Use Planning; Transportation/Traffic; Hazards & Hazardous Materials; Air Quality; and Noise & Vibration sections. However, despite these acknowledgements of significant environmental impacts, the DEIR lacked, deferred, and obfuscated proposing adequate mitigation measures to address the issues outlined in the Initial Study. To the extent the DEIR does present mitigation measures, Lawndale objects to all measures to the extent they are reliant upon deferred studies, analyses or policies that are not grounded in currently-known, objective standards.[1] 22-16

PART II: SECTION-SPECIFIC COMMENTS

1. **Section 2, Project Description:** The Project Description is deficient because the public was not provided with "an accurate, stable and finite" project description on which to comment. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192–193.) Here, the DEIR "proposed Project" is framed as not just one, but three "options" that vary significantly. Indeed, the Hawthorne "option" presents an entirely different alignment when compared to the other two "options" (and even those other two "options" present widely varying environmental impacts). "[A] project description that gives conflicting signals to decision makers and the public about the nature and scope of the project is fundamentally inadequate and misleading.) (*Washoe Meadows Community v. Department of Parks & Recreation* (2017) 17 Cal.App.5th 277, 287 (*Washoe*").) The DEIR's presentation of three very different "options" all presented as one "Project Description" fails to designate a stable project and thus presents an obstacle to informed public participation. 22-17

   Lawndale further offers the following comments relating to the Project Description:

   a. Section 2.1-1, Project Location and Surrounding Uses: The DEIR Project Description is also not clear and fails to identify a specific Project because it mentions a high-capacity transit center, but does not define what that is and what constitutes "high capacity." 22-18

[1] The DEIR also presents mitigation measures that are either confusing in their application, or are missing entirely where there otherwise should be mitigation proposed. For example, Mitigation Measure LU-1 – Temporary Crossings is proposed in the Land Use analysis. However, the Land Use section finds all environmental impacts to be "less than significant". Why is a mitigation measure being proposed if Metro earnestly believes that Land Use impacts are less than significant? Lawndale posits that the imposition of a mitigation measure here belies how understated Metro's findings of less-than significance are.

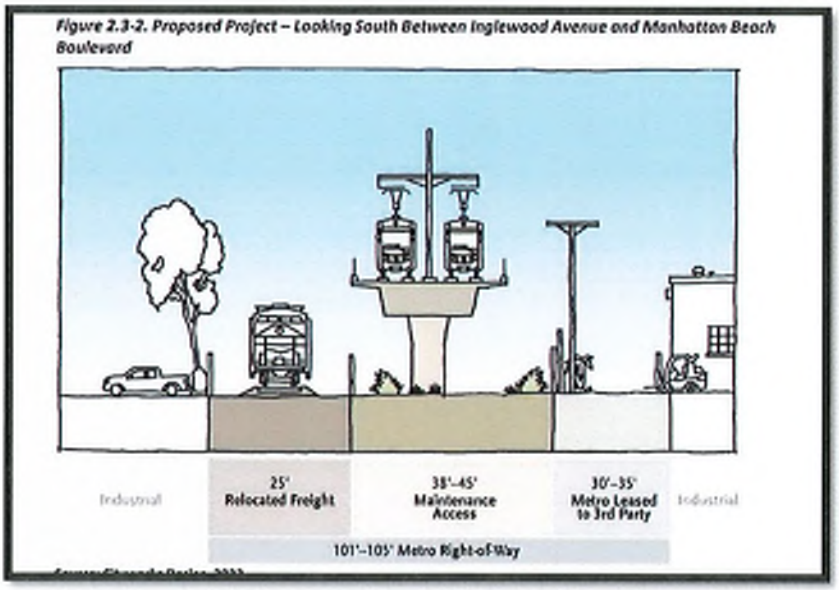
b. Figure 2.1-2, Project History: The Project site map is incomplete and does not identify the Project area clearly. 22-19

c. Section 2.2, Project Objectives: The following Project objectives in the DEIR are misleading and cannot be achieved because descriptions relating to the objectives are too vague and a genuine plan to achieve such objectives would require mitigation measures: (1) "Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice;" (2) "Avoid and minimize environmental impacts on environmental resources to the maximum extent feasible;" and (3) "Provide a cost effective Project." 22-20

d. Section 2.3-1, Proposed Project: The DEIR is not clear on property acquisition. Metro stated that they would not acquire any property on the right-of-way, or "ROW". However the DEIR states that Metro "would acquire or lease additional ROW from BNSF to accommodate the two new rail tracks. This is in case of the ROW not being big enough to accommodate the tracks." The DEIR does not specify what the right-of-way will be. 22-21

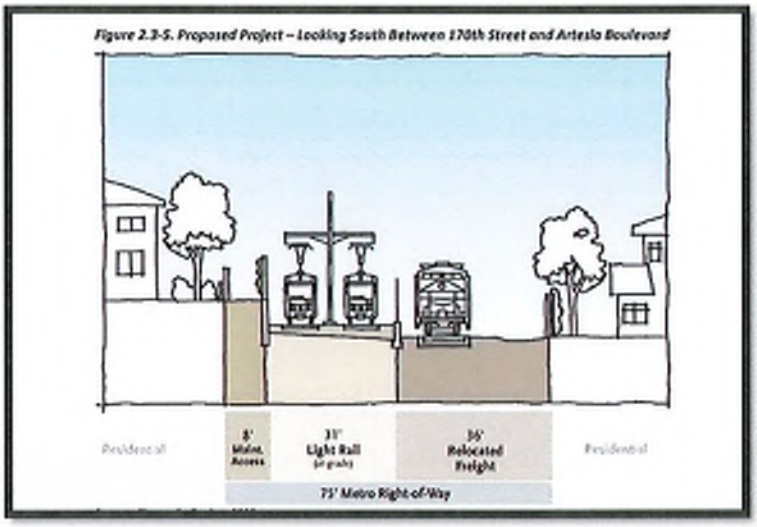
e. Figure 2.3-2, Proposed Project: This figure is showing a proposed right-of-way of 101'-105', which is more than the existing right-of-way owned by Metro (currently 100 ft.). Metro stated that no properties would be taken, but based on this elevation that cannot be correct. A side elevation should also be provided to include the surrounding residential areas to compare the scale of the Project versus the existing site. The footnote in this discussion alludes to a retained fill ("The retained fill would be an elevated platform made of reinforced walls which are filled with soil material"). But, an indication of what that is on the elevation is lacking. 22-22

Figure 2.3-2. Proposed Project – Looking South Between Inglewood Avenue and Manhattan Beach Boulevard



f. Figure 2.3-2; Looking South of 162nd: There is no clear explanation of the type of construction the overhead railway would be, some areas say columns and the diagram states "elevated/at-grade." This is too ambiguous. 22-23

g. Figure 2.3-5, Proposed Project elevation looking south between 170th and Artesia Blvd.: The elevations depicted are vague and lack clarity. The diagram indicates a small proximity from the light rail to the freight rail. However, it is required that there is a minimum of 20 ft. between the light rail and the freight train. Such distance is not indicated in the elevation, and the distances indicated do not appear to comport with minimum space between rails. 22-24



h. Lacking Bridge Expansion Description: The description in the DEIR states that the rail tracks would cross over Artesia Boulevard, however the existing bridge cannot accommodate three rail tracks. The proposed Project would need to include the expansion of the bridge. This is not analyzed under the DEIR or shown in the exhibits. 22-25

i. Multi-Use Recreational Paths: The DEIR does not address the relocation of the railways, which will have significant impacts to surrounding thoroughfares. The size of the proposed walking path must already be determined—giving an approximate number is not sufficient. The figure attendant to this discussion does not identify a fence or wall. Thus, what is proposed is not clear. 22-26

j. Other Insufficient Elements of the Project Description. In all, the Project is overbroad, vague, and reliant upon unspecified assumptions. Further areas of ambiguity include, without limitation: 22-27

   i. *2.3-4.2, Light Rail Vehicles*: The DEIR states that "[I]t is assumed that existing Metro light rail cars would be used" and provides a 22-28

sweeping generalization of how such cars are "typically" configured. The height and surface materials (as relevant to aesthetics), and attendant air and exhaust systems (as relevant to air quality) are not described. Further, Metro's reliance upon an "assumed" use of "typical" light rail cars is too indefinite for purposes of eliciting meaningful public comment. 22-28

ii. *2.3-4.4; Ancillary and Support Facilities*: The Project Description loosely states, "Multiple additional elements are required to support light rail vehicle operations, including an overhead catenary system (OCS), traction power substations (TPSS), and communications and signaling buildings." The size, locations, number—and indeed what other "additional elements" may be intended here—is left entirely to the public's imagination. 22-29

iii. *2.3-4.1, OCS*: This is likewise too vague. For example, the description states that these overhead wires will entail poles "[i]n some locations" to "be located on both sides of the tracks." The number and locations of single versus dual OCS infrastructure is unspecified. 22-30

iv. *2.3-4.2, Traction Power Stations*: These stations are described as being subject to "principles of urban design" with "several options available for some locations." The lack of specificity here fails to comply with CEQA standards. 22-31

2. **Aesthetics:**

a. Failure to Address Visual Character/Quality Impacts in Conflict with General Plan Scenic Quality: In general, the Aesthetics section of the DEIR does not adequately identify, study, or mitigate potential aesthetic impacts on the surrounding area with regards to the proposed Metro Project. This is not surprising given the lack of detail that was provided in the description of the individual Project elements. The DEIR inadequately describes, insufficiently analyzes, and certainly fails to propose any mitigation measures to minimize disruption to, visual resources even where Lawndale's General Plan Open Space Element applies for purposes of preserving aesthetic quality and character. For example: 22-32

- *Section 3.3-1.3, Local Regulations*: The DEIR failed to demonstrate how the Project meets Lawndale's policies and regulations. The "Resource Study Areas," as depicted in the DEIR, do not identify and evaluate existing conditions of open space used by residents. The DEIR has failed to provide sufficient key points of interest along the existing ROW used for recreational purposes. For example, the proposed walking path will disturb, disrupt and interfere with day-to-day recreational features currently utilized by Lawndale residents. 22-33

Lawndale's General Plan and policies strive to protect the limited recreational spaces within the City of Lawndale as vital elements of residents' quality of life. 22-33

- *Page 3.3-22, Inglewood Avenue to Artesia Boulevard (Proposed Project and Trench Option)*: With respect to an identified greenway, the DEIR states: "because the greenway is not specifically protected by any applicable local general plans, planning and zoning codes, or other regulations, this greenway is not considered to be a visual resource." This statement and any analysis stemming therefrom is inaccurate because it does not acknowledge the application of Lawndale's General Plan Open Space Element. 22-34

- *Unaddressed Open Space Areas*: The proposed elevated rail structure and the freight track will have potential significant impacts along the existing railway as it is currently identified in the Open Space Element of Lawndale's General Plan as open recreational space. There is currently only one railway, no overhead wires and ample vegetation that residents use for recreation. Adding the light rail system, along with its ancillary structures and the overhead wires, will significantly impact the aesthetics of 11.04 acres of recreational land within Lawndale. 22-35

Therefore, to the extent Metro holds that "visual impacts in urbanized areas are assessed based on the potential of a project to conflict with applicable zoning and other regulations governing scenic quality" (DEIR p. 3.3-59), the DEIR fails its own stated standard. As demonstrated in the above examples, visual impacts to Lawndale recreational areas are in conflict with the City's General Plan Open Space Element, leaving the DEIR's analysis thereof legally insufficient. 22-36

The Aesthetics section states that there will be no significant impacts. However, based on the actual current conditions of the Project area and the proposed Project's new above-ground wires and pillars to be added, there will be substantial impacts to aesthetics with respect to all Project options.[2] 22-37

b. <u>The DEIR Fails to Address Other Fundamental Aesthetic Elements, Wants for Baseline Descriptions of Aesthetic Conditions, and Presents Inadequate Methodologies</u>. 22-38

i. *Unstated and Understated Visual Impacts*:

[2] The DEIR similarly misjudges aesthetic character and scenic quality policies elsewhere. For example, without limitation, Figure 3.3-17 (View 12) and Figure 3.3-38 (View 48) respectively depict an open area with ample mature trees and a tree-lined residential street with homes dating more than 75 years old. Nonetheless, the DEIR misconstrues these areas, amongst others, as "urbanized areas" having no "unique visual features" and thus improperly understates (or discounts) visual impacts. The same can be said of the DEIR's aesthetic lacking analysis of El Nido Park in the City of Redondo Beach.

The picture below shows the existing Metro ROW of way. Looking northeast from Condon Avenue in Lawndale.

The picture below is an example of an existing Metro railway going through a residential area and how it will potentially look going through the ROW. Clearly, the potential aesthetic impact is significant compared to the above.

22-39

The picture below shows existing Hawthorne Boulevard looking North towards the 405 freeway. According to the DEIR this would be the location of one of the Project "options" where the Project may be located.

The DEIR fails to evaluate the negative impacts on aesthetics within Hawthorne Boulevard. Below is a picture of the existing C-line Redondo Metro station. It is evident that the construction of an overhead railway like this would significantly change the aesthetic of Hawthorne Boulevard as pictured above.

22-40

The DEIR fails to provide a maintaince schedule to prevent blight. The two pictures below existing Metro Light railway areas in Compton, located near residential areas. The railway has not been maintained, there is rubbish, dead vegetation, graffiti, and homelessness.

22-41

The photograph below shows the "art" that was provided by Metro when the light rail train passed through Compton. Lawndale posits that such installations detract from, rather than enhance, aesthetic appeal. Such installations are also a draw for

22-42

graffiti, vandalization and other nuisance conditions. Yet, these issues are not addressed in the DEIR Aesthetics discussion.

22-42

Below is an example of a current Metro light rail area showing a typical itinerant encampment. As descrbed further below, railway setbacks, bridge undercrossings and ROWs are a draw to those experiencing homelessness, resulting in unsightly and unsafe conditions. Yet, these aesthetic issues are not addressed.

22-43

The DEIR fails to provide mitigation measures for aesthetics on all three Project options. The DEIR must provide a detailed design for the proposed Project, fuller description of potential aesthetic impacts and meaningful mitigation measures to minimize aesthetic impacts. 22-44

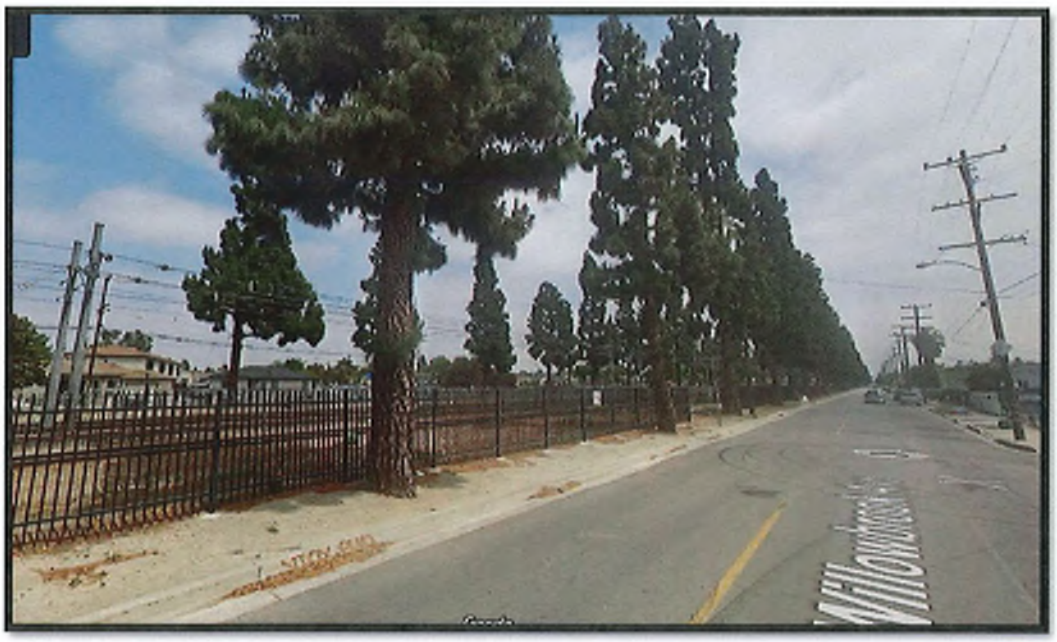
ii. *Soundwall Missing Design/Aesthetic Analyses*: The DEIR fails to address the aesthetic impacts of specific Project elements. For example, the DEIR mentions a soundwall in both the Aesthetics section and as a Noise mitigation measure (MM-NOI-2); however, no design/aesthetic description is proposed or provided in attendance with respect to the proposed soundwall, which should be part of the Aesthetics section. The description of the soundwall is extremely vague and does not give enough information to review and comment on whether it will mitigate impacts. Further detail and schematics must be provided. 22-45

iii. *Metro Design Standards*: The DEIR fails to provide information on Metro's adopted design standards. The proposed Project fails to show any information related to such. 22-46

iv. *Metro Tree Policy*: The DEIR fails to provide a copy of Metro's Tree Policy. The DEIR should provide the proposed landscaping and monitoring plan for the future Project and analyze appropriate natural buffers to all adjacent residential areas. 22-47

The two pictures below show the existing Metro light rail roadway network in the City of Compton. The areas are barren and without landscaping, which is a 22-48

significant change from the existing ROW in the City of Lawndale. The dominance of rock, metal and hardscape features present potential significant impacts to light and glare, which were not analyzed in the DEIR. 22-48



v. *Section 3.3-2, Methodology*: The DEIR indicates that "typical views and key observation points ("KOPs") for the visual assessment are identified, based on the responses of representative viewers." The 22-49

DEIR fails to identify the "representative viewers" and the role they play in the Project.

- It is unclear if the views represent the greatest impact to the greatest number of representative viewers.
- It is unclear if the views represent the cross section of viewers exposed to the site.
- It is unclear if there are any views that should be simulated to show there would be minimal impacts.

22-49

Based on the KOPs identified in the DEIR only two KOPs were identified within the Open Space area in Lawndale, which insufficiently describes residential neighborhoods located along the ROW. The responses from the "representative viewers" fail to provide the existing recreational space used by residents. In addition, the representative viewers failed to include additional KOPs along nearby residential areas.

22-50

vi. *Section 3.3-2.1, Resource Study Area*: The DEIR presents resource study areas ("RSAs") that omit areas "blocked by tall vegetation, buildings, and other intervening development." This metric for drawing RSAs is entirely subjective and could be applied to exclude a vast majority of areas that may include local residents in Lawndale. Metro needs to provide a methodology that is objective, fair and does not exclude residents based on subjective interpretations of "tall vegetation, buildings and other intervening development."

22-51

vii. *Section 3.3-2.2.2, Visual Quality*: The DEIR contains subjective interpretations and decisions that are not appropriate and will significantly impact the community of Lawndale. The DEIR indicates that "visual quality refers to the aesthetics of the landscape, which is based on the viewers values and notions about what constitutes a quality setting."

22-52

viii. *Section 3.3-3.3, Visual Character*: This section of the DEIR fails to adequately identify the existing character of the residential neighborhood(s). There is a total of 15 residential streets along the proposed Project. Five out of those 15 residential streets have vital cross points used for day-to-day activities. Those five streets are used to travel to two separate schools located one block east from the proposed Project site. The DEIR neglects to set the proper baseline in describing the character of the residential area. For example, the DEIR states that the existing "residences were constructed between the 1930s and the 1970s" and the DEIR fails to mention that newer single-family dwellings were developed in the

22-53

1990's. The DEIR improperly understates the residential view character of these suburban areas adjacent to the proposed Project will be negatively impacted. 22-53

ix. *Figure 3.3-3, Detailed Location of Representative Views*: The DEIR fails to identify locations that will be affected by the proposed light-rail Project. All railroad crossings located within the residential areas should be identified as KOPs. 22-54

x. *Page 3.3-22, Inglewood Avenue to Artesia Boulevard (Proposed Project and Trench Option)*: The DEIR fails to identify residential properties located between 170th Street and Artesia Boulevard. 22-55

xi. *Page 3.3-31, 182nd Street to Intersection of Hawthorne Boulevard and 190th Street (Proposed Project and Trench Option)*: The DEIR provides inconsistent descriptions of ROW green / open space located in the City of Lawndale versus that located in the City of Torrance without any stated justification or reasoning. 22-56

c. Inadequate Light/Glare Analysis: The DEIR fails to passably analyze aesthetic issues of light and glare, particularly from an operational impact perspective. (*See*, Sections 3.3-4.4.2 – 3.3.-6.3.) At Section 3.3-4.4.2, the DEIR states: 22-57

The Proposed Project includes several elements, such as glass, metal surfaces, and additional lighting that could create new sources of glare. However, the existing sources of light at the existing Redondo Beach (Marine) Station do not generate substantial glare. Thus, it is not anticipated that the Proposed Project would generate substantial glare.

This conclusory and over-generalized comparison between the glare impacts attributable to a stationary building and a fast-moving, metallic vehicle is entirely misplaced. The fast transitory nature of rail cars produces substantially different attributes of "flashing" light and glare, particularly if paired with unmitigated surrounding hardscape (an unknown given the lack of landscape screening information provided). Yet, no further analysis other than the above-quote is provided with respect to the Project's potential reflective attributes. 22-58

Similarly, the DEIR fails to address the introduction of lighting from rail vehicle headlights, which will impact certain residences, as well as street vehicles and surrounding businesses. As to maintenance lighting, the DEIR provides no meaningful analysis based on the conclusory expectation that non-transient lighting will "be compliant" with Metro and other agency lighting regulations and design standards; these standards are not described or analyzed. (*See,* Section 3.3-7.1.) 22-59

While the DEIR observes that shade and shadow patterns from Project-related structures "would change throughout the day and seasonally," and notes that such changes could create "adverse shadow impact" to recreational facilities, there is no mention of impacts to surrounding street, pedestrian, residential or other viewsheds. (Section 3.3-7.1.) Nor does the DEIR identify or analyze structures that may pose undeviating areas of shadow over adjacent streets, thoroughfares, or buildings (including residences). 22-60

Because the DEIR fails to properly study these significant impacts on aesthetics, the DEIR fails to live up to its role as an informational document. Metro's failure here "precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process." (*Ass'n of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1391.) 22-61

d. Section 3.3-1.2, State and Regional Regulations: State and Regional Regulations CEQA. DEIR statements here delete a very critical component of the California Public Resources Code Section 21002(b), which states: "Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise." The DEIR neglects the element of freedom from excessive noise. The proposed trips that will be generated for the light rail will dramatically increase the amount of daily noise (20 hours a day) for the residents. 22-62

3. **Air Quality:** The Air Quality section of the DEIR is incomplete and, therefore, inadequate. This proposed Project will create a significant amount of air quality issues locally and regionally. The Air Quality sections of the DEIR did not adequately address or identify vehicle traffic trips generated by the Project. Additionally, vehicle emissions that will be generated have not been adequately addressed by the DEIR. For example, the DEIR does not adequately account for air quality impacts associated with rail riders driving automobiles either to a rail station (e.g., "park and ride"), or from a rail station to their endpoint destination. 22-63

a. Section 3.4-1.1, Federal Regulations: This section mentions Toxic Air Contaminants ("TAC") as air pollutants that may increase a person's risk of developing cancer and/or other serious health effects. The Project includes the relocation of the existing freight locomotive, and the DEIR here mentions that at least 10% of the soil will be contaminated. All three Project options are located within or closer than 500 feet of sensitive receptors that may be affected by the TACs resulting from the Project. There is no mention of a Phase II or Phase III study to check for contamination on the property along the ROW option. The DEIR mentions that Metro will be removing the 22-64

contaminated soil; however, there are no details or information about how this would impact the sensitive receptors. 22-64

b. Section 3.4-2.2.1, Proposed Project construction: The DEIR fails to give detailed information on the amount of soils and materials to be disturbed. The Project would involve a total of approximately 556,100 cubic yards of imported and exported materials. What are the individual quantities of dirt that will be moved or imported? How will dust built-up be mitigated? Such information is conspicuously lacking. 22-65

    i. The trench option fails to provide details on the amount, type, and timing of material to be exported and imported to the Project site. 22-66

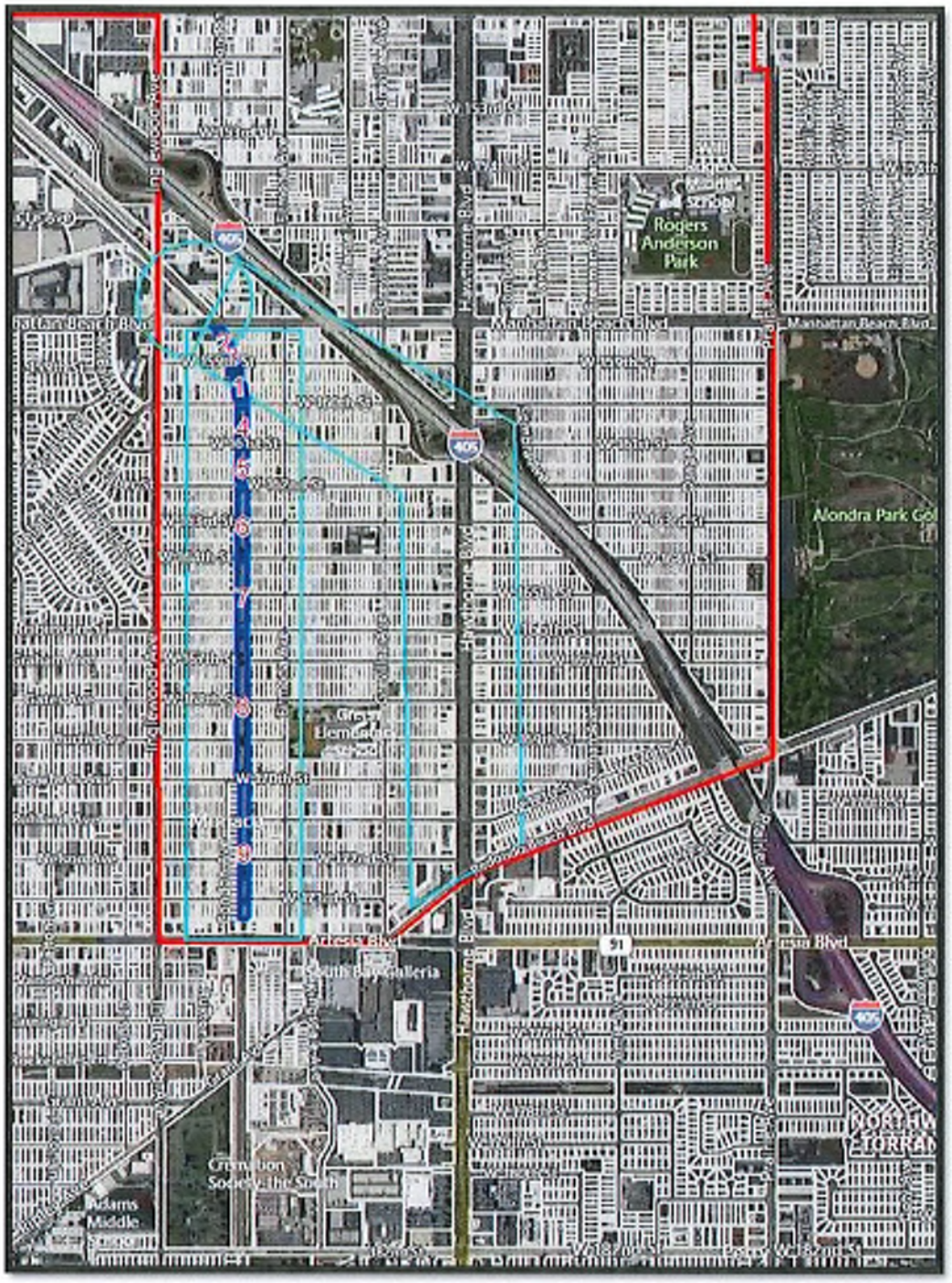
    ii. The Hawthorne option fails to provide details on the amount, type, and timing of material to be exported and imported to the Project site. 22-67

c. Section 3.4-2.3.1, CEQA Review of Sustainable Transportation Projects: The DEIR states, "To estimate daily emissions for the Proposed Project, Trench Option, and Hawthorne Option, the daily vehicle miles travelled ("VMT") reduction corresponding to each operational scenario was multiplied by the corresponding emission factor for each pollutant" This statement does not present the results of calculations or numbers supporting it.[3] 22-68

d. Section 3.4-2.4.1, State CEQA Guidelines: This section of the DEIR provides false information. The proposed Project and its options would conflict with the applicable SCAQMD plan due to the direct impact on population and housing as per SB 2097. The Project would expose all sensitive receptors within a 500-foot radius of the Project. There is a high number of residential homes and several schools near the proposed Project location and the options. The proposed Project of the ROW includes the relocation of an existing freight train, and according to the Air Quality portion of the DEIR, the moving of dirt anticipates at least 10% of contaminated soils which need to be disposed of, however this is located within 100 feet of sensitive receptors. The DEIR states "Compliance with the Metro Green Construction Policy will preclude the possibility of unhealthy exposures of sensitive receptors to TAC concentrations during the proposed Project construction." This statement is incomplete, there is a lack of explanation of how this will be achieved. 22-69

The diagram below shows sensitive receptors within 500 ft. of the proposed Project and proposed options.

[3] Throughout the DEIR it is also stated that the proposed Project and options would reduce Vehicle Miles Traveled ("VMT"); however it does not present an analysis of, or number by which, this will be reduced. This conclusory statement is inadequate.



The DEIR fails to provide accurate and complete mitigation. This section also contains deferred mitigation: "If maximum daily emissions would exceed applicable thresholds values during construction or operations, opportunities to mitigate and reduce those emissions are required to be explored and implemented as feasible."

22-70

e. Section 3.4-2.5, Project Features: The DEIR fails to provide complete information and details about the use of generators. More information must be provided on locations, types of generators and whether they will be back-up or will they be on all the time. The DEIR states inspections will be conducted by Metro for compliance with air quality regulations. The study fails to specify how often or whether this information will be submitted to AQMD. If Metro fails to comply with the inspections or with air quality rules, how will this be mitigated? Merely deferring air quality analysis to future inspections is unacceptable. 22-71

The DEIR provides incomplete and inaccurate information. The document states that the information provided for 2020 data is not reliable due to the COVID19 Pandemic; however, the 2020 monitoring period for air quality is used for concentrations of pollutants. During the pandemic there was nearly no traffic and low transit ridership. The information is inconsistent; all data presented must be consistent. 22-72

The DEIR did not address new Senate Bill 2097, which eliminates parking requirements for any property located near public transit. Contrary to Metro's claims, this Project will result in population / housing growth because State Legislation has approved numerous housing bills that incentivize more housing near transit centers. The numerous new State housing bills promote incentives for developers to construct more housing and therefore increase population. 22-73

f. Section 3.4-4.1.1, Construction impacts: The DEIR fails to provide an accurate constriction timeline. The "temporary" construction is expected to last 5-6 years. The sensitive receptors will be impacted. The DEIR fails to provide ways to mitigate the construction impacts on air quality. 22-74

g. Table 3.4-14, Project Construction Regulatory Control Measures: The DEIR fails to provide information on the proposed mitigation plan to water and reduce fugitive dust, Rule 403 fugitive dust. 22-75

All three Project "options" will require mitigation for air quality. The proposed Project and its options will be moving material to and from the Project area. The ROW option will require relocation of existing railroad tracks, which will require demolition of existing tracks. The trench option will require digging and moving of dirt, and the Hawthorne Boulevard option will required demolition or relocation of existing high power electricity lines. 22-76

SCAQMD RULE 403 (FUGITIVE DUST)	
Backfilling, Clearing and Grubbing, Cut and fill, Demolition, Disturbed soil, Earth-moving activities	Apply water to materials/stockpiles to prevent visible dust plumes and stabilize wind erodible surfaces.
Importing/exporting of bulk materials	Maintain at least six inches of freeboard on haul vehicles; use tarps or other suitable enclosures.
Road shoulder maintenance	Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after maintenance.
Staging areas	Limit size of staging areas and limit vehicle speeds to 15 miles per hour.

4. **Biology:** The Biological Resources section of the DEIR is in complete and inadequate. The Biological Resources section of the DEIR did not identify, study, or properly mitigate the potential biological impacts with regards to bird surveys or special status species. (*See e.g.*, DEIR p. 3.2.3.) The Project site has acres of existing trees throughout the ROW and the Hawthorne Boulevard corridor areas; yet, no surveys were completed to determine the limits and potential impacts the proposed Project could have on biological resources. In addition, the DEIR failed to provide an inventory of existing trees within the proposed area. It is crucial to know the types of trees that are being removed since different species, such as the Monarch Butterfly, utilize available trees as migration resting points. 22-77

Furthermore, deferred mitigation is inconsistent with CEQA Guidelines. DEIR Section 3.7-1.1, Federal Regulations Migratory Bird Treaty Act, proposes deferring mitigation measures by completing a Pre-Construction Nesting Bird Survey; this deferral of potential mitigation does not address the potential biological impacts that the Project could have on the environment. 22-78

   a. Section 3.7-3.4, Sensitive Biological Resources Within the RSA: This section of the DEIR mentions plant and animal species that have potential to occur and are protected under the Migratory Bird Treaty Act (MBTA) and California Fish & Wildlife. The species named under the DEIR show low potential to occur and one plant species with high potential to occur. The DEIR did not complete an assessment or study on the current conditions of habitat, thus there is no determination on potential impacts during construction. The DEIR is stating that the proposed Project would be Less Than Significant Impact with Mitigation for all three options by conducting a pre-construction survey. How was this assessment made without first completing a special species survey of the area to justify less than significant impacts on Biological Resources? It would be impossible to arrive at this conclusion without first basing the assessment on completed special surveys conducted by a licensed and certified biology expert. 22-79

   b. Section 3.7-4.1.2, Operational Impacts: The DEIR states there will be Less Than Significant Impacts with mitigation. However that conclusion is self-contradictory given the statement that "Potential direct impacts may

subsequently cause nest abandonment (and this loss of young), nest failure, or direct mortality of individuals." Metro is proposing to mitigate with routine maintenance, however no routine maintenance plan was provided The Trench option was also identified as Less Than Significant Impacts with mitigation, and the Hawthorne Option Less Than Significant Impacts without any mitigation. A survey should be conducted and a plan should be prepared by an expert providing ways to mitigate potential loss of wildlife. 22-80

c. Section 3.7-4.2, Riparian or Fish and Wildlife: This section states No Impact under Construction and Operation of all three Project options. However, in the list provided of potential endangered species some vegetation is identified as potentially to occur. No study has been conducted and a No Impact determination cannot be made without sufficient information. 22-81

d. Section 3.7-4.4, Native or Migratory Species Corridors or Nurseries: Project interference with any native resident or migratory species. This section states No Impact under Construction and Operation of all three Project options. However, in the list provided of potential endangered species some wildlife is identified as potentially to occur. No study has been conducted and a No Impact determination cannot be made without sufficient information. 22-82

5. **Energy:** The DEIR does not mention that a purchasing power agreement with Edison is needed to run the light rail train. There was no analysis on how the project will be energized and where the power will be coming from. The power purchasing agreement must also be approved by the California Public Utilities Commission ("CPUC"). 22-83

a. Page 3.12-11 Metro Energy conservation and Management Plan (ECMP), the DEIR states that solar panels will be installed in the year 2022. Has or will this be part of the construction of the rail system? Is the stated timeframe still accurate given that 2022 has passed? Where will the panels be located? The information is unclear and deficient. 22-84

6. **Geology & Soils:** There is a lack of mitigation for the proposed Project in case of an earthquake within the vicinity. 22-85

a. Section 3.8-3.7, Landslides and Slope Failures: This section lacks data on the potential impacts for the areas identified in the map as landslide prone area. 22-86

7. **Green House Gases:** The proposed Green House Gases ("GHG") mitigation measures are not adequate. Deferral of mitigation measures is inconsistent with the CEQA Guidelines. On DEIR page 3.5-5, it states that building public transportation would reduce vehicle miles travelled, however there is no supporting data to show that this is the case. A GHG study must be prepared 22-87

and analyzed to ensure appropriate mitigation measures are incorporated into the Project. 22-87

a. Table 3.5-3, City of Lawndale – Relevant GHG Emissions, Goals, Policies and Programs: The DEIR states that goals from the Lawndale Air Quality Management Plan were incorporated as they would be relevant to the GHG emissions from the transportation and transit sector. City of Lawndale's Climate Action Plan Goal "LUT:C" encourages public transit by implementing a Bus Rapid Transit System. The City's CAP or AQMP does not recommend or provide goals or policies that support a light transit system. 22-88

    i. The DEIR is not consistent with the GHG Emissions, Goals, Policies, and Programs for the City of Lawndale. Goal 1- The City shall promote air quality and mobility in an environment of continued population growth, while providing for a healthy economic base. The City will work towards reducing VMT through an improved job/ housing balance and more efficient urban land use plan. Goal No. "LUT:C" Encourage transit through the implementation of a Bus Rapid Transit System and expand the sub-regional public transit network and enhance transit frequency through collaboration with SBCCOG and neighboring cities, as well as the prioritization of funding around transit stations to promote active transportation. 22-89

b. Section 3.5-2 Methodology: The DEIR explains that there will be environmental effects on GHGs temporarily during the Project construction and during future operation following the completion of the Project. This section mentions what was used to calculate the data, however there is lack of information on what or how this was conducted. 22-90

c. Section 3.5-2.1 Resource Study Area: This section states that the regional GHG emissions are evaluated primarily at the Metropolitan Planning Organization (MOP) level but does not specify if it was at Regional or Local levels. 22-91

d. Figure 3.5-1, Resource Study Area Map: The map should be analyzed locally, not just regionally. The study area is deficient. 22-92

e. Section 3.5-2.2, Construction GHG Emission: This section talks about temporary GHG emissions during construction from the use of heavy-duty haul trucks. Also, it states that the GHG emissions will be amortized over a 30-year operational lifetime. There are no mitigation measures or data backing up this claim. 22-93

    And, in the last sentence of this section, it is stated that construction "would take approximately five." Approximately five what? Months, Years? Does this account for potential unforeseen delays? 22-94

f. Section 3.5-10, Operational GHGs: The DEIR mentions that the proposed Project would reduce the sources of regional GHG because of increased ridership. What is the nexus between the two arguments? What warrants that ridership will increase to reduce GHGs? Are there any case studies associated with this claim? The DEIR does not adequately account for GHG (and other impacts) associated with rail riders driving automobiles either to a rail station (e.g., "park and ride"), or from a rail station to their endpoint destination. 22-95

g. Table 3.5-10, Operational Parameters: This table data does not have any information backing up the numbers. Provide a justification and basis for the numbers tabulated here. 22-96

    i. *Indirect Power Supply Emissions*: The last paragraph of this section sets forth deferred mitigation based on renewable energy requirements by the State, which is inadequate for the current conditions. What mitigations are proposed for the current electricity usage before the State becomes 100 percent renewable? The impact is significant and must be mitigated. 22-97

h. Section 3.5-2.4, Significance Thresholds: The proposed Project and Project options will be generating GHG emissions directly and indirectly. It also conflicts with the SCAQMD by stating that there are no thresholds for new light rail Projects; however, as part of this Project there is a locomotive freight rail system that is proposed to be moved and this is not mentioned within the GHG analysis. 22-98

i. Section 3.5-2.5, CEQA Streamlining: This section claims that air quality will improve. There is no data or metrics supporting this. 22-98

j. Section 3.5-3.1, California GHG Emissions: There is no study showing the wall built for the proposed Project. Provide information on how this will affect GHGs. 22-99

k. Sections 3.5-1.1 and 3.5-3.2: These discussions are not tailored to be Project related as they relate and rely on regional data. These should be be looked at a local level. 22-100

l. Section 3.5-3.3, Effects of COVID 19-Pandemic: This discussion suggests that there are no determinations on how the pandemic affected ridership. The DEIR takes the approach of a proffering a deferred study in or around 2042. There should be enough data from 2019, years prior, and 2022 to make a determination on ridership rather than deferring analysis. 22-101

m. Table 3.5-1.13, Proposed Project Table: This table is deficient and incomplete. There are no baselines to determine a less than significant impact. 22-102

n. Table 3.5-14 Trench Option Table: This table is deficient and incomplete, there are no baselines to determine the outcome. 22-103

o. Section 3.5-4.1.2, Operational Impact: The DEIR states that "Metro network GHG emissions displacement through mode shift by 3,721.4 MTCO2e, which represents an additional two percent reduction relative to 2019 Metro operations summarized in Table 3.5-12." This statement has no supporting data or studies. This section states that there are less than significant impacts, however there are no mitigation measures or supporting data attendant to this conclusory determination. Lawndale objects that the statements here are not accurate as to all Project options. 22-104

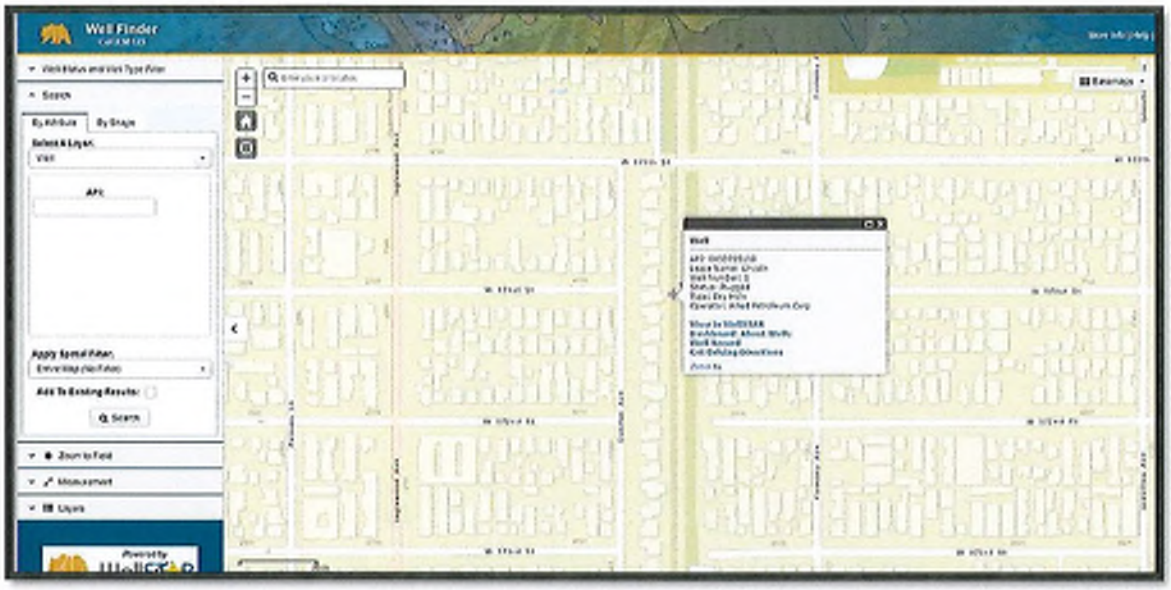
p. Section 3.5-4.2.1, Construction Impacts: The DEIR states that the Project would not conflict with any applicable policy or regulation adopted for the purpose of reducing emissions of GHGs. However, this statement is false. All the determinations were made without studies and without mitigation measures for construction and operational phases. The wait time at the crossings will create significant impacts on GHG emissions by idling traffic not analyzed in the DEIR. 22-105

q. Section 3.5-7, Cumulative Impacts: The information provided in this section of the DEIR is deficient and lacks information. There are portions of the proposed Project that are not evaluated, such as the construction of a sound wall, the construction of the widening of the bridge over Artesia Boulevard, as well as the construction of future development within the region. 22-106

See, Senate Bill 743: "...reduction of vehicle miles traveled that contribute to GHG emission as required by AB 32. SB 743 requires the State Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines, establishing criteria for determining the significance of transportation impacts of Projects within transit priority areas that promote the reduction of GHG emissions, the development of multimodal transportation networks , and a diversity of land uses." 22-107

8. **Hazardous Materials:** There is an Allied Petroleum Corporate Well within the existing right-of-way. The DEIR also states under the Air Quality section that there will be approximately 10% of contaminated soil. A Phase I study was conducted; however, a Phase II and Phase III remediation plan should have been prepared as part of the study. Thus, there are potential significant impacts that have not been addressed. 22-108

The diagram below provides the location of an existing well within the ROW in the City of Lawndale.



The DEIR does not provide sufficient information on the existing freight train. A study should be conducted to demonstrate how relocating the railway may expose sensitive receptors to hazardous materials and such impacts should be mitigated. 22-109

9. **Land Use:** Relevant regulations for the proposed Project do not support the light rail system. *See,* Lawndale General Plan Land Use Element, Table 3.2-2. Goal 1 of the Lawndale General plan requires the following: "Preserve and enhance the environment, values, aesthetic character, and image of Lawndale as a vital, attractive, desirable, and safe urban community." The proposed Project and its options are not consistent with this Goal 1 as it would decrease the aesthetic character, attractiveness, desirability and would not promote public safety. 22-110

   a. Section PR-AES-1, Local Zoning Ordinances: The Project components will NOT adhere to Lawndale's zoning ordinances. The City identifies the existing rail road right-of-way as Public Facilities/Open Space in the City of Lawndale's General Plan. These types of uses are identified as prioritized limited resources.

   See Lawndale Land Use Element Policy 1a: "Maintain the existing Residential development pattern, except in locations along major transportation corridors and public centers where Commercial or higher density." The proposed Project is to go through the ROW, which is a low density residential area with local and collector streets. The Project does not conform to the City of Lawndale's General Plan Land Use Element. 22-111

The proposed Project and its options are not consistent with the City of Lawndale's Zoning Ordinance Policies mentioned in the DEIR. 22-111

Table 3.2-5 The statements made in the chart below are false and lack data to support the information provided. 22-112

City of Lawndale, General Plan	
Land Use Element Policy/Goals: • Goal 1: Preserve and enhance the environment, values, aesthetic character, and image of Lawndale as a vital, attractive, desirable, and safe urban community; • Policy 1a: Maintain the existing Residential development pattern, except in locations along major transportation corridors and public centers where Commercial or higher-density Residential uses are more appropriate; *Circulation Element Policy/Goals:* • Goal 1: Provide an integrated transportation system for the safe and efficient movement of people and goods with minimal disruption to the environment within and through the City; • Goal 2: Consider all modes of transportation; and • Goal 5: Participate in and assist with coordinating regional efforts which integrate the City's transportation system with the regional transportation system.	**Consistent.** These policies support maintaining: • land use patterns except for major transit corridors • a viable and desirable community • integrating public transportation facilities and encouraging all modes of transportation In addition to the consistency of these policies, there would be no change to existing land use patterns.

The table below indicates "City of Lawndale Necessary Regulations." What does Metro mean by "Necessary"? 22-113

	City of Lawndale Necessary Regulations	
	Zoning Regulation	To encourage the most appropriate use of land
	Zoning Regulation	To conserve and stabilize the value of property
	Zoning Regulation	To provide adequate open spaces for light and air and to prevent and fight fires
	Zoning Regulation	To prevent undue concentration of population
	Zoning Regulation	To lessen congestion on streets
	Zoning Regulation	To facilitate adequate provisions for community utilities and facilities, such as transportation, water, sewerage, schools, parks, and other public requirements
	Zoning Regulation	To protect and promote the health, safety, and general welfare, all in accordance with the comprehensive general plan

The chart below is a continuation of the abovementioned chart. It shows Goals and Objectives for the Hawthorne Boulevard Specific Plan. The DEIR fails to meet and provide the information listed below. 22-114

Hawthorne Boulevard Specific Plan	
Plan's Purpose	Develop appropriate land use categories and development standards
Plan's Purpose	Ensure General Plan consistency
Plan's Purpose	Prepare design guidelines for signs, streetscape, and landscaping
Plan's Purpose	Make recommendations for circulation and other improvements
Plan's Purpose	Establish a conceptual framework for physical improvements to Hawthorne Boulevard
Plan's Purpose	Provide program and policy assistance for rehabilitating and revitalizing existing structures and businesses

Source: City of Lawndale General Plan, 1992a;1992c; 1999

The proposed Project would physically divide the established community of the City of Lawndale. Currently a freight train passes twice per day, which allows both the east and west side of the City to be connected. Adding the light rail train would divide the City as it would have light rail passing by every 15 minutes creating many environmental impacts interrupting the community. 22-115

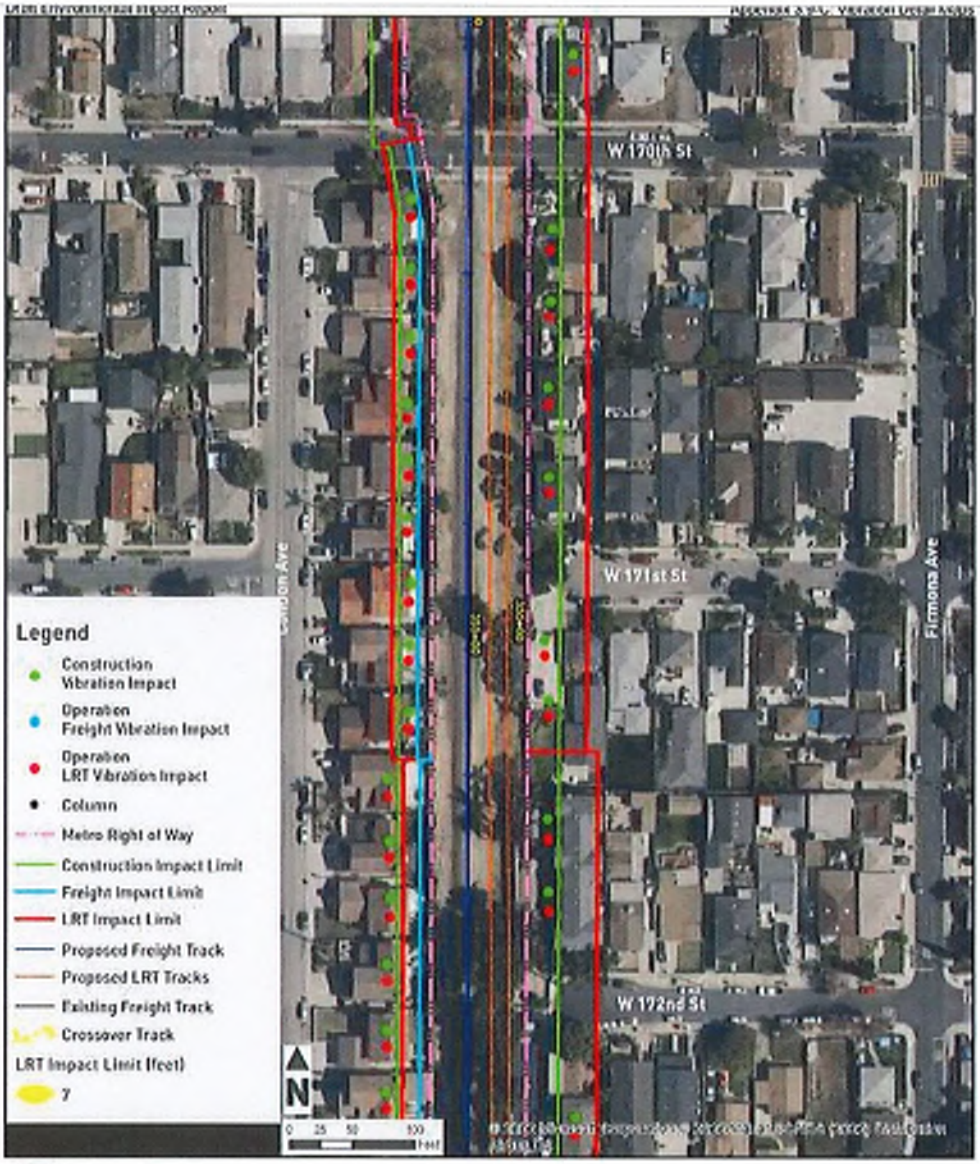
10. **Noise and Vibration:** The proposed mitigation measures and noise study are inadequate. The noise study did not analyze potential noise impacts on sensitive noise receptors for the proposed residential component of the Project with regards to the existing and proposed commercial expansion. In addition, no mitigation measures were proposed that would protect sensitive noise receptors for the proposed residential component of the Project from excessive noise and vibrations from the proposed and existing commercial component of the Project. 22-116

The DEIR states that noise and vibration will only cause annoyance to the residents, which is false, particularly given the massive increase in train frequency pursuant to the Project. The DEIR fails to address the public health issue caused by noise pollution and the public safety issue caused by constant vibration to the homes located near the ROW. According to a the National Geographic Encyclopedia "Sounds that reach 85 decibels or higher can harm a person's ear. Sounds that exceed this threshold include familiar things, such as power lawn mowers (90 decibels), subway trains (90-115 decibels, and loud rock concerts (110-120 decibels)." Noise pollution can cause induced hearing loss (NIHL). "Exposure to loud noise can also cause high blood pressure, heart disease, sleep disturbances, and stress." The DEIR fails to address the long-term impacts of noise and does not propose any mitigation. 22-117

The DEIR does not evaluate the noise from the wheels of the trains. A mitigation for rail and wheel lubrication is required to reduce noise levels. 22-118

Sound walls were discussed however not analyzed under the DEIR. Additionally, the sound walls are not shown in any of the elevations for the proposed Project and the options. 22-119

Studies have shown and proven that constant vibration to older residential structures will compromise the structural integrity of a residence. Metro has not acknowledged how the constant vibration of the light-rail system will be mitigated. The proposed light rail system will be adjacent to hundreds of residential structures that were built from the 40's, 50's and so on. All the existing residential structures will be susceptible to the constant vibrations emanated by the proposed light rail Project. Metro has failed to demonstrate any mitigations. 22-120



Metro

Figure 3.6-C11
Construction & Operational Vibration Impacts
Proposed Project

Page 11 of 76

The above figure from the DEIR show how the residential areas will be impacted by both construction phase and the operational phase of the proposed Project and trench options. This affects all the residential areas along the ROW, with Lawndale having the largest area of potential residential impacts. 22-121

a. Section 3.6-1.2 Federal Regulations mention a potential mitigation by establishing a "quiet zone" with "no horn" restriction for the proposed 22-122

crossinngs. The DEIR states supplemental safety measures for the "quiet zone" areas. The proposed mitigation has not been studied or analyzed with the existing railroad crossing within the City of Lawndale. The DEIR is deficient in identifying the potential impacts of implementing quiet zones within the crossing areas. 22-122

b. Section 3.6-5, Mitigation Measures MM-NOI-1 Noise Control Plan: This mitigation does is deficient there is not specific plan to control noise. This mitigation is deferred. 22-123

c. Mitigation Measure MM-VIB-3: Pre- and Post Construction Surveys: This section states that the construction noise would be less than significant impact. This determination is not accurate as noise mitigation was not implemented correctly. 22-124

d. Page 3.6-49: The impacts of the combined noise of the light rail with the freight impacts are significant. No forms of mitigation or mitigation analysis are presented to reduce such impacts. 22-125

11. **Population and Housing:** The DEIR does not provide adequate analysis of the proposed Project as it pertains to the population and housing impacts that this Project will generate, which is required to be reviewed under CEQA. The analysis states the Project will have no impacts to population or housing in the DEIR. The DEIR fails to address or take into account that the proposed Project would induce substantial population growth either directly or indirectly and failed to identify the new housing laws around public transport. 22-126

a. Property Inventory, Residential Impacts: Studies have shown that residential real estate properties that are adjacent and near rail lines are negatively impacted. The DEIR fails to provide information on the impacts to nearby residential. In addition, Metro must provide a detailed inventory of all properties that are located within a quarter (1/4) of a mile of the proposed light rail Project and demonstrate property that will be impacted. 22-127

b. Homelessness Impacts: Railway setbacks, bridge undercrossing and ROWs are a draw to those experiencing homelessness. While social justice and social impacts issues are not always required in a CEQA analysis, such issues must be analyzed where the social impact issue will result in physical construction or changes to the environment. A draw to homeless populations in the Project area will not only result in direct changes to the environment in the form of transitory encampments but would also necessitate the construction of homeless shelters and/or other physical accommodations to the homeless population. 22-128

12. **Public Safety/Public Services:** Under 49 C.F.R. § 38.85, where light rail vehicles operate in a high-platform, level boarding mode, devices or systems must be provided to prevent, deter, or warn individuals from inadvertently 22-129

stepping off the platform in between cars. The intent of this provision, which has been a part of the DOT ADA regulations since September 6, 1991, is to require light rail systems to obtain suitable devices to assist with and prevent passengers from mistaking the gap between cars for a doorway and potentially falling onto the track bed. The regulation provides that appropriate devices include, but are not limited to, pantograph gates, chains, motion detectors, or other suitable devices. This document fails to identify how this issue will be addressed. Some examples of the existing barriers are shown in the following images: 22-129

"9.02 Standards For The Installation Of Barriers. When the separate right-of-way of an LRT system occupies the median of a divided arterial highway with fully controlled grade-separated access or is contiguous to such a highway, Caltrans' 22-130

standard barriers of the following types shall be installed under the conditions indicated":

22-130

Distance from Center Line of Track to Edge of Nearest Travel Lane on Roadway	Type of Barrier
36 feet or less	Rigid concrete barrier at least 32 inches in height above the roadway.
Greater than 36 feet up to 45 feet	Rigid concrete barrier as specified above or semi-flexible metal barrier (thrie, W, box or other comparable beam) at least 33 inches in height above the roadway.

Fire protection requirements: "11.01 Fire Protection Requirements. All LRT systems shall establish fire protection requirements to control potential fire hazards. The minimum requirements for underground segments of the LRT system shall be as specified in the Standards for Fixed Guideway Transit Systems published by the National Fire Protection Association (NFPA 130). The minimum requirements for all other segments shall be established by the LRT system based upon a documented engineering analysis of the factors affecting fire hazards and fire risks using NFPA 130 as a guide." The DEIR does not address this aspect of the CPUC requirements.

22-131

The proposed Project would have significant impacts on public safety services, during construction and during operation. Ambulances, fire trucks and police would be heavily delayed by the construction of the Project and its options which would last approximately 5-6 years. "...Closure of major arterial crossings due to trains can cause delays up to five to six minutes on streets such as Inglewood and Manhattan Beach Boulevard.. Delays on these major arterials cause delays at nearby intersections as well when queue length grows. The LOS (levels of service) declines at the intersections feeding adjacent to the major arterials where the queue length have grown due to crossing closures. In addition, the angle at which the railroad line traverses the mostly north-south orthogonal grid roadway system further exacerbates traffic congestion in that area." (Downey, Cheryl, Southbay Cities Railroad Study.)

22-132

- Several discussions in the DEIR present the theory that public safety services (e.g., response times) will not be significantly impacted because train crossings will only be "occasional" and because emergency services can simply "detour" around rail crossings. Both observations are without merit. As addressed further above, the frequency of train interruptions at intersections is much more than "occasional"—especially considering the current baseline condition

22-133

of only two trains per day. Further, while public safety/services vehicles *can* detour around train crossings, so will all other vehicles on the road. Hence, public safety response times will inevitably slow, along with all other traffic. Thus, the mere availability of detours cannot serve as a legitimate basis to disregard the negative impacts on public safety response times. 22-133

The DEIR proposed Project and its options will cause health issues. According to the Beach Cities Health District Multimillion Dollar Blue Zones Project research findings. " …Widening its main street and raise speed limit, which, Buettner (Blue zones CEO) said, 'creates stress, danger, noise pollution and air pollution'." 22-134

The DEIR does not evaluate public benefits to be provided by Metro for each City. 22-135

The DEIR has failed to include the disruption of resident's daily routines. William Green Elementary School and Environmental Charter High School are both one block east from the proposed light rail Project. The excessive number of daily trips from the light rail are not recognized, acknowledged, or mitigated. The number of daily trips proposed by Metro will create a significant impact on the children of residents attending the nearby schools. It is an utmost importance that children have a healthy and quiet environment to facilitate their education and safety. The DEIR has failed to demonstrate infrastructure mitigation measures consistent with the safe routes to school program that aims to increase public safety. 22-135

The picture below shows the proximity of William Green School to the ROW.

13. **Traffic/Transportation Impacts:** The proposed Project will have tremendous traffic environmental impacts on the regional and locally-based on the scale and scope of the Project. The DEIR is incomplete, deficient, inadequate and does not analyze traffic impacts to local roadways or to Caltrans freeways, including the 22-136

State Route 405. The DEIR failed to address traffic impacts or provide measurable mitigation measures. There is insufficient information or data to make any determination on potential impacts. 22-136

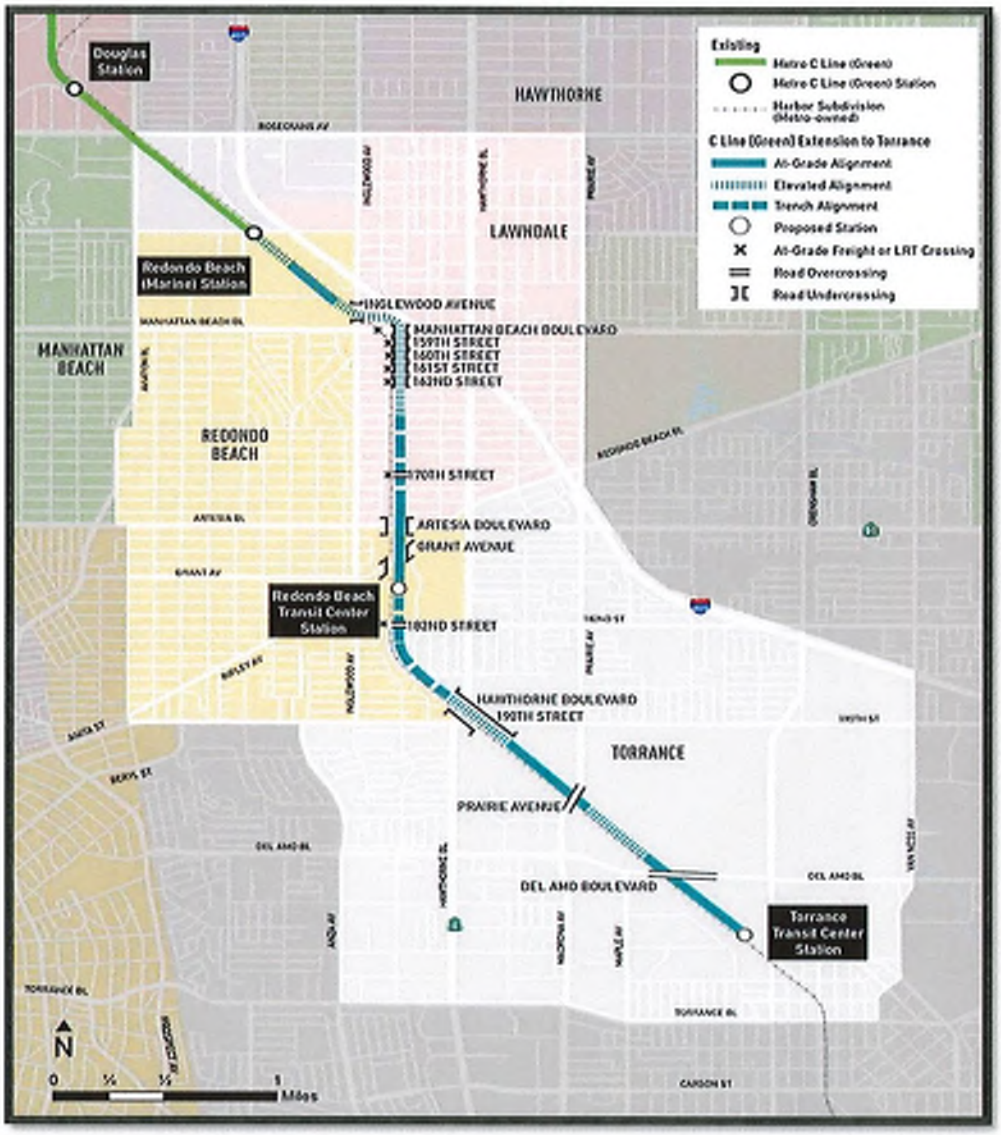
The DEIR states that Metro staff will prepare its recommendation on the preferred alignment in Spring 2023. It is not clear if the "preferred alignment" will be based on the 170th/182nd Grade-Separated Light Rail Transit Alternative, or if there will be potential for a hybrid alternative subject to the stakeholders' comments / public input they will be receiving. 22-137

Based on the review of the proposed Project and the presented options, the 170th/182nd Grade-Separated Light Rail Transit Alternative seems to be most relevant within reasonable Project alternatives to the proposed Project that could meet most of the basic Project objectives and substantially reduce or eliminate significant impacts associated with the Project.

- The Alternative states that "This Alternative would be entirely grade-separated with six over-crossings in the north (between Inglewood Ave and 162nd Street) and two below-grade crossings at 170th and 182nd Streets". However, the Figure ES-15 below shows that within the City of Lawndale just north of Artesia Blvd, there's a segment that is at grade. This needs to be clarified and effects (such as pedestrian bicycle and vehicular safety) on at-grade intersections need to be evaluated. 22-137

- Could impact freeway traffic, and street traffic near offramps, and increase further congesting of traffic. 22-138

Figure ES-15. Overview of 170th/182nd Grade-Separated Light Rail Transit Alternative



Indeed, the DEIR identifies the proposed Project's traffic impacts as significant and unavoidable. However, the Project's traffic analysis and the Project alternative analyses do not provide sufficient information to support the conclusion that traffic impacts cannot be feasibly mitigated under a less-intense Project alternative. Any one significant unavoidable impact requires disapproval of the proposed Project unless feasible mitigation measures or alternatives do not exist and specific benefits outweigh the significant impact. (Pub. Resources Code § 21081.) CEQA requires public agencies to deny approval of a Project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects. (Pub. Resources Code § 21002;

22-139

Sierra Club v. Gilroy City Council (6th Dist. 1990) 222 Cal.App.3d 30, 41.) The Legislature has stated:

> "[I]t is the policy of the state that public agencies should not approve Projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such Projects. . . ."

22-140

(Pub. Resources Code § 21002.) The CEQA Guidelines require an agency to "Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved." In order to implement this policy, the CEQA Guidelines specify that:

> "A public agency may approve a Project even though the Project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that: (a) There is no feasible way to lessen or avoid the significant effect..."

22-141

(CEQA Guidelines § 15043.) Feasible means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Public Resources Code § 21061.1.) Project alternatives remain feasible "even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly." (CEQA Guidelines § 15126.6(b).)

22-142

CEQA's purpose of avoiding, or substantially reducing, environmental impacts of a Project through the adoption of feasible alternatives is defeated where an EIR fails to ensure that information about potentially feasible alternatives is subject to public and decision maker review. It also fails when an EIR fails to include alternatives that actually reduce a Project's impacts below thresholds of significance. Smaller scale versions of the proposed Project that avoid or reduce significant impacts would meet most of the objectives and should be adequately analyzed in the EIR.

22-143

The objectives stated in the DEIR do not provide a Project of any specific size or scale, and, more importantly, all of the City's objectives could not be met with a scaled-down Project that requires little, if any, diversion from existing land use regulations. Furthermore, because this intense development will have unavoidable significant impacts on this site, off-site locations should be considered. Off-site alternatives should be considered when "significant effects of the Project would be avoided or lessened by putting the Project in another location." (Guidelines § 15126.6(f)(2)(A).)

22-144

The DEIR lacks information on how it will impact the City's General Plan Circulation and Safety Elements. 22-145

The DEIR fails to include a Traffic Operation Study ("TOS") document for any of the alternatives or options. 22-146

The DEIR refers to the City of Lawndale's 1991 General Plan/ Circulation Element and to the adopted 2015 General Plan/ Safety Element. Although Section 3.1 apparently attempts to address Policies 1 and 4, it totally ignores Policies 2 & 3. Specifically, Policy 2. C pertaining Master Transportation Plan, and Policy 3. A. pertaining to Street System, Levels of Service (LOS). (Reference Table 3.1-2) 22-147

Table 3.1-2. City of Lawndale – Relevant Regulations

Code/Goal/Policy	Description
City of Lawndale General Plan Circulation Element	
Policy 1B	Provide necessary facilities to balance all travel modes, users, and for a variety of trip purposes. Transportation modes are prioritized in the following order: vehicles, public transit, pedestrians, bicycles where sufficient ROW exists, and freight
Policy 3A	Require or provide adequate traffic safety measures on all roadways
Policy 4A	Reduce daily and peak hour vehicle trips
Policy 5A	Work with regional transportation agencies to establish criteria to implement transit improvements and develop short- and long-term transit service plans, corridor improvements, transit centers, park and ride lots, and the preservation of rights-of-way for commuter rail stations
Policy 5D	Work with regional transportation agencies to plan and implement a commuter rail system, including routes, location of stops, service schedules, feeder bus routes, parking needs, a transit terminal/park and ride lot, and funding
City of Lawndale General Plan Safety Element	
Policy SAf-4.4	Provision of adequate access for emergency vehicles and evacuation in all new developments

Source: City of Lawndale, 1991a; 2015

The DEIR refers to the VMT method very briefly, and ignores the LOS method which is referred to as a standard in the City's 1991 General Plan, hence lacks sufficient information on how each alternative would impact the City's Circulation Element. 22-148

Most of the DEIR lacks specific information pertaining each alternative, it is thus deemed to be incomplete and impossible to further comment on the Project's traffic/transportation impacts to the City. 22-149

14. **Tribal Cultural Resources:** The DEIR states that one Tribe proposed to be a part of the consultation process. It is the Lead Agency's responsibility to begin consultation with the Tribe within 30 days of receiving notice from the Tribe. The DEIR states emails were sent and no response was received. Best management practices would reach out to the Tribe by phone and formal mailed notice, not just an email contact. 22-150

15. **Utility Service Systems:** The DEIR fails to address how the proposed Project or its options will meet the requirements of the California Public Utilities Commission. The CPUC has safety rules and regulations for light-rail systems 22-151

including breaks, construction. Lighting on light-rail vehicles, speed, fire protection, traction etc. The DEIR is deficient in providing this information. There are sections in the DEIR where it is mentioned that CPUC approval is required for the Project, but descriptions of such approvals or standards therefore are lacking. 22-151

DEIR page 2-48, under the Project Description, ambiguously states that some existing utilities would need to be relocated. There are some major power lines located near the Hawthorne option by the 405. The approach as to how that will be handled is not described in the document; the description for this option and potential utility work is deficient. 22-152

The comments described above certainly do not represent a complete list, but are demonstrative of the fact that there are many issues related to the proposed Project that were not adequately addressed in the DEIR. Lawndale incorporates by reference other public comments submitted upon the DEIR.

CEQA was enacted to promote environmental protection and encourage governmental transparency. (*Citizens of Goleta Valley v. Bd. of Supervisors (1990) 52 Cal. 3d 553, 564.*) CEQA requires full disclosure of a Project's significant environmental effects so that decision makers and the public are informed of these consequences before the Project is approved, to ensure that government officials are held accountable for the consequences. (*Laurel Heights Improvement Ass'n of San Francisco v. Regents of the University of California* (1988) 47 Cal.3rd 376, 392.) In order to satisfy CEQA and protect the quality of life in the surrounding region, Lawndale requests that if the Project is not rejected outright, that the DEIR be revised to address the deficiencies identified in these comments and be recirculated to the public prior to preparation of a final EIR. 22-153

The members of the Lawndale City Council would like to make it clear that the City has significant concerns about the proposed Project, as is presented in the DEIR. Furthermore, we encourage Metro to work with Lawndale, as well as the communities adjacent to the Project site, to arrive at a solution that is a benefit, rather than a burden, to the surrounding area as a whole.

Sincerely,

Robert Pullen-Miles
Mayor

Cc: Members of the Lawndale City Council
Members of the Lawndale Planning Commission
Members of the South Bay Council of Governments
Metro Board

23-1
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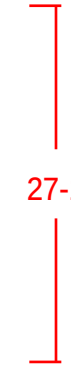
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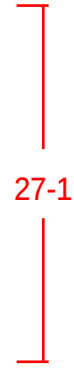
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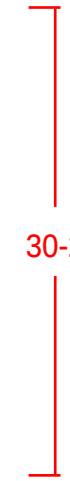
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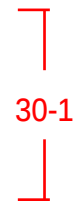
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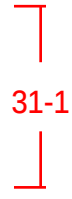
31-2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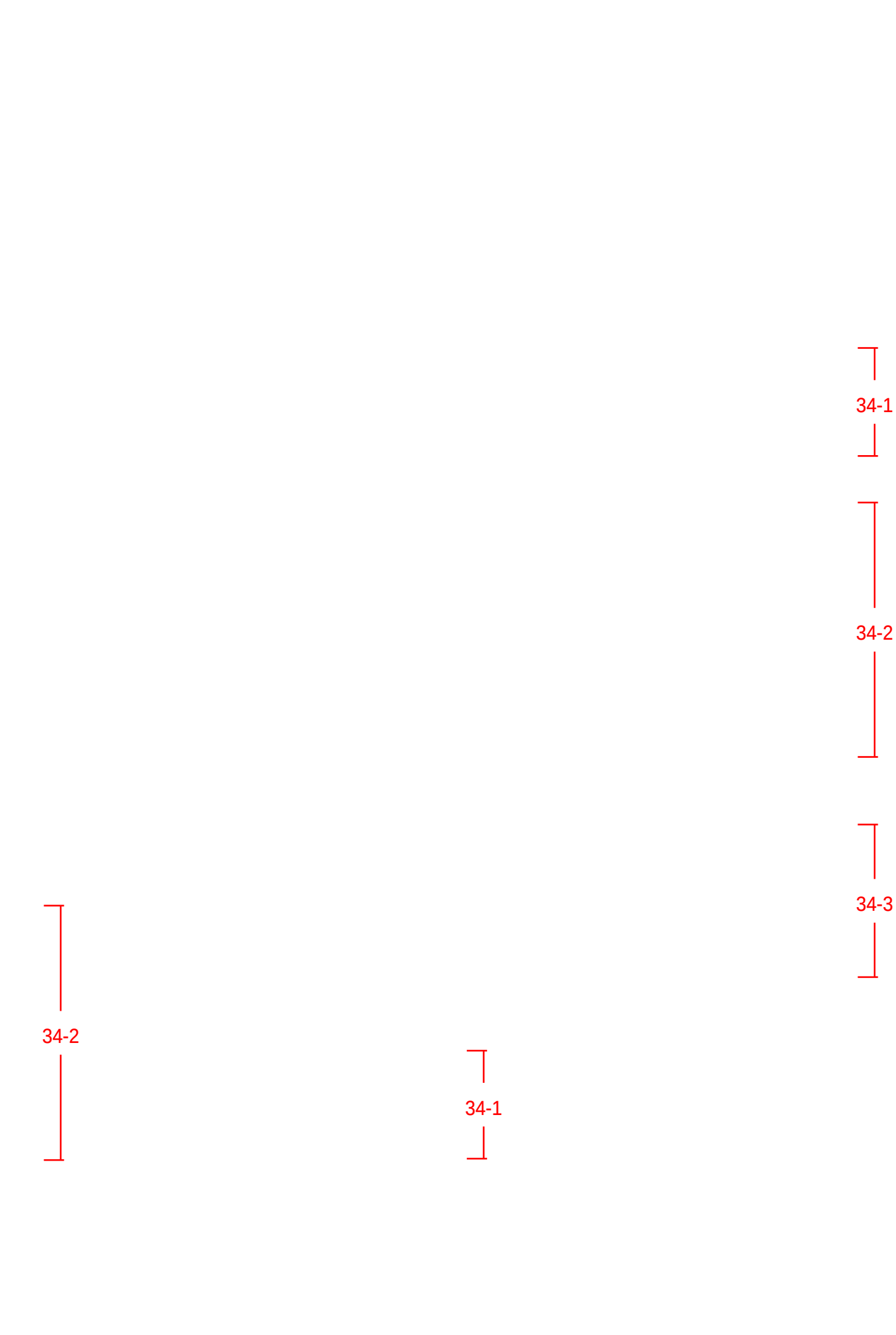
34-1
34-2
34-3
34-2
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35-1

Submission 36

From: Eric Homier [redacted]
Sent: Friday, February 3, 2023 4:21 PM
To: GreenlineExtension
Subject: Greenline Extension

To whom it may concern

As a homeowner in Torrance, I am writing to urge you to strongly consider building the Greenline (C Line) extension through the commerce sector of Redondo Beach, not through the residential neighborhoods. Building on Hawthorne Blvd makes sense to the businesses along that route and prevents negatively impacting the families along the existing rail line. These families include my wife's family who live immediately adjacent to the rail line on 182nd St. in Redondo Beach. Bringing the Greenline (C Line) extension through the residential area immediately next to their house would cause a huge noise problem, create increased traffic immediately next to their house along 182nd St., decrease their quality of life, and likely drastically decrease home values.

36-1

36-2

Many Thanks!
-Eric

[redacted]

Submission 37

From: Johnny Menhennet [redacted]
Sent: Friday, February 3, 2023 8:29 AM
To: GreenlineExtension
Subject: Alignment Comment

Good morning,

I'm writing with my support of the Hawthorne Alignment for the Green Line Extension. I think it's most suitable as it locates the mid-point station in a closer walkshed to large attractions and destinations. I would also support another infill station in between South Bay Galleria and Redondo Beach stations, either further up Hawthorne before the 405 or at Manhattan Beach Boulevard in the ROW to better serve residents of Lawndale. Though that's not in the scope, I further support the Hawthorne alignment for its potential to serve those customers later on with an infill option. Thank you for taking the time to review my comment! 37-1

Best,
Johnny Menhennet

Submission 38

From: Marvin E. Badawi [redacted]
Sent: Saturday, February 4, 2023 8:32 AM
To: GreenlineExtension
Subject: Stop the ROW Train

Please strongly consider running the light rail train down Hawthorne Bl. Being a resident adjacent to the current freight track in Lawndale, it is already disturbing enough as it is. Having a light rail train run by the house frequently will be a disaster. Whether it is at grade or below grade, it will still be a major inconvenience and will make it extremely difficult to sell my home in the future. 38-1

Thank You for your consideration.

Marvin E. Badawi
[redacted]

Submission 39

From: Lori Smalling [redacted]
Sent: Friday, February 17, 2023 1:57 PM
To: [redacted]
Cc:
Subject: Green Line Extension - NO to the ROW in Redondo Beach and YES to Hawthorne option

Dear Supervisor Mitchell and support staff,

My name is Lori Smalling. My husband Matt and I are homeowners in the Ruxton Ridge 3-story townhome complex that borders/overlooks the train tracks on the possible Right of Way (ROW) option in Redondo Beach. **I firmly ask that you please advocate for the Hawthorne Blvd. option for the Green Line Extension through the South Bay** and please take the time to read this email. 39-1

We purchased our home in 2001, with my husband's inheritance money he received from the passing of his mother. We were concerned about the couple of freight trains that pass by per day but loved the location and neighbors, and more importantly, it was what we could afford. Now with the proposed Green Line Extension, those few freight trains go from a couple of times per day to adding high-speed passenger trains every few minutes from 5am until midnight daily. This would be a considerable safety and quality of life change to our family, home, and community.

As you know it is very difficult to own property in the South Bay and we have worked very hard to live in this amazing community and city. I cannot imagine how disruptive the Green Line Extension will be for people who have put their hard-earned savings into living along the ROW option in Redondo Beach. It would be unfair to us if the better option is Hawthorn Blvd. because of the businesses and few residences if any.
It just makes sense! 39-2

Here are a few important and reasonable concerns:

1. **Safety issues of freight and passenger trains in such proximity to each other**. 39-3
2. **Disruption of unstable soil and movement/placement of natural gas pipelines.** Our neighbors in the Ruxton Place townhome complex have been dealing with sinkhole issues for years due to the pipelines running near our homes. I can't imagine the level of disruption to the soil in this neighborhood if Metro were to need to move those pipelines, dig trenches, and build retaining walls to accommodate the additional trains. And where, exactly, would those natural gas pipelines go? Closer to our homes? The trenching option would likely exacerbate any soil and pipeline issues, making the project more expensive and complicated - and would put our property in danger. 39-4
3. **Construction of retaining walls.** Again, I worry about the detrimental effects of soil instability, loss of natural light, and the overall eyesores that huge retaining walls would have on our neighborhood. What about very rainy days like what we just had in January? Our complex's sump pumps were working extra hard, and with retaining walls preventing natural water drainage and absorption, I worry about stability for all the homes near and below the walls. 39-5
4. **Noise pollution.** Even though Metro claims they will mitigate noise to the thousands of residents along the Right of Way with at-grade noise mitigation, our 3-story townhome looks down onto the tracks (including my bedroom window), and Metro admitted there was nothing they could do to mitigate noise above the tracks. They suggested "possibly" exploring double-paned windows for the "quiet" 39-6

hours from midnight to 5 am in the middle of the night, but that would only make a difference, if at all INSIDE my home – but what does that do to mitigate noise during the day when we would like to be outside? Trains whizzing by every few minutes would be a huge nuisance. And of course, what will that do to impact my family's sleep if we are above the retaining wall? That noise would be far from the peaceful environment we currently enjoy. 39-6

5. **Traffic.** Our neighborhood will be negatively impacted by the train traffic at lights, particularly 182nd and near the Galleria Mall where a new bus terminal has been built. I can't imagine the additional traffic issues during both morning and evening rush hour in our quiet residential neighborhoods, nor access to emergency vehicles. 39-7
6. **Change to the community.** Ruxton Ridge is a close community of townhome families that spend time with each other mainly outdoors. I worry about what the constant noise and traffic of the Green Line would mean to our little community, our older neighbors at Breakwater Village (a 55+ community), our neighbors at Ruxton Place (with ongoing sinkhole issues), and other neighborhoods all along the ROW in Redondo Beach and Lawndale. This possible ROW extension goes against so much of why we bought our home where we did. We wanted to walk to school, spend time with our kids and neighbors outside, and live a peaceful life. If we wanted an urban lifestyle, we would have chosen that – but this might be forced upon us, and we'd be devastated. 39-8

Thank you for your consideration to advocate for the Green Line Extension on Hawthorn Blvd. and give hard-working homeowners who cannot afford to live anywhere else in the South Bay the quality of life we deserve.

Sincerely,
Matt and Lori Smalling

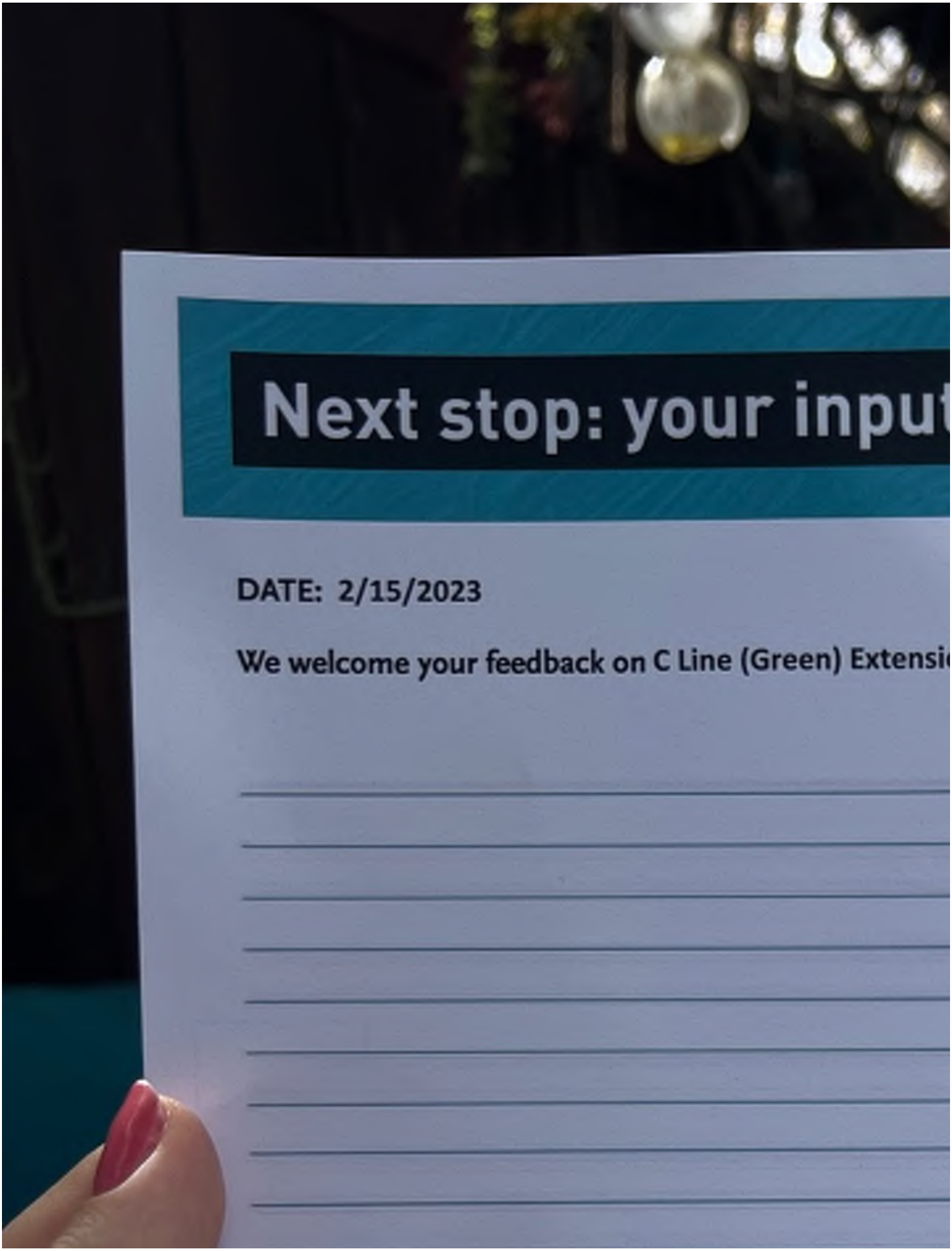
Submission 40

Silvia Jacobs

From: Chelsea Schreiber <[redacted]>
Sent: Saturday, February 18, 2023 1:15 PM
To: GreenlineExtension
Subject: Request for 1,000 copies of this document

40-1

Chelsea Schreiber
[redacted]


Next stop: your input
DATE: 2/15/2023
We welcome your feedback on C Line (Green) Extensi

Submission 40

From: Donald Szerlip [redacted]>
Sent: Monday, March 27, 2023 6:23 PM
To: GreenlineExtension
Subject: C-Line DEIR Question/Comment
Attachments: image001.jpg

In your proposed option to have the train travel elevated along Hawthorne Blvd you also propose a controlled crosswalk intersection on the west side of the median, South of Artesia Blvd below the train station. The result would be 4 signalized intersections within, I believe, less than only a few hundred feet. Stop lights would be at Redondo Beach Blvd, Artesia Blvd, below the train platform and at 177th street.

What mitigations do you propose to assure that traffic within this area does not become unjustifiably congested?

With the station on Hawthorne Blvd, how can you mitigate automobile traffic that's picking up or dropping off Metro travellers? Have you discussed with The Galleria their liability for the cars and the foot traffic of people passing through their parking lot between the station and the newly opened bus terminal? Can this problem be mitigated?

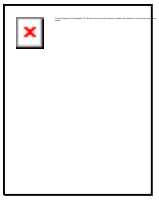
40-1

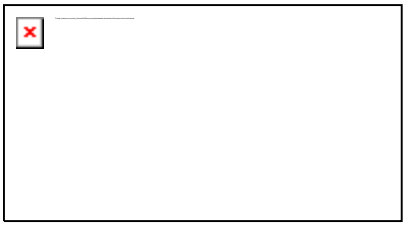
Donald Szerlip

[redacted]

www.adwerx.net

Click Below to see our What's New Catalog





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What's New 2023

Submission 41

From: John Schreiber [redacted]
Sent: Saturday, February 18, 2023 4:59 PM
To: [redacted]
Subject: C Line Extension Comments

Regarding **Would the Project physically divide an established community.**" The DEIR says for the ROW, the effect is "less than significant."

On the contrary, the effect of metro coming down the row is a PERMANENT division of our community. Homes west of the tracks have decreased access to the east. How can you possibly say that the effect is "less than significant" when you are putting fences down the ROW which we can no longer cross? How will this affect our kids access to the schools on the other side of the tracks and the only park space within miles? 41-1

If at grade option is chosen you are also building a giant sloped embankment outside bedroom windows. We won't even be able to SEE the other side of the community. Right now we have views of the San Gabriel mountains, downtown LA and points beyond. A transition from elevated to at grade would block any view we have and block the sun from our house. How will Metro mitigate our loss of view and access to the other side of the community? 41-2

John

Submission 42

Silvia Jacobs

From: John Schreiber [redacted]
Sent: Saturday, February 18, 2023 4:54 PM
To: [redacted]
Subject: C Line Extension Comment

Regarding **hazards and hazardous materials**— there is no mention of the potential impacts of moving petroleum trains within a dozen feet of people's backyards if the C Line comes down the ROW. What would happen if a train derailed? Even at slow speeds? Where would those tankers end up? Freight Trains HAVE derailed on this track before in El Segundo and also at 159th street in Lawndale. We have seen what happened with recent derailments in Ohio and elsewhere… where hazardous materials are released from the trains and people have to leave their homes. 42-1

I also see no mention of High pressure petroleum pipelines that are buried beneath the row. How will constriction threaten these pipelines or cause potential disaster? How will hundreds of trains per day and the vibrations affect these pipelines? 42-2

John

Submission 43

From: Kevin Mitchell [redacted]
Sent: Sunday, February 19, 2023 5:50 PM
To: Metro C Line (Green) Extension to Torrance
Cc: [redacted]
Subject: DEIR response 1

Attachment available until Mar 21, 2023

NOTICE TO AGENT IS NOTICE TO PRINCIPAL --- NOTICE TO PRINCIPAL IS NOTICE TO AGENT

re: DEIR (Draft Environmental Impact Report),C Line Extension to Torrance Transportation Center: **ROW moving BNSF line closer to residences**

Dear Metro,

Regarding the "Proposed Project" outlined in the DEIR that identifies the BNSF Harbor Line Right-Of-Way(ROW)for expansion:

1) As a property owner living adjacent to this proposed project, myself, my family, and other residents sharing propery lines with this project will bear an unduly and unnecessary burden. Both during construction and post-construction, our safety, our property values, and our way-of-life, will all be compromised. 43-1

a) DEIR proposes to add 2 additional "light-rail" lines to the existing 80+ year freight line currently being used to transport Liquid Petroleum from the harbor to El Segundo for refinement. This train passes two times per day, to and fro. (see attached video)

b) To accommodate space for the added rails, the project would move the existing freight 12-7 feet closer to the rear wall of my property. All properties adjacent to the ROW will suffer this encroachment. 43-2

As our property already is subject to Noise and Vibration, the DEIR has no real way to mitigate the effects of this expansion and have stated as much in the DEIR:

During Construction ((Page3.6-34): "While MM-NOI-1 would include measures that reduce construction noise levels, in some instances the FTA construction impact criteria may still be exceeded. There are no additional feasible mitigation measures that could be implemented to further reduce construction noise levels. Therefore,construction of the Proposed Project would result in noise levels that would exceed FTA's criteria, and the impact would be **significant and unavoidable.**" 43-3

Operational Impacts (Page 3.6-46): Overall, the Proposed Project would have a **significant and unavoidable impact** for light rail and for combined freight and light rail noise…"

Moving the train closer to our properties to add two additional rail lines, violates our space to live, and also work, and presents foreseeable hardships and damage to infrastructure. 43-4

Please do not use the ROW for the C Line Expansion. 43-5

Sincerely,

Kevin Mitchell

[redacted]

Click to Download

947A2128-1552-4D02-A405-09BD0C1773E7_2_0_a.mov

84.4 MB

Submission 44

From: Janice Tanabe [redacted]
Sent: Monday, February 20, 2023 8:50 AM
To:
Cc: [redacted]
Subject: C-line (Green) DEIR Public Comments

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

ES.2-3.1 The proposed project on the ROW is especially concerning because of the bridge that crosses Artesia. It will be highly impossible to build another to accommodate the Metro. There is no space to include both bridges. 44-1

Thank you for your attention to this matter.

Janice Tanabe, [redacted]

Submission 45

From: Tony Dolim [redacted]
Sent: Monday, March 27, 2023 5:34 PM
To: GreenlineExtension
Cc: Tony Dolim
Subject: Comments / C Line Extension
Attachments: Metro Line EIR Response_South Bay Estates_3.27.23.pdf

Hello, we represent the ownership of South Bay Estates, a mobile home community near the NWC of Hawthorne and 190th Street. Please find attached a letter with our comments to the Draft EIR for the C Line Extension.

Thank you,

Tony

AJ WATT ENTERPRISES

Tony Dolim
President
AJ Watt Enterprises, Inc.
[redacted]
https://www.ajwatt.com/

Submission 45

AJ WATT ENTERPRISES

March 27, 2023

Via E-Mail Only
George Sheridan
Senior Director, Mobility Corridors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012
Email: greenlineextension@metro.net

Re: Public Comment on Draft Environmental Impact Report – Greenline Extension Project
South Bay Estates Mobile Home Community (55+)
18801 Hawthorne Blvd., Torrance (NWC Hawthorne & 190th St.)

To whom it may concern:

The undersigned represents the ownership interests of South Bay Estates, a mobile home park for senior residents located on Hawthorne Blvd., just north of 190th Street. We are writing to provide our comments on the January 2023 draft environmental impact report (the "DEIR") for the proposed C Line (Green) Extension. We also write to convey our OPPOSITION to the Metro ROW Option and Trench Option described in the DEIR. These potential alignments will have significant and material negative impacts on the residents of our South Bay Estates community. 45-1

South Bay Estates is a 55+ community consisting of 99 homes. It was developed in 1960, and many of our residents have lived there for decades. We care deeply about our residents, and feel it is our duty to maintain their safety and quality of life. Our community directly backs the existing freight rail alignment, and is very exposed to impacts on the new C Line Extension. Based on our review of the DEIR, our concerns are as follows: 45-2

Noise & Vibration

Both the Metro ROW and the Trench Options have significant unmitigated noise and vibration impacts on the residents of our community. These options are both at grade at the point where they are adjacent to South Bay Estates. According to the DEIR, the at grade noise and vibration impacts are Significant and Unavoidable. For this reason, should the C Line Extension move forward, we would strongly prefer the Hawthorne Option. This option is more compatible with the commercial and high traffic nature of Hawthorne Blvd., than is running behind the numerous existing residential communities along the Metro ROW and Trench Options, including South Bay Estates. 45-3

Further, the specific physical construction and infrastructure of our community make the construction and operational impacts worse for our residents. South Bay Estates consists of modular homes that do not have the same level of insulation or foundation types as standard single-family residences or even apartments. The impacts of noise and vibration within the residences and potential physical damage to the unit structures will be significant. House leveling will be a long-term issue with vibration. Ground vibration can cause damage to primary and secondary electrical lines below ground, causing power outages to our elderly resident base and costly repairs. Also, the potential for damage to the community walls, asphalt areas and underground utilities including gas, electric, water and sewer lines poses a very high risk to our residents.

45-3

Due to the higher density of our community, these impacts will affect more residents than in a standard residential community. The DEIR does not adequately consider the unique nature and adverse impacts that the Metro ROW Option and/or the Trench Option will have on a mobilehome / modular home community like South Bay Estates.

Safety

We do not believe the DEIR adequately addressed the safety risks of the Metro ROW and Trench Options. These alignments run through many residential neighborhoods, not commercial or industrial areas. Of course, with residential neighborhoods come people, including children and the elderly, who are likely to be at increased risk from such close proximity to a metro line. The presence of a metro line directly adjacent to residences represents an "attractive nuisance" for children and others. Although South Bay Estates is a 55+ community, our residents regularly have family visitors. We feel it is an inordinate risk for our residents and their families to be so close a metro line that runs throughout the day and night. The DEIR concludes, without sufficient reference to and analysis of evidence, that the project will have no significant impact on public safety.

45-4

In addition to the inherent safety risks, the project also risks bringing blight to the area. It is observable that in other areas with metro line stations there is an element of blight that exists, including homelessness and potential crime. With a proposed station just to the north of South Bay Estates, our residents will be exposed to more potential crime. Given the 55+ nature of our community, our residents are very sensitive to safety and crime issues. The DEIR does not adequately consider these issues and their aesthetic effect on the environment.

Again, the Hawthorne Option alignment is more compatible in this regard due to the greater overall traffic and illumination along Hawthorne Blvd., which would discourage this type of activity more than the dark areas along the Metro ROW and Trench Options that run directly behind South Bay Estates.

Commercial Business Benefits

The Hawthorne Option is a much preferrable alignment to the Metro ROW and Trench Options for the simple reason that it brings travelers and businesses together. With stops along Hawthorne Blvd., travelers will be able to take advantage of the many businesses on Hawthorne Blvd., which will create a more vigorous and vital commercial environment on that corridor. In addition, the increased level of existing development along the alignment of the Hawthorne Option would pose fewer risks of adverse environmental impacts, including but not

45-5

limited to noise, light pollution, and carbon emissions from increased traffic congestion. The DEIR is deficient in concluding that all 3 of the proposed alignment options would be equivalent in their impacts on these areas, without providing substantive consideration of the anticipated specific impacts of each option. 45-5

As long-time property owners in the area, we support efforts to mitigate the impacts of growing vehicle traffic. However, in this instance the negative impacts of the Metro ROW and Trench Options are very acute as to their effects on the quality of life and safety of our residents at South Bay Estates, so we oppose those options. If any alignment is to be considered for this project the Hawthorne Option alignment is highly preferred. 45-6

Thank you,

Tony Dolim

Tony Dolim
President

Submission 46

From: Yumiko Omatsu [redacted]
Sent: Monday, February 20, 2023 8:15 PM
To: [redacted]
Subject: Fwd:
Attachments: IMG_0525.jpg; IMG_0527.jpg; IMG_0528.jpg; IMG_0529.jpg

46-1

---------- Forwarded message ---------
From: **Yumiko Omatsu** [redacted]
Date: 2023年2月20日(月) 20:10
Subject:
To: yomatsu311[redacted]

Views from my patio
Yumiko Omatsu
[redacted]

Sent from my iPhone

Submission 47

From: Yumiko Omatsu [redacted]
Sent: Monday, February 20, 2023 8:05 PM
To: [redacted]
Subject: Fwd:

Views from my unit 47-1
Yumiko Omatsu
[redacted]

Sent from my iPhone

Begin forwarded message:

From: Yumiko Omatsu [redacted]
Date: February 20, 2023 at 7:59:17 PM PST
To: yomatsu311 [redacted]

KOHL'S
+ SEPHORA

Sent from my iPhone

Submission 48

From: Yumiko Omatsu [redacted]
Sent: Monday, February 20, 2023 7:20 PM
To: Sheridan, Georgia [redacted]
Subject: C line DEIR Public Comments

Dear Metro

I'm Yumiko Omatsu. [redacted]

My unit is facing the railroad.
If the Metro goes next to Breakwater village, I can't staying in the patio or opening the window all day.
And also I'm going to loose my privacy. 48-1

It is too close to our building and also pipe line too.
It is impossible to use ROW .
There are so many residences facing the railroad.
We can't live with the noise, vibration, pollution, dust and unsafe ground condition. 48-2
We are all old senior residents.
My blood pressure is going too high because of stress.

Thank you for your attention to this matter.

Yumiko Omatsu

Sent from Mail for Windows

Submission 49

From: Jake Divine [redacted]
Sent: Sunday, March 19, 2023 8:19 PM
To: GreenlineExtension
Subject: C-LINE / Green Line Extension

Dear Metro,

I have been a Lawndale homeowner for over 45 year, I have grave concerns for my community's safety, health, and security.

SAFETY:
Is it even possible to guarantee that crowding THREE rails into a narrow corridor in between 1,100 homes and with passengers in such close proximity to liquid petroleum fuel tankers 12-25' away from densely occupied housing above 7 highly pressurized petroleum pipelines at some points rounding a curve and others 30 feet above occupied trenched light rails "safe"?

Please refer to federal guidelines which pertain to impacted residents as well as light rail passenger commuters.
HazMat chapter pg 2:
3.9-1.1 Federal Regulations
Hazardous Materials Transportation Act (49 United States Code Section 5101 et seq. and 49 Code of Federal Regulations Parts 101, 106, 107, and 171-180)
The Hazardous Materials Transportation Act regulates the transportation of hazardous materials. The objective is to provide adequate protection against the risks to life and property inherent in the transportation of hazardous materials in commerce, by improving the regulatory and enforcement authority of the Secretary of Transportation.

49-1

There have been numerous derailments and/or crash incidents daily in the past 3 months. We have since learned rail regulations had been relaxed federally on an incremental basis due to the rail industry lobby.

We are strongly urging Metro and the Metro Board of Directors to deeply consider the safety of the highly impacted 1,100 households between Lawndale and Redondo Beach.

49-2

Thank you for your attention to this matter.

James Divine
Robyn Ramsey

Submission 50

From: Halland McKenna [redacted]
Sent: Tuesday, February 21, 2023 2:57 PM
To: greenlineextension@metro.net
Subject: South Bay Volvo/BMW - C Line (Green) Extension to Torrance

To whom this may concern:

My name is Halland McKenna, I am the Real Estate Director for the McKenna Auto Group, and my family owns Volvo Cars of South Bay (18900 Hawthorne Blvd., Torrance, CA 90504), South Bay BMW (18800 Hawthorne Blvd., Torrance, CA 90504), and the adjacent parking structure that houses our inventory (19 W 190th Street, Torrance, CA 90504).

Two of our properties, 18900 Hawthorne Blvd and 19 W 190th Street, are identified (ID #14) in the "Figure 2-21. Hawthorne Option Potentially Affected Properties – Sheet 9" in the Real Estate Acquisitions Report February 2023.

I want to start out by saying that we, the McKenna Auto Group, are extremely supportive of growth in our City – growth that includes better transportation, less pollution, economic development, the good of community and its citizens, safety, etc.

As we learn more about the C Line (Green) Extension to Torrance project, however, a couple questions have surfaced.

Firstly, there has to be another solution/alignment/approach to achieving all the above benefits to our community without impacting or terminating all of the parcels and businesses that are spelled out in the Real Estate Acquisitions Report. 50-1

Secondly, we are concerned that there is no separate measure of opinion for parcel/business owners, apart from the public hearings, that may be heavily impacted by the extension project. I understand there would be a separate "negotiation" time if the project progresses to acquisitions, but why do parcel/business owners not have a platform to express support or hesitation? 50-2

Thirdly, the Introduction section of the Real Estate Acquisitions Report Feb 2023 says "Metro Staff will prepare a recommendation on its preferred alignment in Spring 2023 based on findings from the Draft EIR, public comments made during the comment period, technical analysis, stakeholder input, and other factors such as cost, ridership and project objectives." We would like to know what is involved with the 'technical analysis' – where will the potential acquisition of affected parcels be analyzed in terms of the termination or relocation of these businesses – especially outside the City of Torrance? 50-3

Lastly, will there be economic studies performed and analyzed in the project alternative selection process, and if so will those economic reports be made publicly available? 50-4

Thank you,
Halland McKenna

Halland McKenna
Real Estate Development Director
[redacted]
www.mckennacars.com

Submission 51

From: Janice Tanabe [redacted]
Sent: Tuesday, February 21, 2023 9:55 AM
To: greenlineextension@metro.net
Cc: [redacted]

Subject: C-Line (Green) DEIR Public Comments

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

Chapter: Noise and Vibration does not adequately address the peace and quiet to mounters at Pacific Crest Cemetery. With the Metro going by as frequently as scheduled, how will persons mourning and burying their loved ones be respected in silence and calmness. 51-1

Thank you for your attention and concern in this matter.

Janice Tanabe
[redacted]

Submission 52

From: Waldron, Jessalyn <JWaldron@bos.lacounty.gov>
Sent: Tuesday, February 21, 2023 8:35 PM
To: Eddie Jira
Cc: Shamdasani, Karishma; Greenlineextension@metro.net
Subject: RE: [SUSPECTED SPAM]Metro C Line (Green) Extension Input

Hello,

Thank you for your comment, we are confirming receipt of this email.

To ensure your comment is collected with Metro's public record of public comments, please do continue to engage with Metro.

Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.

The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.

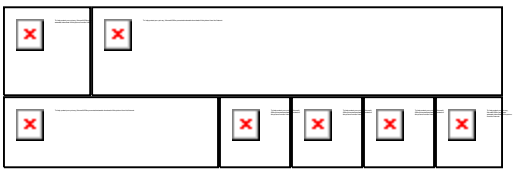
To access the Draft EIR and other project information, please reference the direct links below.

- Draft EIR (Full Document)
- Draft EIR (By Chapter)
- Draft EIR Appendices (By Appendix)
- Other Project Information Reports

Wednesday, February 22, 5–8pm
Redondo Beach Performing Arts Center
1935 Manhattan Beach Bl Redondo Beach, CA 90278

Saturday, February 25, 10am–1pm
Lawndale High School
Centinela Valley Center for the Arts
14901 S Inglewood Av Lawndale, CA 90260

Best,
Jessalyn Waldron (she/her)
Deputy of Constituent Engagement
Office of Supervisor Holly J. Mitchell
P: (213)974-2222 | **E:** jwaldron@bos.lacounty.gov



From: Eddie Jira[redacted]
Sent: Monday, February 6, 2023 2:06 PM
To: Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>
Cc: Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>; Waldron, Jessalyn <JWaldron@bos.lacounty.gov>; Greenlineextension@metro.net
Subject: [SUSPECTED SPAM]Metro C Line (Green) Extension Input

CAUTION: External Email. Proceed Responsibly.

Dear Supervisor Mitchell,

As part of the ongoing conversation about the selection of route for the Green Line extension, I would like to voice my opinion and ask for your support. Please do what you can to select the option for the Green Line to go down the commercial route on Hawthorne Blvd. This option is both the most beneficial and least disruptive option for the local residents of this area. I am looking forward to using the Green Line extension to connect with the Metro system so I can go places in LA without fighting the traffic. At the same time I want to avoid the disruption and lower quality of life of the other two options. 52-1

Thank you so very much,

Eddie Jira
[redacted]

Submission 53

From: Martha Edmundnson [redacted]
Sent: Tuesday, February 21, 2023 3:24 PM
To: greenlineextension@metro.net
Subject: Use alternative 2

Alternative 2 is safer for our community. Trains running past schools and parks were children play and walk to and from is NOT safe. It would also allow criminals to peer into homes and yards and scope out neighborhoods and or watch children as they go by. If Alternative 1 is used, high protective fences need to be built in the neighborhoods. Alternative 2 is not a safe way for Lawndale, Redondo Beach, or Torrance. 53-1

Martha Edmundson [redacted]

Submission 54

From: Molly [redacted]
Sent: Tuesday, February 21, 2023 9:27 PM
To: greenlineextension@metro.net
Subject: Draft EIR public comment

Hi,

I was at the Torrance public hearing tonight but didn't make an oral comment. Wanted to add how happy I am that the metro project is expanding and I can't wait to use my car less and not need to drive all the way to harbor gateway to get to a main metro line.

I'd use any of the plans but am most hopeful for the trench options to have to worry the least about traffic safety. 54-1

Thanks,
Molly Jameson

Submission 55

From: Paige Kaluderovi [redacted]
Sent: Tuesday, February 21, 2023 12:51 PM
To: greenlineextension@metro.net
Subject: Green Line Extension Draft EIR Comment

My name is Paige Kaluderovic and I live in the neighborhood next to the ROW between 182nd St. and 190th. I'm advocating for the Hawthorne option and not in my neighbors backyards. The construction and disruption to the quality of life is of high importance. 55-1

That being said, with the news of the Ohio train derailment, I'd like METRO to address emergency measures it plans for scenarios like that, should the ROW option be selected. Based on what is currently proposed for either of the 2 ROW options there are sound barrier walls around ONLY the light rail. There are no measures proposed to ensure the residents next to the ROW maintain their quality of life. The freight train tracks are planned to move even closer to the homes without any crash barriers or other measures to ensure safety to the homes and residents there. This needs to be addressed in the Final EIR for this to be even a consideration for the ROW options. 55-2

Respectfully,

Paige Kaluderovic

[redacted]

Submission 56

From: Valerie Lee [redacted]
Sent: Tuesday, February 21, 2023 3:54 PM
To: greenlineextension@metro.net
Subject: Concern

The C line extension should not be near homes. If this extension is something absolutely necessary, building the overpass over Hawthorne Blvd. makes much more sense as that is an area zoned for commercial use. I've lived in North Redondo Beach all my life, and I do recall the train that would cut through Redondo Beach and Lawndale. It was a nuisance to all of us living in the area. But as more homes and businesses were built, and an increase in traffic to and from the freeway, the train schedule was dramatically reduced, which has minimized its negative impact to our surrounding homes. Adding a new train railway, with more frequent trips, will have a terrible impact on the homes in our neighborhoods. These areas are not commercial/industrial places... These are neighborhoods, with families enjoying their peaceful homes: Homes that people are retiring in, and homes that young families are spending their life savings to buy. Our neighborhoods' densities are maxed out: Our homes and narrow streets cannot absorb the added negative effects of an added train railway without sacrificing quality of life. Please keep our neighborhoods train free!

56-1

Thank you for your consideration.
Regards, Valerie

Submission 57

Silvia Jacobs

From: Andreas Ohanessian [redacted]
Sent: Wednesday, February 22, 2023 3:55 PM
To: greenlineextension@metro.net
Subject: Please sign me up for updates

57-1

Please sign me up for updates

--

Thanks,

Andy Ohanessian

--
CONFIDENTIALITY NOTICE:

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Submission 57

From: Bob Wolfe <[redacted]>
Sent: Monday, March 27, 2023 9:54 PM
To: GreenlineExtension
Cc: Ramos, Dolores; Valentino, Danielle
Subject: Comments on Draft EIR for C Line (Green) Extension to Torrance
Attachments: DEIR-Comments-2023-03.27-RSW.pdf

Please see the attached letter, dated March 27, 2023, with comments regarding the Draft EIR for the C Line extension to Torrance.

Please let me know if you have any questions or concerns about this letter.

Thank you for your attention, and for all your work on this critical project.

Best,

Bob Wolfe

Submission 57

ROBERT S. WOLFE [redacted]

March 27, 2023

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, 99-22-3
Los Angeles, CA 90012
greenlineextension@metro.net

Comments on Draft EIR for C Line (Green) Extension to Torrance

Dear Ms. Sheridan

I write regarding my strong policy and environmental concerns regarding the Hawthorne Option #3, and its potential adverse impact upon Proposed Project's regional transit goals.

The Draft EIR identifies the following Project objectives, among others: (1) "creating direct connections between the regional transit network and local transit hubs for convenient transfers," and (2) "provide more equitable access to regional destinations by improving connections to the Metro regional rail system.

The Hawthorne Option falls short of these aims. My specific environmental concerns all relate to the lack of an immediate connection between the proposed elevated South Bay Galleria station, which is located hundreds of feet south of Artesia Blvd. on the Hawthorne Blvd. median and the multi-modal Redondo Beach Transit Center, located south of the intersection of Grant and Kingsdale Avenues. 57-1

The two transit centers are not in close proximity. The Draft EIR notes there is no direct east-west pedestrian route to Hawthorne Blvd. Instead, connecting transit passengers will have to walk for some 15-20 minutes through surface parking lots and on a grade-level signalized crosswalk on Hawthorne Blvd., a heavily trafficked arterial. This deficiency has the following significant environmental impacts.

1. **ADVERSE TRANSPORTATION IMPACTS**

As noted in the Draft EIR, the Redondo Beach Transit Center is a "regional hub for local and regional bus lines", with 11 bus bays, public bathrooms, a 320-space parking lot, bicycle storage lockers, and a pickup and drop off area. Yet none of these amenities, critical to accessibility, mobility, connectivity and safety, will be immediately accessible to transit users who enter and exit the Hawthorne Option's South Bay Galleria station. 57-2

Adoption of this route will frustrate transit goals by increasing the time, distance and accessibility of transferring from bus lines served by the Redondo Beach Transit Center and the C line. This is contrary to Metro's Vision 2028 plan which promotes swift and easy mobility by removing passenger wait and transfer times. Such barriers will be substantial for senior and disabled transit users. 57-3

Further, a primary objective of the C line extension is its LAX access through the Airport Metro Connector Transit Station and the LAX Automated People Mover. This is projected to substantially reduce VMT by allowing airport passengers and employees to transfer quickly and easily between LAX and Metro. 57-4

However, Metro's utility as a regional airport connector requires convenient and accessible parking and pick-up and drop-off areas. The Hawthorne Option's South Bay Galleria station has no such parking, pick-up and drop-off areas. By contrast, the Redondo Beach TC Station for the ROW Options does offer such parking, pick-up and drop-off areas. These are key considerations for evaluating the Project's effect on transportation and VMT. 57-5

The Hawthorne Option further has a deleterious impact on roadway efficiency and safety through its creation of an additional midblock grade-level pedestrian crossing south of the proposed South Bay Galleria Station. This crosswalk will create irremediable and unsafe conflicts between motorists on multi-lane Hawthorne Blvd. and transit passengers who hurry across the street while trying to catch an approaching train. 57-6

2. **HAZARDS / SAFETY / PUBLIC SERVICES**

There is no identified pedestrian path between the Redondo Beach Transit Center and the Hawthorne Option's South Bay Galleria Station. Instead, passengers, frequently with luggage, will be required to make their own way among a maze of surface parking lots and at a crosswalk across busy Hawthorne Blvd. 57-7

The EIR has not identified a safe means for pedestrian travel between these two waypoints, which may impose unknown expense, inherent risks and mobility barriers.

Thank you for your consideration of these matters.

Very truly yours,

Bob Wolfe

Writer's background: For informational purposes, I am an engaged and active Metro rider, who actively campaigned for passage of Measure "M" in 2016. I am a board member of the L.A. Metro Community Advisory Council and the Metro South Bay Service Council. I also am a board member of Public Counsel, the largest pro bono organization in the U.S., and one of the recipients of Public Counsel's Pro Bono Award in 2022. I also am a board member of the Calif. Supreme Court Historical Society and serve as a Civil Service Commissioner for the City of Hermosa Beach. I write purely in my individual capacity, and do not purport to represent the views or opinions of any of the above-mentioned organizations.

Silvia Jacobs

From: Lori Zaremski [redacted]
Sent: Wednesday, February 22, 2023 11:06 AM
To: greenlineextension@metro.net
Subject: Hawthorne option

Please select the Hawthorne option. The other options are horrible ideas. 58-1
Dr Zaremski

[redacted]

Sent from my iPhone

Submission 59

From: Fred Montalto [redacted]
Sent: Wednesday, February 22, 2023 12:52 PM
To: GreenlineExtension@metro.net

I for one am all for the extension 59-1

Sent from Mail for Windows

From: Chiang, Immanuel <ichiang@lasd.org>
Sent: Wednesday, February 22, 2023 10:10 AM
To: greenlineextension@metro.net
Subject: ENV: Metro C Line (Green) Extension to Torrance Project (NOC and Availability (NOA) of a Draft EIR)

Good morning, Ms. Sheridan,

In reviewing this EIR, we like to get clarification regarding the proposed road closures and/or obstructions in Lawndale and their duration.
Please let us know your estimate schedule if they are available. 60-1

Thank you.

Regards,

Immanuel Chiang R.A.
Departmental Facilities Planner I
Facilities Planning Bureau
Tel: 323-526-5637

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From: Botello, Monica L. <MLBotell@lasd.org>
Sent: Thursday, February 16, 2023 8:11 AM
To: Chiang, Immanuel <ichiang@lasd.org>
Subject: RE: ENV: Metro C Line (Green) Extension to Torrance Project (NOC and Availability (NOA) of a Draft EIR)

Good morning,

After reviewing the proposed extension, I currently have no concerns; however, I will ask for information regarding proposed road closures and/or obstructions in Lawndale and their duration.

Thank you,

Lieutenant Monica Botello
South Los Angeles Station
1310 W. Imperial Highway
Los Angeles, CA 90044
(323) 820-6714, office

From: Chiang, Immanuel <ichiang@lasd.org>
Sent: Wednesday, February 15, 2023 4:03 PM
To: Garcia, Christopher R. <C1Garcia@lasd.org>; Botello, Monica L. <MLBotell@lasd.org>
Cc: Campomanes, Rochelle E. <RECampom@lasd.org>
Subject: RE: ENV: Metro C Line (Green) Extension to Torrance Project (NOC and Availability (NOA) of a Draft EIR)

Good afternoon,

We are following-up with you for your response to this EIR. Let us know any of your concerns that need to be addressed in the draft EIR letter. We hope you can let us know tomorrow or by Tuesday 2/21/23.

Thank you and have a nice day.

Regards,

Immanuel Chiang R.A.
Departmental Facilities Planner I
Facilities Planning Bureau
Tel: 323-526-5637

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From: Chiang, Immanuel
Sent: Tuesday, January 31, 2023 4:11 PM
To: Garcia, Christopher R. <C1Garcia@lasd.org>
Cc: Campomanes, Rochelle E. <RECampom@lasd.org>
Subject: RE: ENV: Metro C Line (Green) Extension to Torrance Project (NOC and Availability (NOA) of a Draft EIR)

Lt. Garcia,

After further study of the EIR, I like to point out that the project area is within the boundaries of four cities which are Hawthorne, Lawndale, Redondo Beach, and Torrance. The City of Lawndale is under LASD jurisdiction and the City of Torrance and Redondo Beach transit centers plan to include LASD substations. The existing Redondo Beach (Marine) Station, the proposed Redondo Beach Transit Center and South Bay Galleria Station are within the Redondo Beach PD jurisdiction. The Torrance Transit Center Station is within the Torrance PD jurisdiction.
Also, at the northern segment of the Project area between Redondo Beach (Marine) Station and 190th Street, two alternatives are being considered: Trench Option and Hawthorne Option.

We are currently working on the draft letter. We would like to see if you have any concerns that need to be addressed in the study to be included in the draft letter. Please review the Notice. I am requesting that we get your response by **Monday February 13, 2023**.

Please give me a call if you have any question.

Thank you.

Regards,

Immanuel Chiang R.A.
Departmental Facilities Planner I
Facilities Planning Bureau
Tel: 323-526-5637

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From: Chiang, Immanuel
Sent: Monday, January 30, 2023 3:38 PM
To: Garcia, Christopher R. <C1Garcia@lasd.org>
Cc: Campomanes, Rochelle E. <RECampom@lasd.org>
Subject: ENV: Metro C Line (Green) Extension to Torrance Project (NOC and Availability (NOA) of a Draft EIR)

Good afternoon, Lt. Garcia

FPB received the attached Notice dated 01/26/2023, see attachment. It is a Notice of Completion and Availability of a Draft Environmental Impact Report from the Los Angeles County Metropolitan Transportation Authority (METRO), for the Metro C Line (Green) Extension to Torrance Project (Project). Metro is planning to develop a combined elevated and at-grade light rail transit lines that extend the C Line (Green) by approximately 4.5 miles between Redondo Beach (Marine) Station to the Torrance Transit Center (TC). The proposed project will also develop two new stations, Redondo Beach TC Station, and Torrance TC Station, which are located adjacent to the existing cities' bus transit centers.

The existing Redondo Beach (Marine) Station and proposed Redondo Beach Transit Center is within the Redondo Beach PD jurisdiction and the Torrance Transit Center Station is within the Torrance PD jurisdiction. I like to verify with you whether this project will be under Transit Service Bureau (TSB) service area or not. Please let me know.

If it is under TSB service area, please review the Project information and provide comments on any potential environmental issues or impacts to the law enforcement operations. Attached is the executive summary for the project and here is the link to download all the documents.
https://www.metro.net/projects/green-line-extension/#documents

We are currently working on the draft letter. We would like to see if you have any concerns that need to be addressed in the study to be included in the draft letter. Please review the Notice. I am requesting that we get your response by **Monday February 13, 2023**.

Please give me a call if you have any question.

Regards,

Immanuel Chiang R.A.
Departmental Facilities Planner I
Facilities Planning Bureau
Tel: 323-526-5637

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Submission 61

From: Janice Tanabe [redacted]
Sent: Wednesday, February 22, 2023 6:27 PM
To: greenlineextension@metro.net
Cc: [redacted]
Subject: C-line (Green) DEIR Public Comments

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

Chapter 3.6 Noise and Vibration does not adequately address severe impacts to the residents at the South Bay Estates, a community of Modular homes adjacent to the R.O.W.

The noise and vibration that the residents will experience from the trains going by will change their peaceful way of living. Many of the residents are of low income and will not be able to relocate.

61-1

Thank you for your attention to this matter.

Jan Tanabe

Submission 62

From: Bill Hall [redacted]
Sent: Monday, March 27, 2023 5:01 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] Mayor@CityofInglewood.org; FourthDistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; [redacted]
Subject: Draft EIR C Line Ext. – Questions – 2.3-1.1 Alignment – 2. Project Description – Pages 2-9 - 11
Attachments: Picture-13-1 tie-changer.jpg; Picture-13-2 ballast-reg.jpg

To: Metro and Metro Board Members

If sufficient space is not allocated for Freight Line maintenance, then the Freight Line or Light Rail or both would end up being moved even closer to residential structures than what is currently being shown for the Proposed Project in the Draft EIR. More detail is needed than what is currently being shown in the Project Description figures such as the distance between the Freight Line and the Light Rail.

Reference: *Figure 2.3-3. Proposed Project – Looking South of 162nd Street – 2.3-1.1 Alignment* – 2. Project Description – Page 2-9

Reference: *Figure 2.3-4. Proposed Project – Looking South Between 165th Street and 170th Street* – 2. Project Description – Page 2-19

Reference: *Figure 2.3-5. Proposed Project – Looking South Between 170th Street and Artesia Boulevard – 2.3-1.1 Alignment* – 2. Project Description – Page 2-10

Reference: *Figure 2.3-7. Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard – 2.3-1.1 Alignment* – 2. Project Description – Page 2-11

For the Proposed Project, each of the 3 referenced figures (Figure 2.3-3, Figure 2.3-4, and Figure 2.3-7) depicts the width of the ROW as 100 feet and shows that the portion of the ROW that would be allocated to the “relocated freight” would have a width of 25 feet. Figure 2.3-5 (referenced above) depicts the width of the ROW as 75 feet and shows that the portion of the ROW that would be allocated to the “relocated freight” would have a width of 36 feet. However, it also shows the Freight Line as being located very close to the Light Rail.

62-1

A few years ago, possibly sometime in 2014 or 2015, Freight Line track maintenance was observed in which several big machines replaced the railroad ties and repacked the stones. It was fascinating to watch this process, especially extraction of the old ties and the insertion of the new ties. Photographs of 2 machines similar to those that were observed, have been obtained from the internet (https://fossbytes.com/railway-maintenance-machines) and are attached as “Picture-13-1 tie-changer” and “Picture-13-2 ballast-reg”. Ballast refers to the small stones. Note how far tie-changer arm which swings far out. One would expect that a similar space is required on both sides of the tracks. Otherwise, a different, possibly more labor-intensive process would have to be performed. 62-2

Questions: What would be the distances between the Light Rail and the Freight Line, as they would lie parallel to each other throughout the length of the ROW? What would be the distances between the Freight Line and the edge of it’s allocated space? Has

The concern is that if insufficient space is being allocated to allow for maintenance on the freight line, then adjustments would be made, after the Proposed Project is started, which would place the Freight Line, the Light Rail, or both closer to residential structures, than what is currently being show in the Draft EIR. 62-3

So, in summary, if sufficient space is not allocated for Freight Line maintenance, then the Freight Line or Light Rail or both would end up being moved even closer to residential structures than what is currently being shown for the Proposed Project in the Draft EIR. More detail is needed beyond what is currently being shown in the Project Description figures such as the distance between the Freight Line and the Light Rail.

From:

William E. and Mary A. Hall

[redacted]

Submission 62
RELAM
KTR-400

Submission 62
KERSHAW

From: [redacted]
Sent: Wednesday, February 22, 2023 3:14 PM
To: Metro C Line (Green) Extension
Subject: Fw: Very Important Article from Today's Daily Breeze
Attachments: Metro C Line extension could rattle seniors in Redondo Beach apartment complex.docx

To the Metro Line Board - Please read this article from our local newspaper. It expresses the concern that I have and that everyone feels about the possible rail extension next to Breakwater Village. At age 82, I object to the noise, dust, and construction of the line. Please choose an alternative path. Thanks. 63-1
Bob Cutler [redacted]

----- Forwarded Message -----
From: [redacted]
To: [redacted]
Sent: Wednesday, February 22, 2023, 1:06:02 PM PST
Subject: FW: Article from the Daily Breeze

FYI below is the article published in the Daily Breeze today.

From: "Marg Alexander"
To: [redacted]
Cc:
Sent: Wednesday February 22 2023 10:17:40AM
Subject: Article from the Daily Breeze

Here's a copy of the article if you need it for your files, Pat.

Metro C Line extension could rattle seniors in Redondo Beach apartment complex

Although the project isn't set in stone, Breakwater Village residents worry some options will constantly disturb their quality of life

By **TYLER SHAUN EVAINS** | tevains@scng.com |
PUBLISHED: February 22, 2023 at 6:00 a.m. | UPDATED: February 22, 2023 at 8:35 a.m.
Residents of a Redondo Beach senior apartment complex say they are concerned about the consequences to their quality of life if a planned extension of LA Metro's C Line ends up traveling behind their homes.

Two of the three options for extending the C Line, formerly the Green Line, 4.5 miles south — from the Redondo Beach Marine Avenue Station to the Torrance Transit Center, just south of Del Amo Boulevard — would send the route along an LA Metro-owned public right-of-way that runs behind the Breakwater Village apartment complex for those 55 and up.

Metro currently leases the right-of-way to a freight rail company that transports petroleum to nearby refineries.

About 300 people live in the 191 unit complex, with around 20 units reserved for residents with low-to-moderate incomes. Two of the three options for the upcoming commercial light rail extension would cause even more noise and vibrations for those residents than they already experience from the freight train passing by twice daily, according to those who live there and their City Council representative.

“The 300 of us, our quality of life will be diminished,” said Breakwater resident Pat Nichols, who has led the charge in advocating against the new rail being built along the right-of-way.

Metro officials, for their part, have stressed that there are still three possible options — and no decision has yet been made on which one will happen.

It’ll still be a while before any new rail goes in, though.

The project, for which planning began in 2010, is currently in the draft environmental impact review process and the final EIR will be released in 2024. Construction may begin in 2026 and the rails are estimated to open for service between 2030 and 2033.

Metro staff will recommend one of the options to its board of directors, which the panel will consider approving in the spring, according to the agency’s website. The final recommendation will be based on the findings from the draft environmental impact report, public comments, technical analysis, stakeholder input and more.

Breakwater residents have been meeting regularly for about a year to discuss their concerned over the project, said Marg Alexander, who has lived there since 2009. Among their fears, Alexander said, is that Metro will choose the cheapest right-of-way option; one of the two routes that would travel behind Breakwater is projected to cost $1 billion less than the other options.

Residents have sent emails to Metro’s board of directors and, more recently spoken, at public hearings during the draft EIR review period, which began Jan. 26 and ends March 27.

In the right-of-way elevated/street level option, which would go behind Breakwater, the rail would follow the right-of-way above ground and then travel at street level south of 162nd Street. The light rail would cross 170th and 182nd streets at the street level. This would cost an estimated $1.96 billion.

The trench option, which would also travel along the right-of-way and behind Breakwater, would transition from the Redondo Beach station down into an open-air underground trench, crossing under seven streets between Inglewood Avenue and 170th Street; then it’d move up to street level to cross over Artesia Boulevard and Grant Avenue, cross under 182nd Street in another short trench, and finally return to grade level to go across Hawthorne Boulevard and continue south. It’s estimated to cost $2.84 billion.

Metro would build stations adjacent to the Redondo Beach and Torrance transit centers for both right-of-way options.

The Hawthorne Boulevard option, meanwhile, would travel in an elevated structure parallel to the 405 freeway until turning south onto Hawthorne Boulevard near 162nd Street and rejoining the

right-of-way south of 190th Street. Metro would build a station adjacent to the South Bay Galleria and another near the Torrance Transit Center. This option, which won't run behind the Breakwater, would cost an estimated $2.96 billion.

To put the new rail along the right-of-way, the freight rail would be rebuilt and moved west, putting it closer to the apartment complex per Metro's website.

But Nichols, who has lived in Breakwater Village since 2007, said that it's already close enough.

"We can wave to the conductor on the train," Nichols said. "What they're planning on doing for the right-of-way will move the existing train line and bring it closer to our complex, almost in our backyard."

Nobody really complains about the freight's passage twice per day, Nichols said, but to have the nuisance from commercial trains every few minutes is a whole other thing.

Metro, in the draft EIR, mentions potentially building sound walls to mitigate the noise, but Nichols said she doesn't think there's room for them.

"Most of our windows face the train tracks on that side of the complex," she said. If it moves closer, "we wont be able to have our windows open because of the noise."

Councilmember Zein Obagi Jr., who represents District 4, where the apartment building is, said that he is "100% behind the residents of Breakwater."

"Moving the heavy train closer could be devastating to their quality of life," Obagi said. "These are retired people –some in affordable units. They're hoping to enjoy their later life in a quiet, beautiful place, but now they'll have construction for years if it gets built there."

The building already shakes when the train goes by, he added, and a resident recently told him that she has to adjust the photos hanging on her walls every day because of the train's vibrations.

The building also has foundational cracks, Nichols said, which could get worse during c Another main concern, Obagi said, is that the ground beneath the site is compacted sand.

There's already a sinkhole that's affecting three units, Nichols added. It could get worse or more could come with new construction and train activity.

But no decisions have been made yet, Metro officials said.

"There's three different alignments in the draft EIR," said Metro spokesperson Patrick Chandler. "No final decision has been made on what the line is going to be; in this process we really want to hear from (the public,) get that feedback and have that conversation."

Public hearings are scheduled for this week, including:

- From 5 to 8 p.m. Wednesday, Feb. 22, at the Redondo Beach Performing Arts Center, 1935 Manhattan Beach Blvd.
- From 10 a.m. to 1 p.m. Saturday, Feb. 25, at Lawndale High School, 14901 S. Inglewood Ave.

Those interested in commenting on the draft EIR can do so by calling 213-922-4004 or emailing greenlineextension@metro.net.

Marg

"Be yourself. Everyone else is already taken." - Oscar Wilde -

Submission 64

From: Mindy Fang [redacted]
Sent: Wednesday, February 22, 2023 8:42 PM
To: greenlineextension@metro.net
Subject: No els

No els please on Hawthorne blvd. 64-1
Sincerely,

Mindy Fang

Submission 65

From: Ray Hollar [redacted]
Sent: Wednesday, February 22, 2023 11:56 AM
To: greenlineextension@metro.net
Subject: From Marine Station, roller coaster to Inglewood Ave?

Dear Metro Friends,

On the stretch of the path starting from elevated Marine Ave station, heading southeast, why bother transitioning to at-grade then elevating a short distance later before reaching Inglewood Avenue? Wouldn't this cause the train to slow and provide a roller-coaster feeling by the riders, if any? 65-1

Ray Hollar

Submission 66

Silvia Jacobs

From: GreenlineExtension <GreenlineExtension@metro.net>
Sent: Monday, February 6, 2023 9:25 AM
To: Holly Osborne; GreenlineExtension
Subject: RE: Question on DEIR comments and general comments

1) The comments will be made accessible to the public when the Final EIR is published. The questions will also be answered officially in that document. We are inviting the public to Public Hearings where the first part of the meeting will be an open house where questions will be answered.
2) All comments are treated equally if they are submitted during the CEQA comment period.

Mark Dierking
Community Relations Manager – Gateway/South Bay
Local Government & External Affairs
[redacted]
Our mission is to provide world-class transportation for all.

From: Holly Osborne[redacted]
Sent: Monday, February 6, 2023 8:23 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Question on DEIR comments and general comments

1) When people send in comments on the Green Line (C) DEIR, are they stored somewhere? Are they accessible to the public? If they ask questions, are the questions answered?

66-1

2) If people send in general comments on the Green Line (not DEIR specific), are they filed separately?

Thank you.

Holly Osbsorne

Submission 66

From: Janette Kurth <[redacted]>
Sent: Monday, March 27, 2023 8:02 PM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; [redacted] FourthDistrict@bos.lacounty.gov; GreenlineExtension; Dierking, Mark; dierkingmark@yahoo.com; Niki MITCHELL; Holly Osborne
Subject: Draft EIR C Line Ext. – Questions – 2.3-1.1 Alignment – 2. Project Description – Pages 2-9 - 11
Attachments: Picture-13-1 tie-changer.jpg; Picture-13-2 ballast-reg.jpg

To: Metro and Metro Board Members

If sufficient space is not allocated for Freight Line maintenance, then the Freight Line or Light Rail or both would end up being moved even closer to residential structures than what is currently being shown for the Proposed Project in the Draft EIR. More detail is needed than what is currently being shown in the Project Description figures such as the distance between the Freight Line and the Light Rail.

Reference: *Figure 2.3-3. Proposed Project – Looking South of 162nd Street – 2.3-1.1 Alignment* – 2. Project Description – Page 2-9

Reference: *Figure 2.3-4. Proposed Project – Looking South Between 165th Street and 170th Street* – 2. Project Description – Page 2-19

Reference: *Figure 2.3-5. Proposed Project – Looking South Between 170th Street and Artesia Boulevard – 2.3-1.1 Alignment* – 2. Project Description – Page 2-10

Reference: *Figure 2.3-7. Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard – 2.3-1.1 Alignment* – 2. Project Description – Page 2-11

For the Proposed Project, each of the 3 referenced figures (Figure 2.3-3, Figure 2.3-4, and Figure 2.3-7) depicts the width of the ROW as 100 feet and shows that the portion of the ROW that would be allocated to the "relocated freight" would have a width of 25 feet. Figure 2.3-5 (referenced above) depicts the width of the ROW as 75 feet and shows that the portion of the ROW that would be allocated to the "relocated freight" would have a width of 36 feet. However, it also shows the Freight Line as being located very close to the Light Rail.

66-1

A few years ago, possibly sometime in 2014 or 2015, Freight Line track maintenance was observed in which several big machines replaced the railroad ties and repacked the stones. It was fascinating to watch this process, especially extraction of the old ties and the insertion of the new ties. Photographs of 2 machines similar to those that were observed, have been obtained from the internet (https://fossbytes.com/railway-maintenance-machines) and are attached as "Picture-13-1 tie-changer" and "Picture-13-2 ballast-reg". Ballast refers to the small stones. Note how far tie-changer arm which swings far out. One would expect that a similar space is required on both sides of the tracks. Otherwise, a different, possibly more labor-intensive process would have to be performed.

66-2

Questions: What would be the distances between the Light Rail and the Freight Line, as they would lie parallel to each other throughout the length of the ROW? What would be the distances between the Freight Line and the edge of it's allocated space? Has

The concern is that if insufficient space is being allocated to allow for maintenance on the freight line, then adjustments would be made, after the Proposed Project is started, which would place the Freight Line, the Light Rail, or both closer to residential structures, than what is currently being show in the Draft EIR.

66-3

So, in summary, if sufficient space is not allocated for Freight Line maintenance, then the Freight Line or Light Rail or both would end up being moved even closer to residential structures than what is currently being shown for the Proposed Project in the Draft EIR. More detail is needed beyond what is currently being shown in the Project Description figures such as the distance between the Freight Line and the Light Rail.

Sincerely, Jan, Thomas and Amanda Kurth

[redacted]

Submission 66
RELAM
KTR-400

Submission 66

Submission 67

From: Jose Dennis Alabaso [redacted]
Sent: Friday, February 17, 2023 3:17 PM
To: GreenlineExtension
Subject: Re: "C Line Extension to Torrance Public Meeting."

Thank you for the update.

On Thu, Feb 16, 2023 at 1:16 PM GreenlineExtension <GreenlineExtension@metro.net> wrote:

> Hello,
>
> Thank you for your email and interest in Metro's C Line (Green) Extension to Torrance project. We have recorded your comment and added your contact information to our project email list.
>
> Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.
>
> The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.
>
> To access the Draft EIR and other project information, please reference the direct links below.
> - Draft EIR (Full Document)
> - Draft EIR (By Chapter)
> - Draft EIR Appendices (By Appendix)
> - Other Project Information Reports
>
> We will add you to our project database to receive updates on the project and additional information on ways to stay involved.
> Thank you again for your interest in the project.
>
> C Line (Green) Extension to Torrance Project Team
> Greenlineextension@metro.net
> Metro One Gateway Plaza
> Mail Stop: 99-13-1
> Los Angeles, CA 90012
> 213.922.4004

From: Jose Dennis Alabaso [redacted]
Sent: Thursday, February 16, 2023 11:17 AM
To: GreenlineExtension <GreenlineExtension@metro.net>; CrenshawCorridor <CrenshawC@metro.net>; Regional Connector <RegionalConnector@metro.net>
Subject: RE: "C Line Extension to Torrance Public Meeting."

Hello, Metro Staff!

Submission 67

First of all, my main concern is about the completion of the **Metro K Line**. You noticed that the **Aviation/Century K Line Station** is slated to open before the Fall of 2023, and that would easily connect into the **Aviation/I-105 C & K Line Station**, so I could connect even better if I have gone on the upcoming **K Line** between **Rosa Parks/Imperial/Wilmington Station** and the **Expo/Crenshaw Metro K Line Station**. Why? Because every Sunday Morning, I go to **Saint Monica's Catholic Church** as soon as I get off at **Downtown Santa Monica E Line Station** and then connect with **Santa Monica Big Blue Bus Line 18** to over there and vice versa.

Second, my other main concern is also about the completion of the **Metro Regional Transit Connector** which is slated to open later this year. I would like to know what's going on over there regarding the 90% completion right now.

And finally, my other main concern is about the future opening of the **South Bay Metro C Line Extension**. Last Sunday, January 29th, I visited the brand-new **Redondo Beach Transit Center**, shortly after I got off from **Torrance Transit Bus Line 8**, at the intersection of **Artesia Blvd. & Kingsdale Avenue** as I walked all the way to that location which is very close to the nearest **Target** Store. And because of that, there are supposed to be a couple of proposed light-rail tracks to help connect to the buses at the **Redondo Beach Transit Center** even better along with the upcoming location: **The Mary K. Giordano Regional Transit Center** in the city of Torrance, and the proposed **Metro C Line Extension** won't be completed until **2028-2032**, with the help of the **Los Angeles 2028 Summer Olympic Games**.

67-1

Do you have any answers that I gave you above? Please do so, and thank you very much for your generosity, and for your cooperation.

Yours Sincerely,

JOSE DENNIS ALABASO
Email Address: [redacted]

Submission 68

Silvia Jacobs

From: Chelsea Schreiber [redacted]
Sent: Wednesday, February 22, 2023 2:05 PM
To: GreenlineExtension
Subject: Re: Requesting 10 paper copies of the full draft EIR

Thanks, I appreciate it.

Did you get my email about how it's not available at the Lawndale library? I've heard that from at least 4 people in the last day. 68-1

On Wed, Feb 22, 2023 at 2:03 PM GreenlineExtension <GreenlineExtension@metro.net> wrote:

> I will see what I can do

From: Chelsea Schreiber [redacted]
Sent: Wednesday, February 22, 2023 2:00 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Re: Requesting 10 paper copies of the full draft EIR

I'll be at Saturday's meeting too. I can do that but it's going to be way more copies and way more work for everybody.

On Wed, Feb 22, 2023 at 1:58 PM GreenlineExtension <GreenlineExtension@metro.net> wrote:

> This is a big copy request and I can't print them within 24 hours. Please send me the addresses and we can take things from there.

From: Chelsea Schreiber [redacted]
Sent: Wednesday, February 22, 2023 1:48 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Re: Requesting 10 paper copies of the full draft EIR

Let me know if you want their addresses or if you want me to grab some tonight or Saturday. Happy to be the passer outter. If you want addresses I can get them, but there will probably be way more than 10 English and 4 Spanish.

On Tue, Feb 21, 2023 at 12:03 PM GreenlineExtension <GreenlineExtension@metro.net> wrote:

> Printed, hardcopies of the Draft Environmental Impact Statement can be found at local South Bay libraries. Here is the list:
>
> * Lawndale Library - 14615 Burin Av, Lawndale, CA 90260
> * Redondo Beach North Library - 2000 Artesia Bl, Redondo Beach, CA 90278
> * North Torrance Library - 3604 Artesia Bl, Torrance, CA 90504
> * Katy Geissert Civic Center Library - 3301 Torrance Bl, Torrance, CA 90503
> * Metro Headquarters Library by appointment only - One Gateway Plaza, Los Angeles, CA 90012 Please email library@metro.net to schedule an appointment.
>
> -----Original Message-----
> From: Chelsea Schreiber [redacted]
> Sent: Thursday, February 16, 2023 7:11 PM
> To: GreenlineExtension <GreenlineExtension@metro.net>
> Subject: Requesting 10 paper copies of the full draft EIR
>
> For
>
> Chelsea Schreiber
> [redacted]
>
> We have many elderly people on our street who would appreciate it in paper form.

Submission 68

From: Janette Kurth [redacted]
Sent: Monday, March 27, 2023 7:54 PM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; [redacted]; FourthDistrict@bos.lacounty.gov; GreenlineExtension; Dierking, Mark; [redacted] Niki MITCHELL; Holly Osborne; Tom Kurth
Subject: Draft EIR C Line Ext. – Questions – 3.9-3.1.6 Petroleum Hydrocarbons – 3.9 Hazardous Materials – Page 3.9-16
Attachments: Picture-7-4 SEof182X.JPG; Picture-7-2 SWof182X.JPG; Picture-7-3 SWof182X.JPG; Picture-7-1 SWof182X.JPG; Picture-7-5 NWof182X.JPG; Picture-7-6 NWof182X.JPG

To: Metro and Metro Board Members

The Proposed Project involves relocating the existing Freight Line tracks and adding two Light Rail tracks to the ROW which in many places is only 100 feet wide and through which several existing petroleum lines run. How many petroleum pipelines are there and where are they located, vertically as well as horizontally? Impacts related to petroleum pipelines are of less magnitude for the Hawthorne Option which is a reason to choose the Hawthorne Option. 68-1

Reference: *3.9-3.1.6 Petroleum Hydrocarbons* – 3.9 Hazardous Materials – Page 3.9-16

Reference: *3.9-4.2.1 Construction Impacts* – 3.9 Hazardous Materials – Page 3.9-35

Reference: *3.11-3.6 Natural Gas and Oil Facilities* – 3.11 Utilities & Service Systems – Page 3.11-18

Reference: *3.9-2.1 Resource Study Area* – 3.9 Hazardous Materials – Page 3.9-8

Reference: *Figure 3.9-1. Proposed Project – Hazardous Materials Resource Study Area* – 3.9 Hazardous Materials – Page 3.9-9.

Reference: *3.11-2.2 Resource Study Area* – 3.11 Utilities & Service Systems – Page 3.11-9 – 10

Submission 68

Many questions about the petroleum pipelines were raised during the 8:00 AM March 10, 2022 "Metro neighborhood walk" along 182nd Street to the Freight Line crossing, then back along 182nd Street to Kingsdale, and then down to 186th Street.

It is obvious that some information about the petroleum pipelines has been learned and has been included in the Draft EIR. However, upon careful examination one gets the impression that the information is still partial and incomplete, and that more work remains to be done. 68-2

The following list of petroleum pipelines is given in sections *3.9-3.1.6 Petroleum Hydrocarbons* and *3.9-4.2.1 Construction Impacts.*

"Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines." (3.9 Hazardous Materials - Page 3.9-16)

"Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines run within the Metro ROW." (3.9 Hazardous Materials - Page 3.9-35)

But a somewhat different list of petroleum pipelines is given in section *3.11-3.6 Natural Gas and Oil Facilities.* 68-3

"There are numerous privately-owned oil pipelines located within the RSA. Owners of the oil pipelines are Crimson Pipeline, Chevron, Shell, and Plains All American." (3.11 Utilities & Service Systems - Page 3.11-18)

Question: Why isn't the "8-inch ExxonMobil jet fuel" pipeline, which is said to "run within the Metro ROW" included on the list of "pipelines located within the RSA"? 68-4

One would expect that the ROW is contained within the RSA. Regardless that the term RSA is defined differently in different sections of the Draft EIR, as shown below. 68-5

Section *3.9-2.1 Resource Study Area* (page 3.9-8 in 3.9 Hazardous Materials) defines RSA as follows and provides a map, which is *Figure 3.9-1*. "The RSA is the geographic extent in which this assessment was conducted. The RSA for the hazardous materials is the project footprint. The project 68-5

footprint is defined as the area necessary to construct, operate, and maintain the Proposed Project. Figure 3.9-1 shows the RSAs for the Proposed Project, Trench Option, and Hawthorne Option."

Section *3.11-2.2 Resource Study Area* – (Pages 3.11-9 – 10 in 3.11 Utilities & Service Systems) gives 6 different definitions for RSA as follows. "The RSA for utilities is the service area of the utilities and service systems servicing the jurisdictions through which the Proposed Project traverses in the Cities of Lawndale, Redondo Beach, and Torrance. For water facilities, … For wastewater and stormwater, … The RSA for electrical power generation is … Regarding natural gas, the RSA includes the service area for SoCal Gas … Regarding solid waste, the RSA encompasses … The telecommunication services RSA includes …" 68-5

There are a lot of petroleum pipeline warning signs and markers throughout the ROW. The following 6 pictures, attached to this email message, were taken Saturday, March 18, 2023, at where the Freight Line crosses 182nd Street. 68-6

Picture-7-1 SWof182X --- looks south on west side of tracks behind backyards of homes along Firmona

Picture-7-2 SWof182X --- mid-zoom looks south on west side of tracks behind backyards of … Firmona

Picture-7-3 SWof182X --- max-zoom looks south to where track begins to curve

Picture-7-4 SEof182X --- looks south on east side of tracks between El Nido Park and track

Picture-7-5 NWof182X --- looks north on west side of tracks between cemetery and track

Picture-7-6 NWof182X --- mid-zoom looks north on west side of tracks between cemetery and track

Words such as "several" and "numerous" and "including" used on pages 3.9-16, 3.9-35 and 3.11-18, seem to imply that there may be more and as yet unidentified or undocumented, petroleum pipelines. These words do no inspire confidence that a full and complete understanding of the ROW petroleum pipelines has been achieved. By the way, homeowners receive frequent notices to check before you dig. 68-7

Finally, as stated on page 38 of 3.9 Hazardous Materials: "The Hawthorne Option alignment would be located within the Metro ROW from the Redondo Beach (Marine) Station to approximately 2,000 feet south, before it leaves the Metro ROW. The impacts related to oil and gas lines that are located within the ROW are similar to those discussed for the Proposed Project but are of lesser magnitude because of the shorter length of the alignment within the freight corridor."

The Proposed Project involves relocating the existing Freight Line tracks and adding two Light Rail tracks to the ROW which in many places is only 100 feet wide and through which 68-8

several existing petroleum lines run. How many petroleum pipelines are there? Where are they located, both vertically as well as horizontally? Impacts related to petroleum pipelines are of less magnitude for the Hawthorne Option which is a reason to choose the Hawthorne Option. 68-8

Sincerely Jan, Thomas and Amanda Kurth

[redacted]

Submission 68

Submission 68

Submission 68

Submission 68

Submission 68

Submission 68

Submission 69

Silvia Jacobs

From: Chelsea Schreiber [redacted]
Sent: Wednesday, February 22, 2023 9:49 AM
To: GreenlineExtension
Subject: Re: Train frequency

69-1

I don't mean acquired - i mean impacted. How many homes are directly alongside the train?

On Wed, Feb 22, 2023 at 9:47 AM GreenlineExtension <GreenlineExtension@metro.net> wrote:

> No homes will be acquired for either alignment.

From: Chelsea Schreiber [redacted]
Sent: Tuesday, February 21, 2023 4:18 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Re: Train frequency

Wowza. Thanks for answering so quickly.

One more question - How many homes will be impacted with the Hawthorne Option vs the ROW option?

-Chelsea

> On Feb 21, 2023, at 11:29 AM, GreenlineExtension <GreenlineExtension@metro.net> wrote:
>
> Hi Chelsea –

The operating schedule is not yet determined and will be prepared closer to operations. However, our ridership modeling assumes a similar pattern to today's Metro light rail lines, operating between approximately 4am and 12am with headways between trains of 5 to 15 minutes. The existing C (Green) Line has approximately 96 trains each direction daily or 192 trains total based on 10 minute frequencies. If the future C Line Extension, the team analyzed for frequent service (based on 5 minute peak headways), which would result in approximately 200-300 trains passing in a 24-hour period.

The ridership report is available here --

https://www.dropbox.com/sh/nn9qo1wix6ror76/AADbOr4ALT84gESOXN7RRLHsa/Non-CEQA%20Reports%20and%20Information?dl=0&preview=CLGET+Ridership+Summary+Report.pdf&subfolder_nav_tracking=1

Mark Dierking
Community Relations Manager – Gateway/South Bay

Local Government & External Affairs
[redacted]

Our mission is to provide world-class transportation for all.

From: Chelsea Schreiber [redacted]
Sent: Thursday, February 16, 2023 5:01 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Train frequency

Hi Dolores - do you know how many trains are expected to go by per day on the ROW project? I've heard every 5-7 minutes, or 192 trains a day - but that can't be right. Can you please give me realistic numbers?

Thank you

Chelsea Schreiber

[redacted]

Submission 70

-----Original Message-----
From: Kevin Mitchell [redacted]
Sent: Wednesday, February 22, 2023 2:45 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Cc: RightOfSay/RBQoL <info@rightofsay.com>; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; Mayor@cityofinglewood.org
Subject: DEIR response 2

Please find attached.

NOTICE TO AGENT IS NOTICE TO PRINCIPAL --- NOTICE TO PRINCIPAL IS NOTICE TO AGENT

re: DEIR (Draft Environmental Impact Report),C Line Extension to Torrance Transportation Center: **"Proposed" ROW moving BNSF freight line closer to residences already exposed to "High Pressure" Petroleum Pipelines.**

Dear Metro,

Regarding the "Proposed Project" outlined in the DEIR that identifies the BNSF Harbor Line Right-Of-Way(ROW)for expansion:

1) As a property owner living adjacent to this proposed project, myself, my family, and other residents sharing property lines with this project will bear an unduly and unnecessary burden. 70-1

a) For the ROW, DEIR proposes to add 2 additional "light-rail" lines to the existing 80+ year freight line currently being used to transport Liquid Petroleum from the harbor to El Segundo for refinement. This train passes two times per day, to and fro. (see attached video link) 70-2

b) To accommodate space for the added rails, the project would move the existing freight 12-7 feet closer to the rear wall of my property. All properties adjacent to the ROW will suffer this encroachment. 70-3

c) Our property on the ROW is 30' from the track. Between the track and our back wall is a "High Pressure" Petroleum Pipeline marked at 7' from our wall. Our property has a 3' easement at the back wall. 70-4

d) There are numerous pipelines identified in the DEIR: "Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines. Due to various reasons, the subsurface utility lines could potentially leak and contaminate the subsurface." (DEIR, 3.9-3.1.6 Petroleum Hydrocarbons)

> **3.9-4.2 Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**
>
> **3.9-4.2.1 Construction Impacts**
>
> **Less than Significant Impact.** The RSA contains multiple sources of potentially hazardous materials that could be encountered during construction of the Proposed Project. Overall, the Proposed Project would have a **less than significant** impact during construction involving the release of hazardous materials into the environment.

Oil and Gas Pipelines

Less than Significant Impact. Oil and gas pipelines are located adjacent to the Proposed Project corridor,and oil refineries are located near the southern end. Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines run within the Metro ROW. Oil and gas pipelines may pose a hazard to human health and safety or to the environment if oil or gas are released.

Release could occur through spills during construction or rupture of a pipeline during construction. At this phase of design, Metro has obtained as-built drawings from these utility owners and developed preliminary plans for relocation or protect-in-place. Per the Metro Rail Design Criteria, Metro would continue to coordinate with the utility owners in future phases of design, and present preliminary relocation concepts to each utility owner with affected facilities. Metro would conduct additional surveys and potholing as needed to verify the relocation plans, which would avoid any conflicts with pipelines during construction. As noted in PF-US-1 in Section 3.11, Utilities and Service Systems, prior to ground-disturbing activities, all oil and gas pipelines within the ROW would be identified and marked on-site in coordination with the well owners to avoid damaging the pipelines. Utility agreements would be finalized to ensure the designs are prepared by third party utility owners. Therefore, the impact related to oil and gas pipelines would be **less than significant**.

70-5

Metro's blatant disregard for residents safety and well being is on full display here. Metro engineers have communicated that the BNSF train line will be operational during construction. As their plans indicate, massive amounts of dirt will be hauled in and out to accommodate the relocated freight line. The ROW already has a history of sink holes, exemplified by the one open now at Artesia and Ruxton Place condos. Squeezing a new rail line closer to high-pressure pipelines and residences cannot be a "less than significant" risk. Please reassess this conclusion.

70-6

I pray that the ROW is not chosen for this project. A more suitable alternative exists in the Hawthorne option. Do not put homes and neighborhoods in harm's way to save a buck.

70-7

Sincerely,

Kevin Mitchell

[redacted]

Submission 70

182nd

Marked at 7' offset

Artesia

170th & 160th

Inglewood Ave.

From: [redacted]
Sent: Wednesday, February 22, 2023 3:14 PM
To: Metro C Line (Green) Extension
Subject: Fw: Very Important Article from Today's Daily Breeze
Attachments: Metro C Line extension could rattle seniors in Redondo Beach apartment complex.docx

To the Metro Line Board - Please read this article from our local newspaper. It expresses the concern that I have and that everyone feels about the possible rail extension next to Breakwater Village. At age 82, I object to the noise, dust, and construction of the line. Please choose an alternative path. Thanks. 71-1
Bob Cutler [redacted]
Retired LA City Analyst and Community College Assistant Professor
[redacted]

----- Forwarded Message -----
From: [redacted]
To: [redacted]
Sent: Wednesday, February 22, 2023, 1:06:02 PM PST
Subject: FW: Article from the Daily Breeze

FYI below is the article published in the Daily Breeze today.

From: "Marg Alexander"
To: [redacted]
Cc:
Sent: Wednesday February 22 2023 10:17:40AM
Subject: Article from the Daily Breeze

Here's a copy of the article if you need it for your files, Pat.

Metro C Line extension could rattle seniors in Redondo Beach apartment complex

Although the project isn't set in stone, Breakwater Village residents worry some options will constantly disturb their quality of life

By **TYLER SHAUN EVAINS** | tevains@scng.com |
PUBLISHED: February 22, 2023 at 6:00 a.m. | UPDATED: February 22, 2023 at 8:35 a.m.
Residents of a Redondo Beach senior apartment complex say they are concerned about the consequences to their quality of life if a planned extension of LA Metro's C Line ends up traveling behind their homes.

Two of the three options for extending the C Line, formerly the Green Line, 4.5 miles south — from the Redondo Beach Marine Avenue Station to the Torrance Transit Center, just south of Del Amo Boulevard — would send the route along an LA Metro-owned public right-of-way that runs behind the Breakwater Village apartment complex for those 55 and up.

Metro currently leases the right-of-way to a freight rail company that transports petroleum to nearby refineries.

About 300 people live in the 191 unit complex, with around 20 units reserved for residents with low-to-moderate incomes. Two of the three options for the upcoming commercial light rail extension would cause even more noise and vibrations for those residents than they already experience from the freight train passing by twice daily, according to those who live there and their City Council representative.

“The 300 of us, our quality of life will be diminished,” said Breakwater resident Pat Nichols, who has led the charge in advocating against the new rail being built along the right-of-way.

Metro officials, for their part, have stressed that there are still three possible options — and no decision has yet been made on which one will happen.

It’ll still be a while before any new rail goes in, though.

The project, for which planning began in 2010, is currently in the draft environmental impact review process and the final EIR will be released in 2024. Construction may begin in 2026 and the rails are estimated to open for service between 2030 and 2033.

Metro staff will recommend one of the options to its board of directors, which the panel will consider approving in the spring, according to the agency’s website. The final recommendation will be based on the findings from the draft environmental impact report, public comments, technical analysis, stakeholder input and more.

Breakwater residents have been meeting regularly for about a year to discuss their concerned over the project, said Marg Alexander, who has lived there since 2009. Among their fears, Alexander said, is that Metro will choose the cheapest right-of-way option; one of the two routes that would travel behind Breakwater is projected to cost $1 billion less than the other options.

Residents have sent emails to Metro’s board of directors and, more recently spoken, at public hearings during the draft EIR review period, which began Jan. 26 and ends March 27.

In the right-of-way elevated/street level option, which would go behind Breakwater, the rail would follow the right-of-way above ground and then travel at street level south of 162nd Street. The light rail would cross 170th and 182nd streets at the street level. This would cost an estimated $1.96 billion.

The trench option, which would also travel along the right-of-way and behind Breakwater, would transition from the Redondo Beach station down into an open-air underground trench, crossing under seven streets between Inglewood Avenue and 170th Street; then it’d move up to street level to cross over Artesia Boulevard and Grant Avenue, cross under 182nd Street in another short trench, and finally return to grade level to go across Hawthorne Boulevard and continue south. It’s estimated to cost $2.84 billion.

Metro would build stations adjacent to the Redondo Beach and Torrance transit centers for both right-of-way options.

The Hawthorne Boulevard option, meanwhile, would travel in an elevated structure parallel to the 405 freeway until turning south onto Hawthorne Boulevard near 162nd Street and rejoining the

right-of-way south of 190th Street. Metro would build a station adjacent to the South Bay Galleria and another near the Torrance Transit Center. This option, which won't run behind the Breakwater, would cost an estimated $2.96 billion.

To put the new rail along the right-of-way, the freight rail would be rebuilt and moved west, putting it closer to the apartment complex per Metro's website.

But Nichols, who has lived in Breakwater Village since 2007, said that it's already close enough.

"We can wave to the conductor on the train," Nichols said. "What they're planning on doing for the right-of-way will move the existing train line and bring it closer to our complex, almost in our backyard."

Nobody really complains about the freight's passage twice per day, Nichols said, but to have the nuisance from commercial trains every few minutes is a whole other thing.

Metro, in the draft EIR, mentions potentially building sound walls to mitigate the noise, but Nichols said she doesn't think there's room for them.

"Most of our windows face the train tracks on that side of the complex," she said. If it moves closer, "we wont be able to have our windows open because of the noise."

Councilmember Zein Obagi Jr., who represents District 4, where the apartment building is, said that he is "100% behind the residents of Breakwater."

"Moving the heavy train closer could be devastating to their quality of life," Obagi said. "These are retired people –some in affordable units. They're hoping to enjoy their later life in a quiet, beautiful place, but now they'll have construction for years if it gets built there."

The building already shakes when the train goes by, he added, and a resident recently told him that she has to adjust the photos hanging on her walls every day because of the train's vibrations.

The building also has foundational cracks, Nichols said, which could get worse during c Another main concern, Obagi said, is that the ground beneath the site is compacted sand.

There's already a sinkhole that's affecting three units, Nichols added. It could get worse or more could come with new construction and train activity.

But no decisions have been made yet, Metro officials said.

"There's three different alignments in the draft EIR," said Metro spokesperson Patrick Chandler. "No final decision has been made on what the line is going to be; in this process we really want to hear from (the public,) get that feedback and have that conversation."

Public hearings are scheduled for this week, including:

- From 5 to 8 p.m. Wednesday, Feb. 22, at the Redondo Beach Performing Arts Center, 1935 Manhattan Beach Blvd.
- From 10 a.m. to 1 p.m. Saturday, Feb. 25, at Lawndale High School, 14901 S. Inglewood Ave.

Those interested in commenting on the draft EIR can do so by calling 213-922-4004 or emailing greenlineextension@metro.net.

Marg

"Be yourself. Everyone else is already taken." - Oscar Wilde -

Submission 72

From: S martin[redacted]
Sent: Wednesday, February 22, 2023 12:18 PM
To: greenlineextension@metro.net
Subject: Metro

Do you see Long Beach is having problems With their trains? The homeless are wheeling on the metros. They don't want to get off but they do hang out near the train stops. I'm against the metro running thru torrsnce. We live in an area by the beach and also refineries. This is not the solution And will cause homeless people to hang out in Torrance and bring their more on the streets. Bad idea Kathy

72-1

Sent from my iPhone

Submission 73

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Tr[illegible] ☐ [illegible]

73-1

Additional Comments on the Draft Environmental Impact Report:

Nam[illegible]

Add[illegible]

Phone: [redacted]

Email:

Irene Evans

[redacted]

Submission 74

[redacted]

From: Todd Bassman [redacted]
Sent: Wednesday, February 22, 2023 3:17 PM
To: greenlineextension@metro.net
Subject: Greenline extension

As a resident of a neighborhood that will be severely impacted by the ROW option for the Greenline extension, I am writing to you to ask you to please choose the Hawthorne Bl option instead. If you look at the tiny number of people that get on and off the train at the Redondo Beach station now, it doesn't make any sense to extend that line through a neighborhood. If you want more people to use it and businesses to benefit from it, the Hawthorne Bl alternative would be a much better choice. My neighbors and I, as well as our city council representatives have organized to do whatever we can to stop the ROW extension . Please consider our quality of life on this matter. Thank you. Todd Bassman

74-1

Sent from my iPhone

From: Yumiko Omatsu [redacted]
Sent: Wednesday, Feb
To: greenlineextension@metro.net
Cc: [redacted]
Subject: C line DEIR Public Comments

Dear Metro

I'm Yumiko Omatsu
[redacted]

I've read the Daily Breeze article (2/22/23).
I want to say that If Metro is considering the cost, OUR LIVES ARE PRICELESS. 75-1

My unit is facing the railroad and I can see the yellow pall of the pipeline.
If construction starts , we will be in a dangerous situation that causes us too much trouble.
Almost 300 residents will suffer the noise and vibration ALL DAY FOREVER. 75-2
I'm losing my PRIVACY and can't stay in the patio nor opening the window.

We want to save our senior lives and also want to save our BEAUTIFUL PEACEFUL BREAKWATER VILLAGE SENIOR COMMUNITY IN REDONDO BEACH. 75-3

I have a health issue so it's hard to attend the meeting like my neighbors.
Sincerely

Yumiko Omatsu

From: Yumiko Omatsu [redacted]
Sent: Wednesday, February 22, 2023 2:54 PM
To: greenlineextension@metro.net
Subject: C line DEIR Public Comments

Dear Metro

I'm Yumiko Omatsu
[redacted]

I've read the Daily Breeze article (2/22/23).
I want to say that If Metro is considering the cost, OUR LIVES ARE PRICELESS. 76-1

My unit is facing the railroad and I can see the yellow pall of the pipeline.
If construction starts , we will be in a dangerous situation that causes us too much trouble. 76-2
Almost 300 residents will suffer the noise and vibration ALL DAY FOREVER. 76-3
I'm losing my PRIVACY and can't stay on the patio nor open the window.

We want to save our senior lives and also want to save our BEAUTIFUL PEACEFUL BREAKWATER VILLAGE SENIOR COMMUNITY IN REDONDO BEACH. 76-4

I have a health issue so it's hard to attend the meeting like my neighbors.
Sincerely

Yumiko Omatsu

Microsoft Outlook MicrosoftExchange329e71ec...@bos.lacounty.gov esa.hc4088-88.iphmx.com 経由
To 自分

Submission 77

From: courtney allen [redacted]
Sent: Thursday, February 23, 2023 10:53 AM
To: greenlineextension@metro.net
Subject: No extension down green space!

Hello,
I am a resident of Lawndale and live off of 163rd. I have lived here for 6 years and am raising my family of four here. We utilize the green space on a daily basis for exercise and play, along with countless other Lawndale citizens. It is a lively green space that is a valuable part of our neighborhood. Taking this rare open space away from the citizens of Lawndale will further relegate us into a lower standard of living compared to our more affluent communities and remove one of the only ways many people have to exercise and enjoy nature. Please do not build the metro here! Instead, build it down Hawthorne, which is in desperate need of revitalization and new business opportunities anyways.
Thank you,
Courtney Allen

77-1

Submission 78

From: David Clasby [redacted]
Sent: Thursday, February 23, 2023 12:17 PM
To: greenlineextension@metro.net
Subject: my view

In response to the current Metro project, I would like to add my view point to the conversation.
Living close to the existing Metro line, I do not favor the idea of increased train traffic and the noise it will produce. 78-1
I also feel for my friends living against the easement who face the prospect not only of increased noise but the loss of property due to an increase of the size of the Metro right of way. There is also the matter of decreased property values of homes with numerous Metro trains all day in the back yard. 78-2

At the recent Lawndale High public meeting, it was mentioned that the proposal of the use of the existing right of way is not EPA approved. The need for a 20-ft wall was also disclosed. There is also the matter of retro fitting 200 affected homes with sound-proofing windows. It would appear to be more cost-effective to put the new line below grade or, better yet, route the line down the Hawthorne Blvd, commercial corridor.
In regard to the purchase of the land on either side of the RR right of way (10 ft west and 20ft east - purchased in 1978); this land could be leased back to the residents along the right of way, to off-set the cost of constructing the line down the Hawthorne corridor. 78-3
I hope you will give the proper consideration to these comments.

David Clasby

Submission 79

From: Diane Smith [redacted]
Sent: Thursday, February 23, 2023 8:11 AM
To: greenlineextension@metro.net
Subject: C-Line (Green) ext Torrance

Hello, my name is Diane Smith and I live at [redacted]. I was born, raised and currently live in Torrance. My parents in their 80's still live in the same house we grew up in at [redacted] - 4 houses in from Hawthorne Blvd.

This new extension is not wanted. It will bring much noise to the neighborhood along Hawthorne Blvd. Is the City or Metro going to be installing a noise barrier or wall to separate houses and this elevated line? Who is going to be paying each home owner for the loss of value in their home, due to proximity to this ? 79-1

We are Californians and we love our cars, this line will not be used by Torrance residents enough to validate its existence. Traffic is bad enough we can't lose any existing lanes on Hawthorne Blvd. 79-2

We have buses and they are empty most of the time.

Don't go ahead with this project. It's not good for our City.

Best Regards,
Diane

Sent from Yahoo Mail for iPhone

From: Isobel Dozier [redacted]
Sent: Thursday, February 23, 2023 6:51 PM
To: greenlineextension@metro.net
Subject: Green Line / C Line Extension inquiry

Good evening, Metro!

I love the Green Line / C Line Extension concept, but why do $ Billions need to be wasted on trenches and other grade-separation projects?

80-1

This line has hosted massive freight trains for many decades in Santa Fe Railway / BNSF use without any issue, so there is really no good reason to spend money on expensive excavation, relocation, or other major route alignment changes.

In other words, why not simply operate Metro passenger service over the existing tracks, with only a minimum of upgrades (such as signalling improvements for safety purposes)?

80-2

** Additionally, could Metro please look into the possibility of rebuilding the other ex-Santa Fe Railway track that ran along the coast, serving Manhattan Beach, Hermosa Beach and the downtown Redondo Beach pier area?

Although this old Right-Of-Way is currently used as a pedestrian trail, it is more than wide enough to accommodate Metro trains and continue as a walking path.

This would be a very popular short extension which can also be serviced by Green Line / C Line trains that make an occasional diversion to the coast -- especially great for tourists and others on daytrips to the seaside.

Thank you very much,
Isobel Dozier

Submission 81

From: Higgs2829 [redacted]
Sent: Thursday, February 23, 2023 8:53 PM
To: greenlineextension@metro.net
Subject: Draft EIR Comment

I am writing in opposition to the Metro C Line extension Right of Way (ROW) along the existing Union Pacific railroad tracks in North Redondo Beach. There are numerous reasons that the ROW along this tract should be opposed. The METRO has more suitable alternatives that do not put the health and wellbeing of the residents at risk. As alternatives, the METRO C can run along Hawthorne Blvd. and will not be disruptive to the residents. The noise, dust, increased traffic, and potential rise in crime should all be considered. The only possible agreeable solution is the Hawthorne Blvd. route. 81-1

Leslie Higginns
[redacted]

Submission 82

Silvia Jacobs

From: Terrell-Lewis, Lucy [redacted]
Sent: Thursday, February 23, 2023 11:55 AM
To: greenlineextension@metro.net
Subject: Sign up for Project Updates

Greetings Green Line Extension team,

Could you please add me to the email list for project updates? 82-1

Thanks much,

Lucy Terrell-Lewis, PE
Project Engineer

[redacted]

hdrinc.com/follow-us

Submission 82

From: Lee, Elaine@DOT <Elaine.Lee@dot.ca.gov>
Sent: Monday, March 27, 2023 4:19 PM
To: Sheridan, Georgia <SheridanG@metro.net>
Cc: Kukla, Dawn E@DOT <dawn.kukla@dot.ca.gov>; Lu, Janice C@DOT <Janice.Lu@dot.ca.gov>; Solano, Celeste@DOT <Celeste.Solano@dot.ca.gov>; Alam, Md S@DOT <md.alam@dot.ca.gov>
Subject: C Line (Green) Extension to Torrance: Caltrans DEIR Comments

Good Afternoon Georgia,

Please see the attached comment letter on the DEIR for the C Line (Green) Extension to Torrance Project.

Thank you,
Elaine Lee | Environmental Planner
Caltrans District 7 - Division of Environmental Planning
100 S. Main Street, MS - 16A
Los Angeles, CA 90012
(213) 266-6986

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
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TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

March 27, 2023

Ms. Georgia Sheridan
Project Manager
Los Angeles Metro
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012

DIST-CO-RTE: LA-107
PM: 3.7/4.8
EA: 07-37650
E-FIS: 0721000117

Dear Ms. Sheridan:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Draft Environmental Impact Report (EIR) for the C Line (Green) Extension to Torrance Project prepared by the Los Angeles County Metropolitan Transportation Authority (Metro). The project would extend the Metro C Line (Green) to the south by providing a light rail line through the cities of Lawndale, Redondo Beach, and Torrance.

The project would require encroachment permits as the alignments of the Proposed Project (Metro right-of-way [ROW] Elevated/Street-Level alignment) and two Options: Trench Option (Metro ROW Trench/Below-Grade) and Hawthorne Option (entirely elevated) would intersect State ROW at Artesia Blvd (SR-91), Interstate 405 (I-405), and Hawthorne Blvd (SR-107). Caltrans has reviewed the Draft EIR at these locations and presents the following comments to Metro for consideration in the project's development and Final EIR: 82-1

Project Description

- Table 2.6-1 Permits and Approvals. For Local, considering there seems to be a potential for property acquisitions, do approvals for zoning, land use, and/or general plan amendments need to be considered? If so, specify this within the table. 82-2

Transportation

- Section 3.1-3.10 Bicycle Facilities. 82-3
    - Relabel this section from Bicycle Facilities to Bikeways. It's confusing to use the term bicycle facilities and bikeways. To a reader the term facilities could entail ancillary uses such as bike racks, storage, showers, or parking which are not discussed in this section.
    - Are bicyclists allowed along the major roadways such as Hawthorne Blvd and is sidewalk riding allowed? 82-4
    - For proposed station discussion. Each bullet starts with "… a bike lane". Is this referring to a Class II (bike lane)? Please include relevant nomenclature and classification when discussing specific bikeways. 82-5
- Section 3.1-4.1. Mention Appendix 3.1-A, Transportation Policy Analysis. There is no mention of how this Project is consistent with Caltrans Complete Streets Directive within this section or in the appendix. 82-6

- Section 3.1-4.1. (Hawthorne – Roadways). Replace "…hours, and access would remain to neighborhoods, although some detours may be required and would be signed." With "…hours and access to and from neighborhoods would remain although some detours with signage may be required." 82-7
- Section 3.1-4.1. (Hawthorne – Bicycle and Walking).
    - First sentence mentions "bicycle routes". If referring generally to bikeways please label as such, but if referring to Class III (Bike Routes) then revise to the relevant nomenclature and classification. Please apply consistent terminology throughout the document. 82-8
    - "No existing or planned bicycle facilities…" Per earlier comment on revising Bike Facilities to Bikeways, please clarify if this is in reference to bikeways or bikeways and related support facilities.
    - Please rephrase 2nd to last sentence per this suggestion (*if meaning maintains the same conclusion*): No existing or planned bicycle facilities would be directly affected by construction of the Hawthorne Boulevard Option. However, indirect temporary impacts may occur along small segments of [*existing/planned*] intersecting bikeways. For example, 190th Street may be temporarily shifted, reduced, or closed during construction east of Hawthorne Blvd. 82-9
    - "Typically, signage warning road user to share the lane with bicyclists…" This should be revised to state that signage warning road users would be provided as needed, instead of saying typically. 82-10
- Section 3.1-4.1.2 Policies Addressing Transit. "Discussed in Section 2.2.16…" Is this the correct reference? There is no subsection 2.2.16 in Chapter 2. Section 2.2 goes directly to 2.3. Should this be the same as Appendix 3.1-A, Transportation Policy Analysis, as referenced above? 82-11
- Section 3.1-4.3.1 Construction Impacts (Hawthorne Option - Transit). Is there an estimate for how many bus stops would be temporarily relocated? 82-12
- Section 3.1-4.3.1 Construction Impacts (Hawthorne Option - Roadways). Are full closures anticipated during construction along Hawthorne? If no full closures are anticipated, please state that here. If only partial closures, how many lanes would be maintained at all times during construction? 82-13

Land Use

- Section 3.2-4.1.1 Construction Impacts (Hawthorne Option). "…would require additional parcel acquisitions..." Does that mean the other Options would require parcel acquisition as well? Or should this state "…would require parcel acquisitions". 82-14

  Given that the Real Estate Acquisition Summary is available to the public, can reference to that document be made in this DEIR? The DEIR should specify what types of acquisitions are anticipated, if they are full and/or partial acquisitions, if they are temporary or permanent acquisitions, and what the zoning/land use designations are for the parcels being affected. 82-15
- Section 3.2-4.1.1 Construction Impacts (Hawthorne Option). Are the "temporary lane" closures full or partial? 82-16

- Section 3.2-4.1.1 Construction Impacts (Hawthorne Option). "Vehicular and pedestrian access across Hawthorne Boulevard would generally be maintained by phasing construction in such a way that does not close multiple parallel roads or sidewalk at the same time." Would any of these temporary closures of lanes impact access (e.g., close or impede driveway access) to businesses along the Hawthorne corridor? If so, is there a secondary access or will access to all businesses be maintained throughout construction for continued operation? 82-17
- Section 3.2-4.1.2 Operational Impacts (Hawthorne Option). Even though the structure is elevated and allows for continued access below once in operation, an elevated railway within a commercial district with low-scale uses might be seen as a physical boundary that is creating a division or barrier. Additionally, the uses between the existing RR ROW and Hawthorne Blvd, may see this as a physical and visual barrier. Explain how the elevated structure would not contribute to the division of a community. 82-18
- Table 3.2-5. Table 3.2-5 seems more like a consistency table as it relates to Project operation and not construction, although it is referenced in the construction impact section. Include discussion on how construction would not affect the implementation of the plan, policy, or goal and what PF or MM may reduce any impacts that may cause the Project or Option to be inconsistent. 82-19
- Table 3.2-5. Column label "Consistency with the Proposed Project". Rename to "Consistency of the Proposed Project and Options".
- This table should look more like what is seen in Appendix 3.1-A, Transportation Policy Analysis. If possible, consider creating a separate appendix dedicated to a more detailed table similar to Appendix 3.1, for all applicable regulations/policies/goals and then reference it in these discussions. 82-20
- Table 3.2-5. City of Redondo Beach, General Plan.
    - "In addition to the consistency of these policies, there would be no change to existing land use patterns." State how the acquisitions, if any, would not conflict with the existing land use pattern or general plan and whether it would or would not require an amendment to a land use planning document. 82-21

Aesthetics

- PF-AES-2. Metro Design Standard. Include statement that Metro will coordinate with Caltrans' Office of Stormwater and Landscape Architecture as applicable for any tree removals along Hawthorne under Caltrans jurisdiction. 82-22
- Section 3.3-3.3 Visual Character. "… that also incorporates parking spaces and traffic circulation left-turn lanes." Please note that this also serves as a pedestrian refuge. 82-23
- Section 3.3-4.3.1. Construction Impacts. The visual impacts of one Option may be prolonged compared to another. Therefore, consider including discussion comparing the differences of the construction time frame between the Project and Options. 82-24
- Section 3.3-4.3.1 Construction Impacts (Hawthorne Option). "The Hawthorne Option would involve construction activities that result in similar changes in the visual character as the Proposed Project." Because this Option would construct an entirely elevated structure along a commercial corridor where there may be more foot traffic and vehicular viewers compared to the other options, explain further how this would be similar? 82-25

- Section 3.3-4.3.1 Construction Impacts (Hawthorne Option). Based on the concept drawing for this Option, where the structure's footprint would remain within the median, the overhead structure might give a feeling of a ceiling plan to motorists. If the structure clearance is about 14'-11", there may be a noticeable perception of semi-enclosure space, similar to driving in a tunnel. Please include this potential impact in this discussion and mitigation measures as needed. Additionally, if this Option is chosen, preparation of a VIA may be recommended to analyze this effect and provide additional recommendations for mitigation/minimization/avoidance measures. 82-26
- KOP 17.
    - "… the new elevated structure along the Center of Hawthorne Blvd…" Provide estimated heights and widths when discussing these structures, or reference the appropriate appendix/drawing?
    - "… includes straddle bent columns." Discuss how the structure or bent would not block signage whether they be street signs or in plazas. In the figure, the column of the bent is blocking that plaza's signage. If there any signs that would be blocked by components of this elevated structure, would they be relocated?
    - 1st and 2nd Sentence of paragraph starting with "Trees and other vegetation that exist…and the planting of California native or other drought-tolerant trees." Please note that for Hawthorne Blvd under Caltrans jurisdiction, if trees are to be removed during construction, coordination with Caltrans' Office of Stormwater and Landscape Architecture is required for approval. 82-27
    - Section 3.3-4.4.2 Operational Impacts (Hawthorne Option). The mass of the elevated structure may be a dominant feature of Hawthorne Blvd. The catenary and overhead wires and support masts may add to the structure's height, and the structure will cast shadows onto the road and be part of the new street environment as well. Please include this potential impact in this discussion. If this Option is selected, preparation of a VIA may be recommended to include a discussion of the visual effect of the elevated structure and a shadow analysis as well as provide additional recommendation for proposed mitigation/minimization/avoidance measures.

Air Quality

- Section 2.3 indicates that several stations are proposed as part of the Alternatives: Redondo Beach TC, Torrance TC, or South Bay Galleria Stations. While Section 2.3 is not clearly describing whether or not Redondo Beach TC Station proposes parking spaces, it does clearly indicate that a surface parking lot with 180 parking spaces is included as part of the proposed Torrance TC Station. The Torrance TC is proposed just across Crenshaw Bl and in close proximity to residential receptors. However, operational analyses for the project alternatives did not consider impacts from mobile sources that have potential to congregate at the new TC/parking lot. It is suggested that guidance such as Caltrans CO Protocol be utilized to evaluate/disclose potential impacts from anticipated increase in new mobile sources at the proposed stations. 82-28
- Section 2.3 also describes that the proposed roadway modifications would result in new traffic signalization at some intersections. AQ impacts are typically evaluated at intersections with new signalization due to the potential to increase traffic delays and 82-29

resulting impacts from mobile sources. It is suggested that these impacts are considered as part of operational analyses in Section 3.4. 82-29

Biology

- Section 3.7-4.5.1 Construction Impacts (Proposed Project). In last part of 1st paragraph, shouldn't the Metro Tree Policy (as referenced in the Aesthetics section) be listed here as well? 82-30
- Section 3.7-4.5.1 Construction Impacts (Hawthorne Option). Per comment in Aesthetic section, please note that Metro should also be coordinating with Caltrans' Office of Stormwater and Landscape Architecture, as applicable, for any removal and replacement of trees along Hawthorne Blvd (that is not relinquished to City of Lawndale). 82-31
- Section 3.7-4.5.1 Construction Impacts (Hawthorne Option). Within Caltrans ROW there are mature eucalyptus trees at Inglewood Ave and I-405, and from Inglewood Ave to Hawthorne Blvd. If construction should occur within bird nesting season, then pre-construction bird surveys 72 hours prior must be conducted within construction limits. 82-32
- MM-BIO-2. Revise to: "If construction should occur within bird nesting season (February 1st - September 1st) then preconstruction bird surveys 72 hours prior must be conducted within construction limits."

Hazardous Waste

- Section 3.9-2.3 "Project Features": It is stated that "…a Phase II site investigation would be conducted during the preliminary engineering phase on sites that would be acquired/utilized for the project to determine whether the suspected contamination had resulted in soil, groundwater, or soil vapor contamination exceeding regulatory action levels".

  Please note, in addition to a Phase II site investigation for sites to be acquired/utilized for the project, additional site investigations are required to evaluate soil and groundwater contamination in areas where soil/groundwater will be disturbed, such as soil excavation, earthwork and dewatering, during the Project construction activities. As listed in Section 3.9-3.1 "Hazardous Materials" of the provided DEIR, all hazardous materials expected to be encountered within the Project RSA such as heavy metals (including ADL), herbicides, hazardous gases, petroleum hydrocarbons, and contaminants related to the identified RECs, are to be included in the Site Investigations. These Site investigations are to be conducted during the preliminary engineering phase. The collected soil and/or groundwater data are to be utilized in development of hazardous waste/hazardous materials/soil/groundwater management plans as described in PF-HHM-1 and PF-HHM-4. The collected data also are to be utilized in development of measures for worker and public safety protection from exposure to contaminated soil/groundwater during construction. 82-33

  Please, revise all relevant DEIR sections to include the above required Phase II site investigations to be completed within the Project RSA during the preliminary engineering phase and prior to development of any plans described in PF-HHM-1 and PF-HMM-4.

- Include removal of existing traffic stripping and/or pavement markings if such activities will be conducted. Please note, yellow lead-based paint and thermoplastic paint traffic stripe or/and pavement marking applied prior to 2006 should be treated as hazardous waste due to its high lead and chromium content. Removal of such material should be properly collected, stored, transported, and disposed of in accordance with the state and federal regulations. 82-34

Utilities and Service Systems

- Section 3.11-4.1.1 Construction Impacts (Hawthorne Option). It is stated that "… some excavation would be needed for the column piles." What is the maximum depth of excavation for these piles? Provide estimated range, as applicable. 82-35

Public Services

- Section 3.15-4.1.1 Construction Impacts (Hawthorne). Regarding "Roadways that intersect the Hawthorne Option would need to be temporarily closed…", do we know if these are full or partial closures or both depending on the situation? 82-36

Complete Streets

- The Inglewood and Hawthorne Blvd interchanges are Tier 1 locations for improvements according to the Caltrans Active Transportation Plan. The Hawthorne Blvd Option may present an opportunity to recommend pedestrian and bikeway enhancements. If this Option is chosen, Metro should consider how they may be compliant with Caltrans Complete Streets Policy & ATP by improving the intersections at the on/off ramps on both I-405 interchanges which need crosswalk, ramp, and signal upgrades. 82-37

Thank you for the opportunity to comment on this important transportation project. We look forward to the ongoing coordination between our agencies to establish a more effective permit application process. If there are any questions about this letter, please contact Elaine Lee, Environmental Planner at elaine.lee@dot.ca.gov.

Sincerely,

Dawn Kukla

DAWN KUKLA
Supervising Environmental Planner
Division of Environmental Planning

Submission 83

From: Steven Boll [redacted]
Sent: Thursday, February 23, 2023 2:19 PM
To: greenlineextension@metro.net
Subject: 6 residents in house vote for the Hawthorne blvd option

I am all for better public transit in LA but I can only support the Hawthorne blvd elevated train due to the amount of disturbance using the rail line will cause to thousands of homes and people living along the existing rail. I am a homeowner just the 2nd house east of the existing rail line in lawndale and although the train only runs a couple times a day it shakes the house and blows the horn at crossings. The metro would run only minutes apart at extended hours disturbing all residents. 83-1

Im worried about my property value, my structure and foundation and noise and debris from 8yrs of construction as well. The cost to me could be100's of thousands in property value and I would need earthquake retrofit, engineer review of structure, earthquake insurance, new windows for some peace of mind. 83-2
Question: are you proposing any of these concessions to homeowners in the area?
How will noise and debris from construction be mitigated?

The elevated Hawthorne Blvd route is most expensive but the other options using existing rail are at a great cost to thousands of homeowners along the way. Please go with the Hawthorne route. 83-3

Thank You
Steven Boll

From: Sean Moore <SMoore@lawndalecity.org>
Sent: Monday, March 27, 2023 5:01 PM
To: Dierking, Mark <DierkingM@metro.net>
Cc: Raylette Felton <rfelton@lawndalecity.org>; Diane Parsley <dparsley@lawndalecity.org>; Shaundra Burnam <SBurnam@lawndalecity.org>; Lona N. Laymon <llaymon@awattorneys.com>; Jared Chavez <jchavez@lawndalecity.org>; Ahmad Ansari <ahmad.ansari@transtech.org>
Subject: DEIR Comment Letter

Good afternoon Mark,

Please see the attached DEIR comment letter.

Thanks,

SEAN M. MOORE, AICP, MPA, MPS
City Manager
CITY OF LAWNDALE
14717 Burin Avenue, Lawndale, CA 90260
Office: 310-973-3200 **| Email:** smoore@lawndalecity.org **| Website:**www.lawndalecity.org

Submission 84

14717 BURIN AVENUE • LAWNDALE, CALIFORNIA 90260 • (310) 973-3200 • FAX (310) 644-4556

March 27, 2023

Metro Board
Los Angeles Metropolitan Transportation Authority (Metro)
1 Gateway Plaza
Los Angeles, CA 90012

RE: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE C-LINE (GREEN) METRO EXTENSION TO TORRANCE PROJECT 61-DAY PUBLIC COMMENT REVIEW PERIOD (SCH# 2021010269)/CITY OF LAWNDALE COMMENTS

Dear Board Members:

On behalf of the City Council of the City of Lawndale ("City" or "Lawndale"), Lawndale takes this opportunity to provide its comments and express its concerns on the Draft Environmental Impact Report, State Clearinghouse No. 2021010269 (the "DEIR"), for the C-line (Green) Metro extension to Torrance (the "Project"). While the City understands that there are a number of potential benefits associated with the Project, the City remains concerned that substantial impacts to the citizens of Lawndale are not being adequately addressed in the DEIR and fall short of applicable legal standards under the California Environmental Quality Act (Public Resources Code § 21000 *et seq.*, "CEQA").

We respectfully submit these comments to the Los Angeles County Metropolitan Transportation Authority ("Metro") to help ensure that local decisionmakers fully comply with CEQA and the CEQA Guidelines (14 Cal. Code of Regulations §§ 15000 – 15387) as applicable to the Project. The City contends the Project should be rejected as proposed for a variety of reasons, including failing to conform with Metro's 2020 Long Range Transportation Plan ("LRTP"), CEQA, and the National Environmental Policy Act (42 U.S.C. §§ 4321 *et seq.*, "NEPA"). The following list outlines the City's comments and concerns: 84-1

PART I: GENERAL COMMENTS

1. **Baseline Conditions:** The DEIR does not adequately address or establish baseline conditions as to environmental subjects throughout the entire DEIR. The identified areas lacking adequate baseline conditions include, without limitation: Air Quality, Greenhouse Gases, Land Use and Traffic/Transportation sections. Pursuant to CEQA, the Lead Agency is required to address and establish the baseline conditions in the DEIR. The DEIR grossly understates baseline 84-2

conditions, particularly with respect to the train crossing frequency attendant to the existing (freight) track usage versus the massive increase in rail crossing frequency attendant to the proposed Project (under any of its "options"). Currently, freight trains traverse the City of Lawndale only approximately two times daily. The proposed Project entails upwards of 12 to 18 rail crossings per hour during peak passenger periods. Thus, even though the Project's rail alignment may not significantly deviate from existing freight alignments (at least under two options), the sheer increase in the number/frequency of rail interruptions is massive. However, the DEIR's analyses fail to adequately address the impacts attributable to this change. For example, in the Land Use section, the DEIR states that the Project would "not physically divide the community" because rail crossings are "only occasional." (DEIR § 3.2-4.1.2.) This conclusory and dismissive assay overlooks the fact that a community is further divided not just by the *physical* location of the proposed rail lines, but also by the immense increase in rail *frequency* funning that will be running through the City— an escalation in train crossing frequency that increases several hundred (if not thousands) of times over the current "two trains per day" baseline. The DEIR fails to acknowledge that the Lawndale portion of the railroad right-of-way narrows. In turn, properties in this area will have significant impacts due to the increase from 2 to 200 daily trips.

82-3

84-4

As another example, the Transportation discussion baldly asserts that impacts to traffic/pedestrian safety and emergency response times will be less than significant with the (i) unfounded *expectation* that safety and traffic impacts will not vary significantly from those attendant to the current freight lines, and (ii) that traffic and emergency services can simply "detour around" rail crossings. These conclusory findings are unsupported by any analysis of much the Project will increase the frequency of rail crossings, and hence intersection closures. The delta in impacts as between the "two trains per day" baseline versus the Project's estimated "several trains per hour" is conspicuously absent from all aspects of the DEIR.

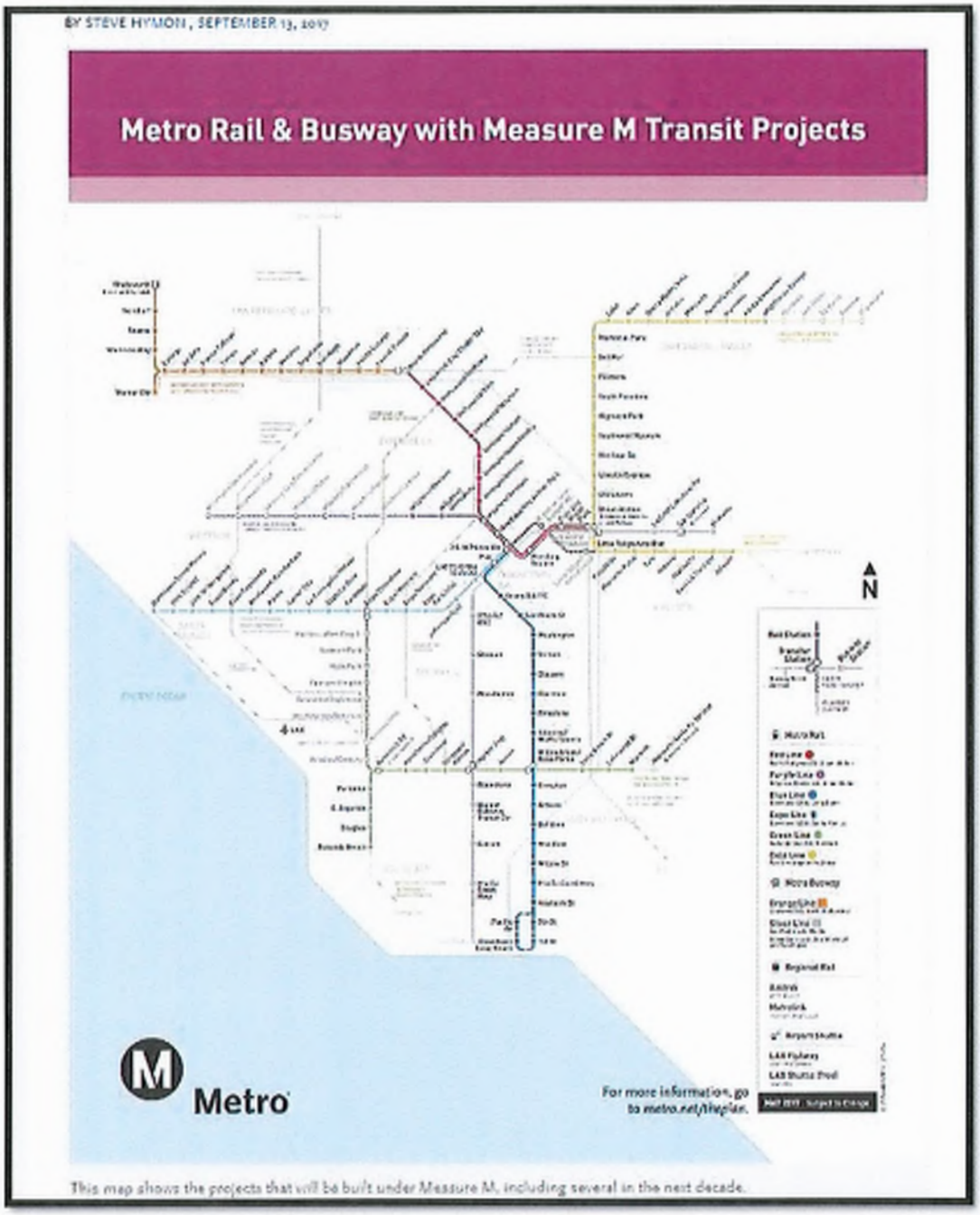
84-5

The difference between two trains per day, versus several trains per hour, presents massive interruptive impacts to the community from a land use perspective, as well as transportation circulation, noise and vibration, aesthetics, public services and other CEQA considerations. Yet, throughout the DEIR, Metro is overly-dismissive of impacts attributable to the sheer increase in rail frequency. Without further comparative analysis of actual "before and after" Project impacts, the public has not been provided an accurate representation of Project impacts upon which it can meaningfully comment. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192–193.)

84-6

2. **Piecemealing:** The impacts of an entire project, not just individual segments, must be analyzed. CEQA forbids "piecemealing" projects. The proposed Project is part of a larger project to extend the Metro rail and transit systems, which include all the existing Metro lines and transit centers connecting with each other to form the entirety of a Metro rail system. This Project is a continuation of such existing, larger project.

84-7



Pursuant to CEQA, the whole of an entire project must be analyzed, and those environmental considerations related to project(s) broken down into little projects, thus reducing or minimizing the potential impacts to the environment through "piecemeal" is prohibited. Potential growth impacts, such as new development projects, cannot be deferred to be analyzed in a piecemeal fashion at a later time. Rather, "the need for regional environmental consideration [must be made] at the earliest stage of a planned development before it gains irreversible momentum." (*Bozung v. Local Agency Formation Commission of Ventura County* (1975) 13 Cal.3d 263, 284, fn. 28.) An agency cannot treat one

84-7

integrated, large project as a succession of smaller projects to avoid analyzing the environmental impacts of the whole project. (*See, CASDBA v. County of Inyo* (1985) 172 Cal. App. 3d 151, 165-166 [two separate "packages" of entitlements for one Project, each analyzed in a separate Negative Declaration, improper].) Piecemealing impermissibly results in a curtailed project description, which allows the EIR to misstate the cumulative impacts "by separately focusing on isolated parts of the whole." (*San Joaquin Raptor/Wildlife Rescue Center v. Cnty. of Stanislaus* (1994) 27 Cal. App. 4th 713, 729-30.)

It is "only through an accurate view of the project" that the "public and interested parties [can] balance the proposed project's benefits against its environmental costs, consider appropriate mitigation measures, assess the advantages of terminating the proposal and properly weigh other alternatives." (*San Joaquin Raptor Center v. County of Merced* (2007) 149 Cal. App. 4th 645, 655.) In this case, it is clear that the Project will have overlapping environmental impacts in conjunction with other Metro transit projects to be directly connected, since (i) they are located, or will be located, adjacent or directly connected to one another, (ii) they will be providing similar or the same services to the community (i.e., public rail transit), (iii) they will both be used and visited by residents and visitors to the Los Angeles County Region as one integrated project, and (iv) they are both owned and operated by the same entity.

Thus, this Project must be evaluated on a programmatic level well beyond the mere terminus of its tracks. Indeed, this issue also represents a principal deficiency in the DEIR's analyses of cumulative impacts, which analyses fail to address related and upcoming rail projects throughout the DEIR. Simply put, the DEIR addresses the project in an "environmental vacuum."

3. **NEPA:** The City is informed and believes the Project is substantially financed with Federally-based funding sources. This is evidenced, without limitation, by Metro's Planning & Programming Committee meeting staff report dated November 18, 2009, in which the Committee deliberated the Harbor Subdivision Transit corridor now owned by Metro and identified as the ROW proposed Project area. In the fiscal impact portion of that report it is clearly stated: "Funding of $800,000 from a combination of federal funds provided by the Southern California Association of Governments (SCAG) and Proposition C 25% of funds for this project is included in the FY10 budget in cost cebte4r 4330 South Bay Area Team, in Project 400229 (Harbor Subdivision Task 01.02, 50316 (Services Professional/ Technical) for the completion of AA Study."
The DEIR makes several references to the 2009 Alternative Analysis Report. That 2009 AA report, in turn, says that Federal funding sources are going towards the Project. 84-8

The tables below were obtained from a Construction/Executive Committee Board Report that further breakdown Green Line Extension to Torrance funding.

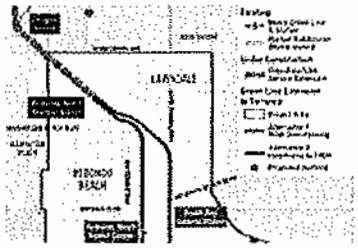
Estimated Accelerated Capital Cost and Available Funding
"Pillar Projects"
($ in millions)

Pillar Projects	Total Capital Cost	Metro Local Funding	State and Federal Funding	Funding Surplus/ (Shortfall)
Gold Line Eastside Extension Phase 2	$ 3,037.7	$ 2,179.8	$ 385.7	$ (1,072.2)
Green Line Extension to Torrance	1,086.0	854.7	231.3	-
Sepulveda Transit Corridor	8,572.6	3,448.6	3,748.1	(1,376.0)
West Santa Ana Branch to Downtown LA	5,565.0	2,513.4	2,155.5	(896.7)
Total	$18,662.0	$ 8,996.5	$ 6,520.7	$ (3,344.8)

Green Line Extension to Torrance

10-YEAR CASH FLOW ($ in millions)	Years Prior'18	Prior Years	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028
USES OF FUNDS												
Construction costs	$ 959.9							48.5	143.6	246.8	426.3	136.9
Project/system costs	$ 86.1	13.7	0.7	1.2	0.9	2.0	2.1	20.0	32.9	12.7		
TOTAL USES	$ 1,046.0	$ 13.7	$ 0.7	$ 1.2	$ 0.9	$ 2.0	$ 2.1	$ 68.4	$ 176.5	$ 259.5	$ 426.3	$ 136.9
SOURCES OF FUNDS												
Local Revenue												
Measure R - Transit Capital (35%)	$ 38.5	-	-	-	-	-	-	-	38.5	-	-	-
Prop C - Transit Related Highway (25%)	$ 5.2	5.2	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Project Contributions	$ 37.4	-	-	-	-	-	-	-	-	37.4	-	-
Repayment of Capital Project Loans (Fund 3562)	$ 10.7	8.5	0.7	1.2	0.3							
Measure M - Transit Construction (35%)	$ 749.8	-	-	-	0.6	2.0	2.1	20.0	32.9	146.6	426.3	136.9
Local Revenue Subtotal	$ 841.6	$ 13.7	$ 0.7	$ 1.2	$ 0.9	$ 2.0	$ 2.1	$ 20.0	$ 71.4	$ 184.0	$ 426.3	$ 136.9
State Revenue												
Transit and Intercity Rail Capital Program (TIRCP)	$ 231.3	-	-	-	-	-	-	48.4	$ 105.1	$ 75.8	-	-
State Revenue Subtotal	$ 231.3	$ -	$ -	$ -	$ -	$ -	$ -	$ 48.4	$ 105.1	$ 75.8	$ -	$ -
TOTAL SOURCES	$ 1,046.0	$ 13.7	$ 0.7	$ 1.2	$ 0.9	$ 2.0	$ 2.1	$ 68.4	$ 176.5	$ 259.5	$ 426.3	$ 136.9

Total Project Cost:	Life of Project budget not to be established. Measure M estimate at $931 million (2015$).
Description:	This extension will provide congestion relief along the I-405 corridor. It will also improve mobility in southeastern LA County by accessing the regional rail network through connections to the Metro Blue, Expo, and Crenshaw lines.
Funding Status:	Per Measure M, the Project has a $619 million (2015$) allocation, plus inflation adjustments, beginning in FY2026 for construction and Measure R allocation of $212 million beginning FY2018. Received award of $231.3 million in TIRCP grant and $39.7 million of $81 LPP in Feb. 2018.
Subregion:	South Bay
Metro Project Number:	#460204



Moreover, related transit projects directly connected to this Project's rail extension have done Joint EIR/EIS reports to comply with both CEQA and NEPA, respectively. As noted in Lawndale's comments on unlawful "piecemealing," Metro cannot segment this Project from directly connected and related projects as a means of understating, and avoiding analyses of, the larger project as a whole. Likewise, Metro cannot segment a larger project "as a whole" into discreet "smaller projects" to avoid NEPA compliance in some areas, even though NEPA would otherwise apply to the larger project. Yet, apparently, that is what has occurred here. 84-9

Furthermore, the likely reliance on federal funding is shown through Metro's own financial documents. First, the October,7, 2010 EIR/EIS Scoping Report identified extensive federal involvement with the Project, and there is nothing the City found in the administrative record thus far that explains why the EIS component was dropped. We do note that Appendix D-5 of the DEIR/EIS Scoping Summary lists The Federal Aviation Administration, US Army Corps of Engineers, US Department of Housing and Urban Development and US 84-10

Environmental Protection Agency as Cooperating and Participating Agencies. Nor are any federal agencies listed as "responsible agencies" under CEQA, and federal agencies which have discretionary approval for portions of the Project are not listed in Table 2.6-1 of the DEIR as required. 84-10

Second, Metro's January, 2023 Cost Summary Report estimates Preferred Project costs at $1.96 billion with secured funding sources coming from Measure R, Measure M, California State Transportation Agency TIRCP, a 3% match by local agencies, and unspecified "unsecured funding sources." Metro's Expenditure Plan for Measure R (as amended July 22, 2021) identifies Total Cost Estimate for the Project to be $280 million, with $272 million coming from Measure R funds, $8 million from local funding, and a "to be determined" amount from Federal and State Funding, with project completion in FY 2033-2035. As to Measure M funds, Metro's 2015 Expenditure Plan identifies a total cost estimate of $891 million, with $619 million coming from Measure M funds and $272 million coming from all other funding sources. The 2020 TIRCP Allocation Plan Update allocates $231.3 million to the Project through 2024-25. The City recognizes that these costs and funding amounts are estimates and moving targets, and thus mixing "apples and oranges"; however, the theme that arises is that the secured funding for the Project comes nowhere near the projected $1.96 billion total estimated cost. 84-11

This is a significant point because (1) reliance on unsecured and "to be determined" funding sources is contrary to the DEIR's Section 2.2's Project Objective to "provide a cost-effective project," and (2) violates NEPA for lack of an EIS to support federal agency funding and/or approvals. 84-12

The DEIR states in conclusion that a "funding plan and schedule will be prepared after Metro selects a preferred alignment." Isn't that backwards? Shouldn't Metro have the money to buy something before it commits to buying it? The City understands that the Green Line Extension to Torrance project is still under development, but how can Metro have a "cost-effective" project when it doesn't know how much money it will have to spend, and the sources of secured funding to date is woefully short? 84-13

The proposed Project and options must be analyzed in an EIR/EIS joint document or otherwise processed in compliance with both CEQA and NEPA. 84-14

4. **Analyses Based on Unknown Future Standards or Approvals:** The DEIR improperly defers its analyses to reports and standards that either do not exist and/or are unknown. For example, without limitation, in the Transportation section Project impacts are found to be less than significant because, in part, Project construction will be subject to a construction traffic management plan ("CTMP"). (*See, e.g.,* DEIR § 3.2-4.1.1.) As the DEIR openly admits, no such plan has been developed or circulated, much less adopted. Similar to issues of "deferred mitigation," the public cannot meaningfully comment on plans, regulations or approvals relating to environmental impacts *to the extent they are non-existent* 84-15

and/or unknown. Other instances of the DEIR deferring environmental analysis to unknown, unsettled or non-existent policies and standards are presented in Part II below, without limitation; Lawndale otherwise objects generally to all instances in which the DEIR relies upon unknown, unsettled or non-existent policies, plans, changeable design standards and/or approvals. 84-15

5. **Insufficient Mitigation Measures:** The DEIR prepared for the Project identified several areas of significant environmental impacts including: Aesthesis; Greenhouse Gases; Land Use Planning; Transportation/Traffic; Hazards & Hazardous Materials; Air Quality; and Noise & Vibration sections. However, despite these acknowledgements of significant environmental impacts, the DEIR lacked, deferred, and obfuscated proposing adequate mitigation measures to address the issues outlined in the Initial Study. To the extent the DEIR does present mitigation measures, Lawndale objects to all measures to the extent they are reliant upon deferred studies, analyses or policies that are not grounded in currently-known, objective standards.[1] 84-16

PART II: SECTION-SPECIFIC COMMENTS

1. **Section 2, Project Description:** The Project Description is deficient because the public was not provided with "an accurate, stable and finite" project description on which to comment. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192–193.) Here, the DEIR "proposed Project" is framed as not just one, but three "options" that vary significantly. Indeed, the Hawthorne "option" presents an entirely different alignment when compared to the other two "options" (and even those other two "options" present widely varying environmental impacts). "[A] project description that gives conflicting signals to decision makers and the public about the nature and scope of the project is fundamentally inadequate and misleading.) (*Washoe Meadows Community v. Department of Parks & Recreation* (2017) 17 Cal.App.5th 277, 287 (*Washoe*").) The DEIR's presentation of three very different "options" all presented as one "Project Description" fails to designate a stable project and thus presents an obstacle to informed public participation. 84-17

   Lawndale further offers the following comments relating to the Project Description:

   a. Section 2.1-1, Project Location and Surrounding Uses: The DEIR Project Description is also not clear and fails to identify a specific Project because it mentions a high-capacity transit center, but does not define what that is and what constitutes "high capacity." 84-18

[1] The DEIR also presents mitigation measures that are either confusing in their application, or are missing entirely where there otherwise should be mitigation proposed. For example, Mitigation Measure LU-1 – Temporary Crossings is proposed in the Land Use analysis. However, the Land Use section finds all environmental impacts to be "less than significant". Why is a mitigation measure being proposed if Metro earnestly believes that Land Use impacts are less than significant? Lawndale posits that the imposition of a mitigation measure here belies how understated Metro's findings of less-than significance are.

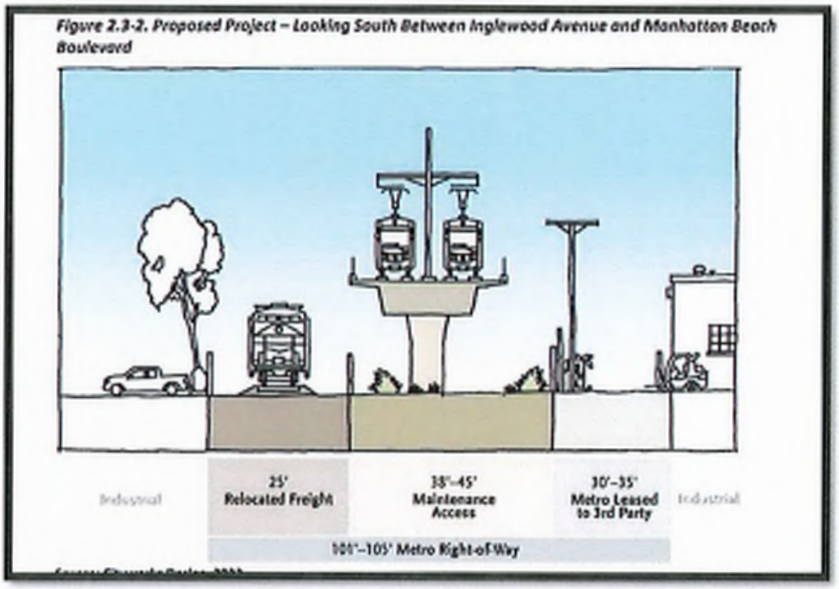
b. Figure 2.1-2, Project History: The Project site map is incomplete and does not identify the Project area clearly. 84-19

c. Section 2.2, Project Objectives: The following Project objectives in the DEIR are misleading and cannot be achieved because descriptions relating to the objectives are too vague and a genuine plan to achieve such objectives would require mitigation measures: (1) "Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice;" (2) "Avoid and minimize environmental impacts on environmental resources to the maximum extent feasible;" and (3) "Provide a cost effective Project." 84-20

d. Section 2.3-1, Proposed Project: The DEIR is not clear on property acquisition. Metro stated that they would not acquire any property on the right-of-way, or "ROW". However the DEIR states that Metro "would acquire or lease additional ROW from BNSF to accommodate the two new rail tracks. This is in case of the ROW not being big enough to accommodate the tracks." The DEIR does not specify what the right-of-way will be. 84-21

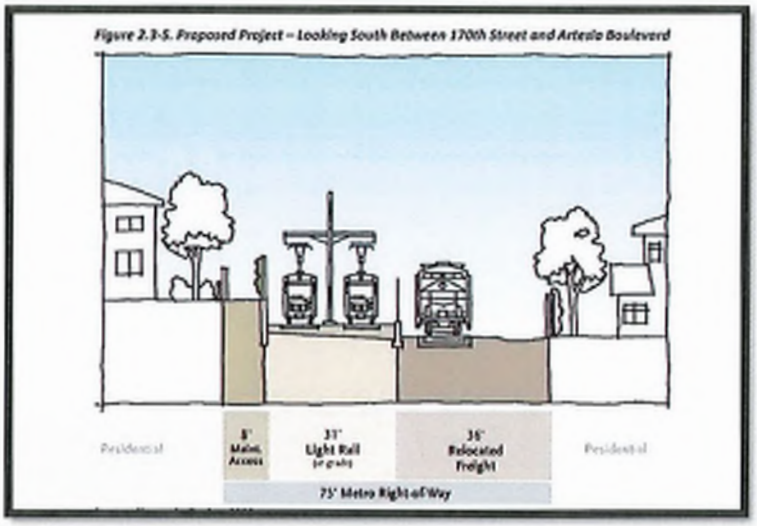
e. Figure 2.3-2, Proposed Project: This figure is showing a proposed right-of-way of 101'-105', which is more than the existing right-of-way owned by Metro (currently 100 ft.). Metro stated that no properties would be taken, but based on this elevation that cannot be correct. A side elevation should also be provided to include the surrounding residential areas to compare the scale of the Project versus the existing site. The footnote in this discussion alludes to a retained fill ("The retained fill would be an elevated platform made of reinforced walls which are filled with soil material"). But, an indication of what that is on the elevation is lacking. 84-22

Figure 2.3-2. Proposed Project – Looking South Between Inglewood Avenue and Manhattan Beach Boulevard



f. Figure 2.3-2; Looking South of 162nd: There is no clear explanation of the type of construction the overhead railway would be, some areas say columns and the diagram states "elevated/at-grade." This is too ambiguous. 84-23

g. Figure 2.3-5, Proposed Project elevation looking south between 170th and Artesia Blvd.: The elevations depicted are vague and lack clarity. The diagram indicates a small proximity from the light rail to the freight rail. However, it is required that there is a minimum of 20 ft. between the light rail and the freight train. Such distance is not indicated in the elevation, and the distances indicated do not appear to comport with minimum space between rails. 84-24



h. Lacking Bridge Expansion Description: The description in the DEIR states that the rail tracks would cross over Artesia Boulevard, however the existing bridge cannot accommodate three rail tracks. The proposed Project would need to include the expansion of the bridge. This is not analyzed under the DEIR or shown in the exhibits. 84-25

i. Multi-Use Recreational Paths: The DEIR does not address the relocation of the railways, which will have significant impacts to surrounding thoroughfares. The size of the proposed walking path must already be determined—giving an approximate number is not sufficient. The figure attendant to this discussion does not identify a fence or wall. Thus, what is proposed is not clear. 84-26

j. Other Insufficient Elements of the Project Description. In all, the Project is overbroad, vague, and reliant upon unspecified assumptions. Further areas of ambiguity include, without limitation: 84-27

i. *2.3-4.2, Light Rail Vehicles*: The DEIR states that "[I]t is assumed that existing Metro light rail cars would be used" and provides a 84-28

sweeping generalization of how such cars are "typically" configured. The height and surface materials (as relevant to aesthetics), and attendant air and exhaust systems (as relevant to air quality) are not described. Further, Metro's reliance upon an "assumed" use of "typical" light rail cars is too indefinite for purposes of eliciting meaningful public comment. 84-28

ii. *2.3-4.4; Ancillary and Support Facilities*: The Project Description loosely states, "Multiple additional elements are required to support light rail vehicle operations, including an overhead catenary system (OCS), traction power substations (TPSS), and communications and signaling buildings." The size, locations, number—and indeed what other "additional elements" may be intended here—is left entirely to the public's imagination. 84-29

iii. *2.3-4.1, OCS*: This is likewise too vague. For example, the description states that these overhead wires will entail poles "[i]n some locations" to "be located on both sides of the tracks." The number and locations of single versus dual OCS infrastructure is unspecified. 84-30

iv. *2.3-4.2, Traction Power Stations*: These stations are described as being subject to "principles of urban design" with "several options available for some locations." The lack of specificity here fails to comply with CEQA standards. 84-31

2. <u>Aesthetics:</u>

a. <u>Failure to Address Visual Character/Quality Impacts in Conflict with General Plan Scenic Quality</u>: In general, the Aesthetics section of the DEIR does not adequately identify, study, or mitigate potential aesthetic impacts on the surrounding area with regards to the proposed Metro Project. This is not surprising given the lack of detail that was provided in the description of the individual Project elements. The DEIR inadequately describes, insufficiently analyzes, and certainly fails to propose any mitigation measures to minimize disruption to, visual resources even where Lawndale's General Plan Open Space Element applies for purposes of preserving aesthetic quality and character. For example: 84-32

- *Section 3.3-1.3, Local Regulations*: The DEIR failed to demonstrate how the Project meets Lawndale's policies and regulations. The "Resource Study Areas," as depicted in the DEIR, do not identify and evaluate existing conditions of open space used by residents. The DEIR has failed to provide sufficient key points of interest along the existing ROW used for recreational purposes. For example, the proposed walking path will disturb, disrupt and interfere with day-to-day recreational features currently utilized by Lawndale residents. 84-33

Lawndale's General Plan and policies strive to protect the limited recreational spaces within the City of Lawndale as vital elements of residents' quality of life. 84-33

- *Page 3.3-22, Inglewood Avenue to Artesia Boulevard (Proposed Project and Trench Option)*: With respect to an identified greenway, the DEIR states: "because the greenway is not specifically protected by any applicable local general plans, planning and zoning codes, or other regulations, this greenway is not considered to be a visual resource." This statement and any analysis stemming therefrom is inaccurate because it does not acknowledge the application of Lawndale's General Plan Open Space Element. 84-34

- *Unaddressed Open Space Areas*: The proposed elevated rail structure and the freight track will have potential significant impacts along the existing railway as it is currently identified in the Open Space Element of Lawndale's General Plan as open recreational space. There is currently only one railway, no overhead wires and ample vegetation that residents use for recreation. Adding the light rail system, along with its ancillary structures and the overhead wires, will significantly impact the aesthetics of 11.04 acres of recreational land within Lawndale. 84-35

Therefore, to the extent Metro holds that "visual impacts in urbanized areas are assessed based on the potential of a project to conflict with applicable zoning and other regulations governing scenic quality" (DEIR p. 3.3-59), the DEIR fails its own stated standard. As demonstrated in the above examples, visual impacts to Lawndale recreational areas are in conflict with the City's General Plan Open Space Element, leaving the DEIR's analysis thereof legally insufficient. 84-36

The Aesthetics section states that there will be no significant impacts. However, based on the actual current conditions of the Project area and the proposed Project's new above-ground wires and pillars to be added, there will be substantial impacts to aesthetics with respect to all Project options.[2] 84-37

b. <u>The DEIR Fails to Address Other Fundamental Aesthetic Elements, Wants for Baseline Descriptions of Aesthetic Conditions, and Presents Inadequate Methodologies</u>. 84-38

i. *Unstated and Understated Visual Impacts:*

[2] The DEIR similarly misjudges aesthetic character and scenic quality policies elsewhere. For example, without limitation, Figure 3.3-17 (View 12) and Figure 3.3-38 (View 48) respectively depict an open area with ample mature trees and a tree-lined residential street with homes dating more than 75 years old. Nonetheless, the DEIR misconstrues these areas, amongst others, as "urbanized areas" having no "unique visual features" and thus improperly understates (or discounts) visual impacts. The same can be said of the DEIR's aesthetic lacking analysis of El Nido Park in the City of Redondo Beach.

The picture below shows the existing Metro ROW of way. Looking northeast from Condon Avenue in Lawndale.

The picture below is an example of an existing Metro railway going through a residential area and how it will potentially look going through the ROW. Clearly, the potential aesthetic impact is significant compared to the above.

84-39

The picture below shows existing Hawthorne Boulevard looking North towards the 405 freeway. According to the DEIR this would be the location of one of the Project "options" where the Project may be located.

The DEIR fails to evaluate the negative impacts on aesthetics within Hawthorne Boulevard. Below is a picture of the existing C-line Redondo Metro station. It is evident that the construction of an overhead railway like this would significantly change the aesthetic of Hawthorne Boulevard as pictured above.

84-40

The DEIR fails to provide a maintaince schedule to prevent blight. The two pictures below existing Metro Light railway areas in Compton, located near residential areas. The railway has not been maintained, there is rubbish, dead vegetation, graffiti, and homelessness.

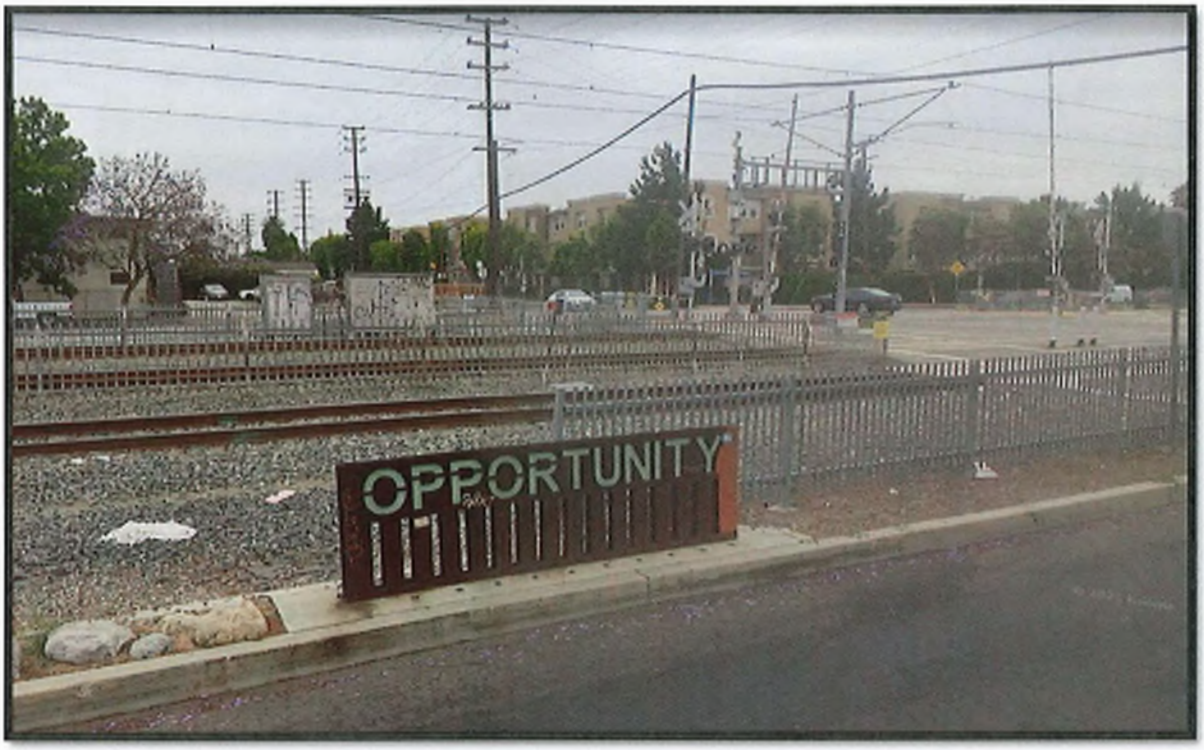
84-41

The photograph below shows the "art" that was provided by Metro when the light rail train passed through Compton. Lawndale posits that such installations detract from, rather than enhance, aesthetic appeal. Such installations are also a draw for

84-42

graffiti, vandalization and other nuisance conditions. Yet, these issues are not addressed in the DEIR Aesthetics discussion.

84-42



Below is an example of a current Metro light rail area showing a typical itinerant encampment. As descrbed further below, railway setbacks, bridge undercrossings and ROWs are a draw to those experiencing homelessness, resulting in unsightly and unsafe conditions. Yet, these aesthetic issues are not addressed.

84-43

The DEIR fails to provide mitigation measures for aesthetics on all three Project options. The DEIR must provide a detailed design for the proposed Project, fuller description of potential aesthetic impacts and meaningful mitigation measures to minimize aesthetic impacts. 84-44

ii. *Soundwall Missing Design/Aesthetic Analyses*: The DEIR fails to address the aesthetic impacts of specific Project elements. For example, the DEIR mentions a soundwall in both the Aesthetics section and as a Noise mitigation measure (MM-NOI-2); however, no design/aesthetic description is proposed or provided in attendance with respect to the proposed soundwall, which should be part of the Aesthetics section. The description of the soundwall is extremely vague and does not give enough information to review and comment on whether it will mitigate impacts. Further detail and schematics must be provided. 84-45

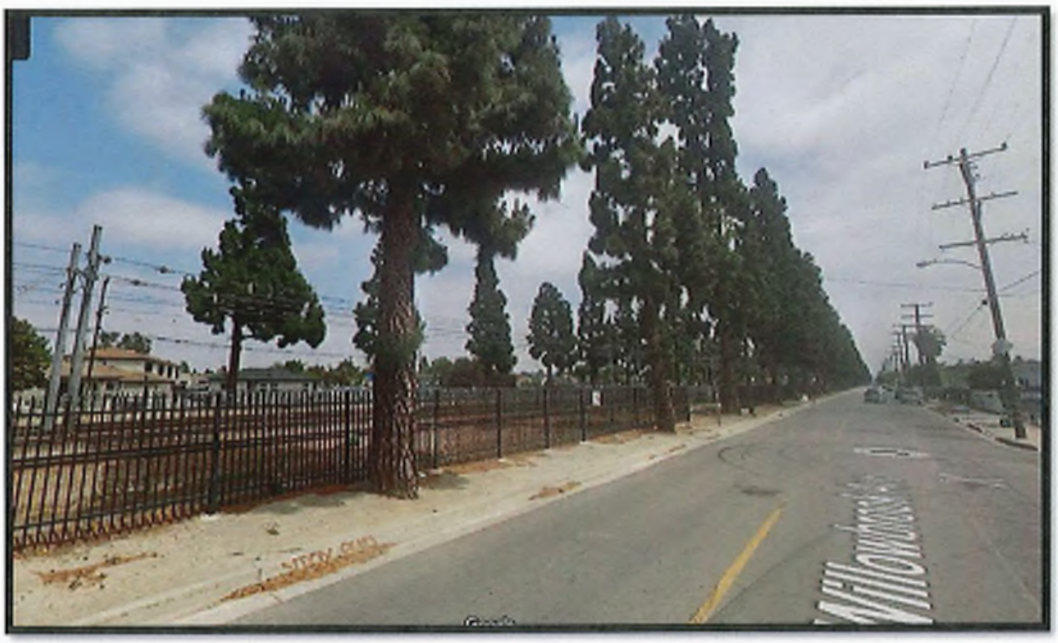
iii. *Metro Design Standards*: The DEIR fails to provide information on Metro's adopted design standards. The proposed Project fails to show any information related to such. 84-46

iv. *Metro Tree Policy*: The DEIR fails to provide a copy of Metro's Tree Policy. The DEIR should provide the proposed landscaping and monitoring plan for the future Project and analyze appropriate natural buffers to all adjacent residential areas. 84-47

The two pictures below show the existing Metro light rail roadway network in the City of Compton. The areas are barren and without landscaping, which is a 84-48

significant change from the existing ROW in the City of Lawndale. The dominance of rock, metal and hardscape features present potential significant impacts to light and glare, which were not analyzed in the DEIR.

84-48



v. *Section 3.3-2, Methodology*: The DEIR indicates that "typical views and key observation points ("KOPs") for the visual assessment are identified, based on the responses of representative viewers." The

84-49

DEIR fails to identify the "representative viewers" and the role they play in the Project.

- It is unclear if the views represent the greatest impact to the greatest number of representative viewers.
- It is unclear if the views represent the cross section of viewers exposed to the site.
- It is unclear if there are any views that should be simulated to show there would be minimal impacts.

Based on the KOPs identified in the DEIR only two KOPs were identified within the Open Space area in Lawndale, which insufficiently describes residential neighborhoods located along the ROW. The responses from the "representative viewers" fail to provide the existing recreational space used by residents. In addition, the representative viewers failed to include additional KOPs along nearby residential areas. 84-50

vi. *Section 3.3-2.1, Resource Study Area*: The DEIR presents resource study areas ("RSAs") that omit areas "blocked by tall vegetation, buildings, and other intervening development." This metric for drawing RSAs is entirely subjective and could be applied to exclude a vast majority of areas that may include local residents in Lawndale. Metro needs to provide a methodology that is objective, fair and does not exclude residents based on subjective interpretations of "tall vegetation, buildings and other intervening development." 84-51

vii. *Section 3.3-2.2.2, Visual Quality:* The DEIR contains subjective interpretations and decisions that are not appropriate and will significantly impact the community of Lawndale. The DEIR indicates that "visual quality refers to the aesthetics of the landscape, which is based on the viewers values and notions about what constitutes a quality setting." 84-52

viii. *Section 3.3-3.3, Visual Character*: This section of the DEIR fails to adequately identify the existing character of the residential neighborhood(s). There is a total of 15 residential streets along the proposed Project. Five out of those 15 residential streets have vital cross points used for day-to-day activities. Those five streets are used to travel to two separate schools located one block east from the proposed Project site. The DEIR neglects to set the proper baseline in describing the character of the residential area. For example, the DEIR states that the existing "residences were constructed between the 1930s and the 1970s" and the DEIR fails to mention that newer single-family dwellings were developed in the 84-53

1990's. The DEIR improperly understates the residential view character of these suburban areas adjacent to the proposed Project will be negatively impacted. 84-53

ix. *Figure 3.3-3, Detailed Location of Representative Views*: The DEIR fails to identify locations that will be affected by the proposed light-rail Project. All railroad crossings located within the residential areas should be identified as KOPs. 84-54

x. *Page 3.3-22, Inglewood Avenue to Artesia Boulevard (Proposed Project and Trench Option)*: The DEIR fails to identify residential properties located between 170th Street and Artesia Boulevard. 84-55

xi. *Page 3.3-31, 182nd Street to Intersection of Hawthorne Boulevard and 190th Street (Proposed Project and Trench Option)*: The DEIR provides inconsistent descriptions of ROW green / open space located in the City of Lawndale versus that located in the City of Torrance without any stated justification or reasoning. 84-56

c. Inadequate Light/Glare Analysis: The DEIR fails to passably analyze aesthetic issues of light and glare, particularly from an operational impact perspective. (*See*, Sections 3.3-4.4.2 – 3.3.-6.3.) At Section 3.3-4.4.2, the DEIR states: 84-57

The Proposed Project includes several elements, such as glass, metal surfaces, and additional lighting that could create new sources of glare. However, the existing sources of light at the existing Redondo Beach (Marine) Station do not generate substantial glare. Thus, it is not anticipated that the Proposed Project would generate substantial glare.

This conclusory and over-generalized comparison between the glare impacts attributable to a stationary building and a fast-moving, metallic vehicle is entirely misplaced. The fast transitory nature of rail cars produces substantially different attributes of "flashing" light and glare, particularly if paired with unmitigated surrounding hardscape (an unknown given the lack of landscape screening information provided). Yet, no further analysis other than the above-quote is provided with respect to the Project's potential reflective attributes. 84-58

Similarly, the DEIR fails to address the introduction of lighting from rail vehicle headlights, which will impact certain residences, as well as street vehicles and surrounding businesses. As to maintenance lighting, the DEIR provides no meaningful analysis based on the conclusory expectation that non-transient lighting will "be compliant" with Metro and other agency lighting regulations and design standards; these standards are not described or analyzed. (*See*, Section 3.3-7.1.) 84-59

While the DEIR observes that shade and shadow patterns from Project-related structures "would change throughout the day and seasonally," and notes that such changes could create "adverse shadow impact" to recreational facilities, there is no mention of impacts to surrounding street, pedestrian, residential or other viewsheds. (Section 3.3-7.1.) Nor does the DEIR identify or analyze structures that may pose undeviating areas of shadow over adjacent streets, thoroughfares, or buildings (including residences). 84-60

Because the DEIR fails to properly study these significant impacts on aesthetics, the DEIR fails to live up to its role as an informational document. Metro's failure here "precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process." (*Ass'n of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1391.) 84-61

d. Section 3.3-1.2, State and Regional Regulations: State and Regional Regulations CEQA. DEIR statements here delete a very critical component of the California Public Resources Code Section 21002(b), which states: "Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise." The DEIR neglects the element of freedom from excessive noise. The proposed trips that will be generated for the light rail will dramatically increase the amount of daily noise (20 hours a day) for the residents. 84-62

3. **Air Quality:** The Air Quality section of the DEIR is incomplete and, therefore, inadequate. This proposed Project will create a significant amount of air quality issues locally and regionally. The Air Quality sections of the DEIR did not adequately address or identify vehicle traffic trips generated by the Project. Additionally, vehicle emissions that will be generated have not been adequately addressed by the DEIR. For example, the DEIR does not adequately account for air quality impacts associated with rail riders driving automobiles either to a rail station (e.g., "park and ride"), or from a rail station to their endpoint destination. 84-63

a. Section 3.4-1.1, Federal Regulations: This section mentions Toxic Air Contaminants ("TAC") as air pollutants that may increase a person's risk of developing cancer and/or other serious health effects. The Project includes the relocation of the existing freight locomotive, and the DEIR here mentions that at least 10% of the soil will be contaminated. All three Project options are located within or closer than 500 feet of sensitive receptors that may be affected by the TACs resulting from the Project. There is no mention of a Phase II or Phase III study to check for contamination on the property along the ROW option. The DEIR mentions that Metro will be removing the 84-64

contaminated soil; however, there are no details or information about how this would impact the sensitive receptors. 84-64

b. Section 3.4-2.2.1, Proposed Project construction: The DEIR fails to give detailed information on the amount of soils and materials to be disturbed. The Project would involve a total of approximately 556,100 cubic yards of imported and exported materials. What are the individual quantities of dirt that will be moved or imported? How will dust built-up be mitigated? Such information is conspicuously lacking. 84-65

    i. The trench option fails to provide details on the amount, type, and timing of material to be exported and imported to the Project site. 84-66

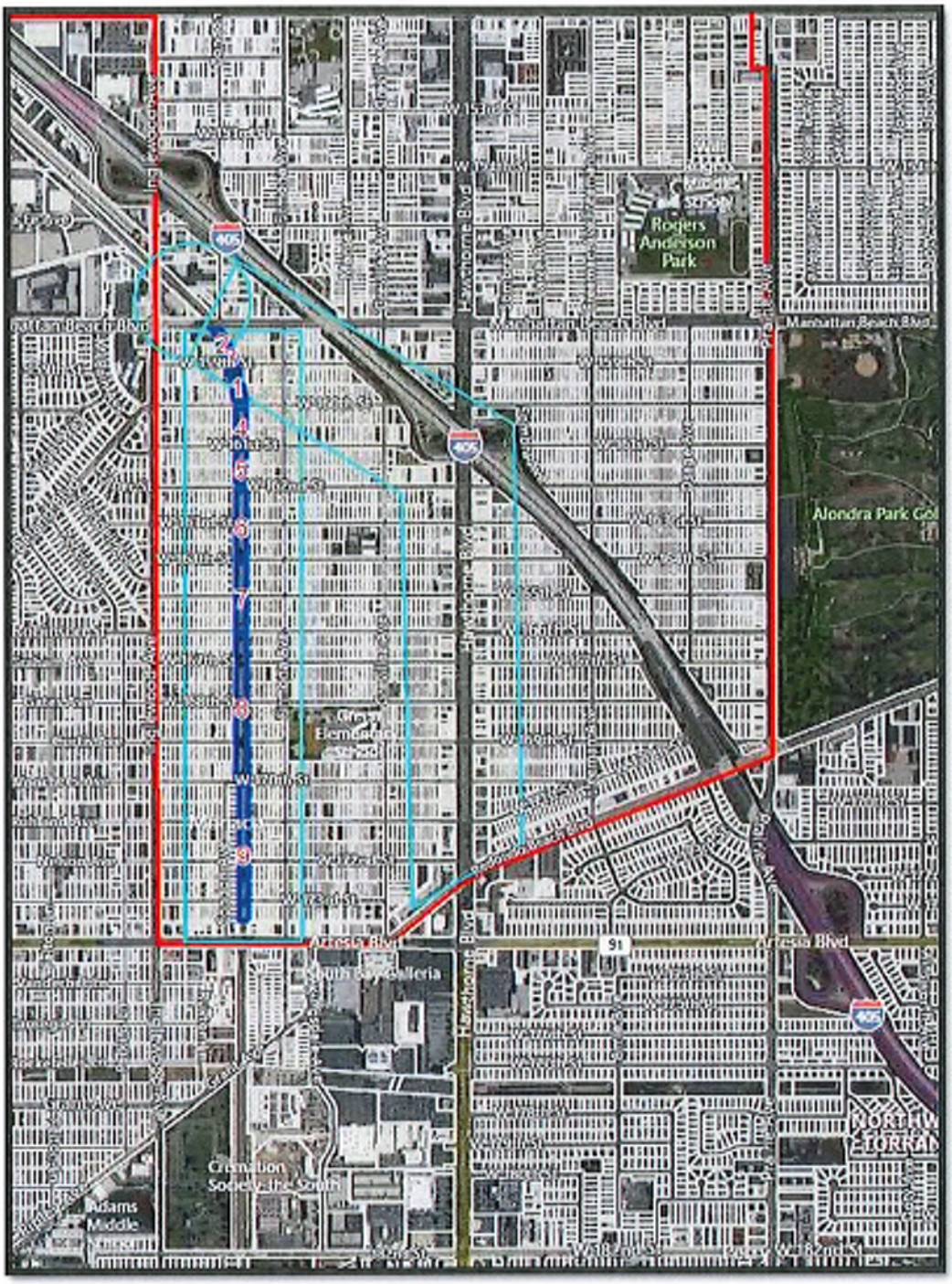
    ii. The Hawthorne option fails to provide details on the amount, type, and timing of material to be exported and imported to the Project site. 84-67

c. Section 3.4-2.3.1, CEQA Review of Sustainable Transportation Projects: The DEIR states, "To estimate daily emissions for the Proposed Project, Trench Option, and Hawthorne Option, the daily vehicle miles travelled ("VMT") reduction corresponding to each operational scenario was multiplied by the corresponding emission factor for each pollutant" This statement does not present the results of calculations or numbers supporting it.[3] 84-68

d. Section 3.4-2.4.1, State CEQA Guidelines: This section of the DEIR provides false information. The proposed Project and its options would conflict with the applicable SCAQMD plan due to the direct impact on population and housing as per SB 2097. The Project would expose all sensitive receptors within a 500-foot radius of the Project. There is a high number of residential homes and several schools near the proposed Project location and the options. The proposed Project of the ROW includes the relocation of an existing freight train, and according to the Air Quality portion of the DEIR, the moving of dirt anticipates at least 10% of contaminated soils which need to be disposed of, however this is located within 100 feet of sensitive receptors. The DEIR states "Compliance with the Metro Green Construction Policy will preclude the possibility of unhealthy exposures of sensitive receptors to TAC concentrations during the proposed Project construction." This statement is incomplete, there is a lack of explanation of how this will be achieved. 84-69

The diagram below shows sensitive receptors within 500 ft. of the proposed Project and proposed options.

[3] Throughout the DEIR it is also stated that the proposed Project and options would reduce Vehicle Miles Traveled ("VMT"); however it does not present an analysis of, or number by which, this will be reduced. This conclusory statement is inadequate.



The DEIR fails to provide accurate and complete mitigation. This section also contains deferred mitigation: "If maximum daily emissions would exceed applicable thresholds values during construction or operations, opportunities to mitigate and reduce those emissions are required to be explored and implemented as feasible."

84-70

e. Section 3.4-2.5, Project Features: The DEIR fails to provide complete information and details about the use of generators. More information must be provided on locations, types of generators and whether they will be back-up or will they be on all the time. The DEIR states inspections will be conducted by Metro for compliance with air quality regulations. The study fails to specify how often or whether this information will be submitted to AQMD. If Metro fails to comply with the inspections or with air quality rules, how will this be mitigated? Merely deferring air quality analysis to future inspections is unacceptable. 84-71

The DEIR provides incomplete and inaccurate information. The document states that the information provided for 2020 data is not reliable due to the COVID19 Pandemic; however, the 2020 monitoring period for air quality is used for concentrations of pollutants. During the pandemic there was nearly no traffic and low transit ridership. The information is inconsistent; all data presented must be consistent. 84-72

The DEIR did not address new Senate Bill 2097, which eliminates parking requirements for any property located near public transit. Contrary to Metro's claims, this Project will result in population / housing growth because State Legislation has approved numerous housing bills that incentivize more housing near transit centers. The numerous new State housing bills promote incentives for developers to construct more housing and therefore increase population. 84-73

f. Section 3.4-4.1.1, Construction impacts: The DEIR fails to provide an accurate constriction timeline. The "temporary" construction is expected to last 5-6 years. The sensitive receptors will be impacted. The DEIR fails to provide ways to mitigate the construction impacts on air quality. 84-74

g. Table 3.4-14, Project Construction Regulatory Control Measures: The DEIR fails to provide information on the proposed mitigation plan to water and reduce fugitive dust, Rule 403 fugitive dust. 84-75

All three Project "options" will require mitigation for air quality. The proposed Project and its options will be moving material to and from the Project area. The ROW option will require relocation of existing railroad tracks, which will require demolition of existing tracks. The trench option will require digging and moving of dirt, and the Hawthorne Boulevard option will required demolition or relocation of existing high power electricity lines. 84-76

SCAQMD RULE 403 (FUGITIVE DUST)	
Backfilling, Clearing and Grubbing, Cut and fill, Demolition, Disturbed soil, Earth-moving activities	Apply water to materials/stockpiles to prevent visible dust plumes and stabilize wind erodible surfaces.
Importing/exporting of bulk materials	Maintain at least six inches of freeboard on haul vehicles; use tarps or other suitable enclosures.
Road shoulder maintenance	Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after maintenance.
Staging areas	Limit size of staging areas and limit vehicle speeds to 15 miles per hour.

4. **Biology:** The Biological Resources section of the DEIR is in complete and inadequate. The Biological Resources section of the DEIR did not identify, study, or properly mitigate the potential biological impacts with regards to bird surveys or special status species. (*See e.g.,* DEIR p. 3.2.3.) The Project site has acres of existing trees throughout the ROW and the Hawthorne Boulevard corridor areas; yet, no surveys were completed to determine the limits and potential impacts the proposed Project could have on biological resources. In addition, the DEIR failed to provide an inventory of existing trees within the proposed area. It is crucial to know the types of trees that are being removed since different species, such as the Monarch Butterfly, utilize available trees as migration resting points. 84-77

Furthermore, deferred mitigation is inconsistent with CEQA Guidelines. DEIR Section 3.7-1.1, Federal Regulations Migratory Bird Treaty Act, proposes deferring mitigation measures by completing a Pre-Construction Nesting Bird Survey; this deferral of potential mitigation does not address the potential biological impacts that the Project could have on the environment. 84-78

   a. Section 3.7-3.4, Sensitive Biological Resources Within the RSA: This section of the DEIR mentions plant and animal species that have potential to occur and are protected under the Migratory Bird Treaty Act (MBTA) and California Fish & Wildlife. The species named under the DEIR show low potential to occur and one plant species with high potential to occur. The DEIR did not complete an assessment or study on the current conditions of habitat, thus there is no determination on potential impacts during construction. The DEIR is stating that the proposed Project would be Less Than Significant Impact with Mitigation for all three options by conducting a pre-construction survey. How was this assessment made without first completing a special species survey of the area to justify less than significant impacts on Biological Resources? It would be impossible to arrive at this conclusion without first basing the assessment on completed special surveys conducted by a licensed and certified biology expert. 84-79

   b. Section 3.7-4.1.2, Operational Impacts: The DEIR states there will be Less Than Significant Impacts with mitigation. However that conclusion is self-contradictory given the statement that "Potential direct impacts may

subsequently cause nest abandonment (and this loss of young), nest failure, or direct mortality of individuals." Metro is proposing to mitigate with routine maintenance, however no routine maintenance plan was provided The Trench option was also identified as Less Than Significant Impacts with mitigation, and the Hawthorne Option Less Than Significant Impacts without any mitigation. A survey should be conducted and a plan should be prepared by an expert providing ways to mitigate potential loss of wildlife. 84-80

c. Section 3.7-4.2, Riparian or Fish and Wildlife: This section states No Impact under Construction and Operation of all three Project options. However, in the list provided of potential endangered species some vegetation is identified as potentially to occur. No study has been conducted and a No Impact determination cannot be made without sufficient information. 84-81

d. Section 3.7-4.4, Native or Migratory Species Corridors or Nurseries: Project interference with any native resident or migratory species. This section states No Impact under Construction and Operation of all three Project options. However, in the list provided of potential endangered species some wildlife is identified as potentially to occur. No study has been conducted and a No Impact determination cannot be made without sufficient information. 84-82

5. **Energy:** The DEIR does not mention that a purchasing power agreement with Edison is needed to run the light rail train. There was no analysis on how the project will be energized and where the power will be coming from. The power purchasing agreement must also be approved by the California Public Utilities Commission ("CPUC"). 84-83

a. Page 3.12-11 Metro Energy conservation and Management Plan (ECMP), the DEIR states that solar panels will be installed in the year 2022. Has or will this be part of the construction of the rail system? Is the stated timeframe still accurate given that 2022 has passed? Where will the panels be located? The information is unclear and deficient. 84-84

6. **Geology & Soils:** There is a lack of mitigation for the proposed Project in case of an earthquake within the vicinity. 84-85

a. Section 3.8-3.7, Landslides and Slope Failures: This section lacks data on the potential impacts for the areas identified in the map as landslide prone area. 84-86

7. **Green House Gases:** The proposed Green House Gases ("GHG") mitigation measures are not adequate. Deferral of mitigation measures is inconsistent with the CEQA Guidelines. On DEIR page 3.5-5, it states that building public transportation would reduce vehicle miles travelled, however there is no supporting data to show that this is the case. A GHG study must be prepared 84-87

and analyzed to ensure appropriate mitigation measures are incorporated into the Project. 84-87

a. Table 3.5-3, City of Lawndale – Relevant GHG Emissions, Goals, Policies and Programs: The DEIR states that goals from the Lawndale Air Quality Management Plan were incorporated as they would be relevant to the GHG emissions from the transportation and transit sector. City of Lawndale's Climate Action Plan Goal "LUT:C" encourages public transit by implementing a Bus Rapid Transit System. The City's CAP or AQMP does not recommend or provide goals or policies that support a light transit system. 84-88

    i. The DEIR is not consistent with the GHG Emissions, Goals, Policies, and Programs for the City of Lawndale. Goal 1- The City shall promote air quality and mobility in an environment of continued population growth, while providing for a healthy economic base. The City will work towards reducing VMT through an improved job/ housing balance and more efficient urban land use plan. Goal No. "LUT:C" Encourage transit through the implementation of a Bus Rapid Transit System and expand the sub-regional public transit network and enhance transit frequency through collaboration with SBCCOG and neighboring cities, as well as the prioritization of funding around transit stations to promote active transportation. 84-89

b. Section 3.5-2 Methodology: The DEIR explains that there will be environmental effects on GHGs temporarily during the Project construction and during future operation following the completion of the Project. This section mentions what was used to calculate the data, however there is lack of information on what or how this was conducted. 84-90

c. Section 3.5-2.1 Resource Study Area: This section states that the regional GHG emissions are evaluated primarily at the Metropolitan Planning Organization (MOP) level but does not specify if it was at Regional or Local levels. 84-91

d. Figure 3.5-1, Resource Study Area Map: The map should be analyzed locally, not just regionally. The study area is deficient. 84-92

e. Section 3.5-2.2, Construction GHG Emission: This section talks about temporary GHG emissions during construction from the use of heavy-duty haul trucks. Also, it states that the GHG emissions will be amortized over a 30-year operational lifetime. There are no mitigation measures or data backing up this claim. 84-93

    And, in the last sentence of this section, it is stated that construction "would take approximately five." Approximately five what? Months, Years? Does this account for potential unforeseen delays? 84-94

f. Section 3.5-10, Operational GHGs: The DEIR mentions that the proposed Project would reduce the sources of regional GHG because of increased ridership. What is the nexus between the two arguments? What warrants that ridership will increase to reduce GHGs? Are there any case studies associated with this claim? The DEIR does not adequately account for GHG (and other impacts) associated with rail riders driving automobiles either to a rail station (e.g., "park and ride"), or from a rail station to their endpoint destination. 84-95

g. Table 3.5-10, Operational Parameters: This table data does not have any information backing up the numbers. Provide a justification and basis for the numbers tabulated here. 84-96

    i. *Indirect Power Supply Emissions*: The last paragraph of this section sets forth deferred mitigation based on renewable energy requirements by the State, which is inadequate for the current conditions. What mitigations are proposed for the current electricity usage before the State becomes 100 percent renewable? The impact is significant and must be mitigated. 84-97

h. Section 3.5-2.4, Significance Thresholds: The proposed Project and Project options will be generating GHG emissions directly and indirectly. It also conflicts with the SCAQMD by stating that there are no thresholds for new light rail Projects; however, as part of this Project there is a locomotive freight rail system that is proposed to be moved and this is not mentioned within the GHG analysis. 84-98

i. Section 3.5-2.5, CEQA Streamlining: This section claims that air quality will improve. There is no data or metrics supporting this. 84-98

j. Section 3.5-3.1, California GHG Emissions: There is no study showing the wall built for the proposed Project. Provide information on how this will affect GHGs. 84-99

k. Sections 3.5-1.1 and 3.5-3.2: These discussions are not tailored to be Project related as they relate and rely on regional data. These should be be looked at a local level. 84-100

l. Section 3.5-3.3, Effects of COVID 19-Pandemic: This discussion suggests that there are no determinations on how the pandemic affected ridership. The DEIR takes the approach of a proffering a deferred study in or around 2042. There should be enough data from 2019, years prior, and 2022 to make a determination on ridership rather than deferring analysis. 84-101

m. Table 3.5-1.13, Proposed Project Table: This table is deficient and incomplete. There are no baselines to determine a less than significant impact. 84-102

n. Table 3.5-14 Trench Option Table: This table is deficient and incomplete, there are no baselines to determine the outcome. 84-103

o. Section 3.5-4.1.2, Operational Impact: The DEIR states that "Metro network GHG emissions displacement through mode shift by 3,721.4 MTCO2e, which represents an additional two percent reduction relative to 2019 Metro operations summarized in Table 3.5-12." This statement has no supporting data or studies. This section states that there are less than significant impacts, however there are no mitigation measures or supporting data attendant to this conclusory determination. Lawndale objects that the statements here are not accurate as to all Project options. 84-104

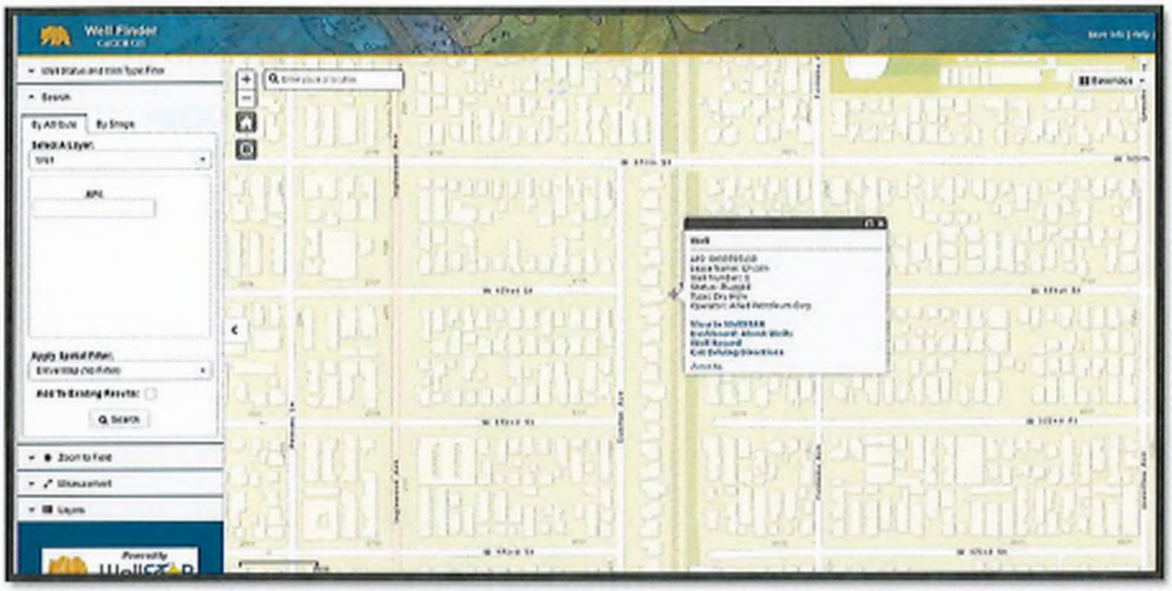
p. Section 3.5-4.2.1, Construction Impacts: The DEIR states that the Project would not conflict with any applicable policy or regulation adopted for the purpose of reducing emissions of GHGs. However, this statement is false. All the determinations were made without studies and without mitigation measures for construction and operational phases. The wait time at the crossings will create significant impacts on GHG emissions by idling traffic not analyzed in the DEIR. 84-105

q. Section 3.5-7, Cumulative Impacts: The information provided in this section of the DEIR is deficient and lacks information. There are portions of the proposed Project that are not evaluated, such as the construction of a sound wall, the construction of the widening of the bridge over Artesia Boulevard, as well as the construction of future development within the region. 84-106

See, Senate Bill 743: "...reduction of vehicle miles traveled that contribute to GHG emission as required by AB 32. SB 743 requires the State Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines, establishing criteria for determining the significance of transportation impacts of Projects within transit priority areas that promote the reduction of GHG emissions, the development of multimodal transportation networks , and a diversity of land uses." 84-107

8. **Hazardous Materials:** There is an Allied Petroleum Corporate Well within the existing right-of-way. The DEIR also states under the Air Quality section that there will be approximately 10% of contaminated soil. A Phase I study was conducted; however, a Phase II and Phase III remediation plan should have been prepared as part of the study. Thus, there are potential significant impacts that have not been addressed. 84-108

The diagram below provides the location of an existing well within the ROW in the City of Lawndale.



The DEIR does not provide sufficient information on the existing freight train. A study should be conducted to demonstrate how relocating the railway may expose sensitive receptors to hazardous materials and such impacts should be mitigated. 84-109

9. **Land Use:** Relevant regulations for the proposed Project do not support the light rail system. *See,* Lawndale General Plan Land Use Element, Table 3.2-2. Goal 1 of the Lawndale General plan requires the following: "Preserve and enhance the environment, values, aesthetic character, and image of Lawndale as a vital, attractive, desirable, and safe urban community." The proposed Project and its options are not consistent with this Goal 1 as it would decrease the aesthetic character, attractiveness, desirability and would not promote public safety. 84-110

   a. Section PR-AES-1, Local Zoning Ordinances: The Project components will NOT adhere to Lawndale's zoning ordinances. The City identifies the existing rail road right-of-way as Public Facilities/Open Space in the City of Lawndale's General Plan. These types of uses are identified as prioritized limited resources.

   See Lawndale Land Use Element Policy 1a: "Maintain the existing Residential development pattern, except in locations along major transportation corridors and public centers where Commercial or higher density." The proposed Project is to go through the ROW, which is a low density residential area with local and collector streets. The Project does not conform to the City of Lawndale's General Plan Land Use Element. 84-111

The proposed Project and its options are not consistent with the City of Lawndale's Zoning Ordinance Policies mentioned in the DEIR. 84-111

Table 3.2-5 The statements made in the chart below are false and lack data to support the information provided. 84-112

City of Lawndale, General Plan	
Land Use Element Policy/Goals: • Goal 1: Preserve and enhance the environment, values, aesthetic character, and image of Lawndale as a vital, attractive, desirable, and safe urban community; • Policy 1a: Maintain the existing Residential development pattern, except in locations along major transportation corridors and public centers where Commercial or higher-density Residential uses are more appropriate; *Circulation Element Policy/Goals:* • Goal 1: Provide an integrated transportation system for the safe and efficient movement of people and goods with minimal disruption to the environment within and through the City; • Goal 2: Consider all modes of transportation; and • Goal 5: Participate in and assist with coordinating regional efforts which integrate the City's transportation system with the regional transportation system.	**Consistent.** These policies support maintaining: • land use patterns except for major transit corridors • a viable and desirable community • integrating public transportation facilities and encouraging all modes of transportation In addition to the consistency of these policies, there would be no change to existing land use patterns.

The table below indicates "City of Lawndale Necessary Regulations." What does Metro mean by "Necessary"? 84-113

	City of Lawndale Necessary Regulations	
	Zoning Regulation	To encourage the most appropriate use of land
	Zoning Regulation	To conserve and stabilize the value of property
	Zoning Regulation	To provide adequate open spaces for light and air and to prevent and fight fires
	Zoning Regulation	To prevent undue concentration of population
	Zoning Regulation	To lessen congestion on streets
	Zoning Regulation	To facilitate adequate provisions for community utilities and facilities, such as transportation, water, sewerage, schools, parks, and other public requirements
	Zoning Regulation	To protect and promote the health, safety, and general welfare, all in accordance with the comprehensive general plan

The chart below is a continuation of the abovementioned chart. It shows Goals and Objectives for the Hawthorne Boulevard Specific Plan. The DEIR fails to meet and provide the information listed below.

84-114

Hawthorne Boulevard Specific Plan	
Plan's Purpose	Develop appropriate land use categories and development standards
Plan's Purpose	Ensure General Plan consistency
Plan's Purpose	Prepare design guidelines for signs, streetscape, and landscaping
Plan's Purpose	Make recommendations for circulation and other improvements
Plan's Purpose	Establish a conceptual framework for physical improvements to Hawthorne Boulevard
Plan's Purpose	Provide program and policy assistance for rehabilitating and revitalizing existing structures and businesses

Source: City of Lawndale General Plan, 1992a;1992c; 1999

The proposed Project would physically divide the established community of the City of Lawndale. Currently a freight train passes twice per day, which allows both the east and west side of the City to be connected. Adding the light rail train would divide the City as it would have light rail passing by every 15 minutes creating many environmental impacts interrupting the community.

84-115

10. **Noise and Vibration:** The proposed mitigation measures and noise study are inadequate. The noise study did not analyze potential noise impacts on sensitive noise receptors for the proposed residential component of the Project with regards to the existing and proposed commercial expansion. In addition, no mitigation measures were proposed that would protect sensitive noise receptors for the proposed residential component of the Project from excessive noise and vibrations from the proposed and existing commercial component of the Project.

84-116

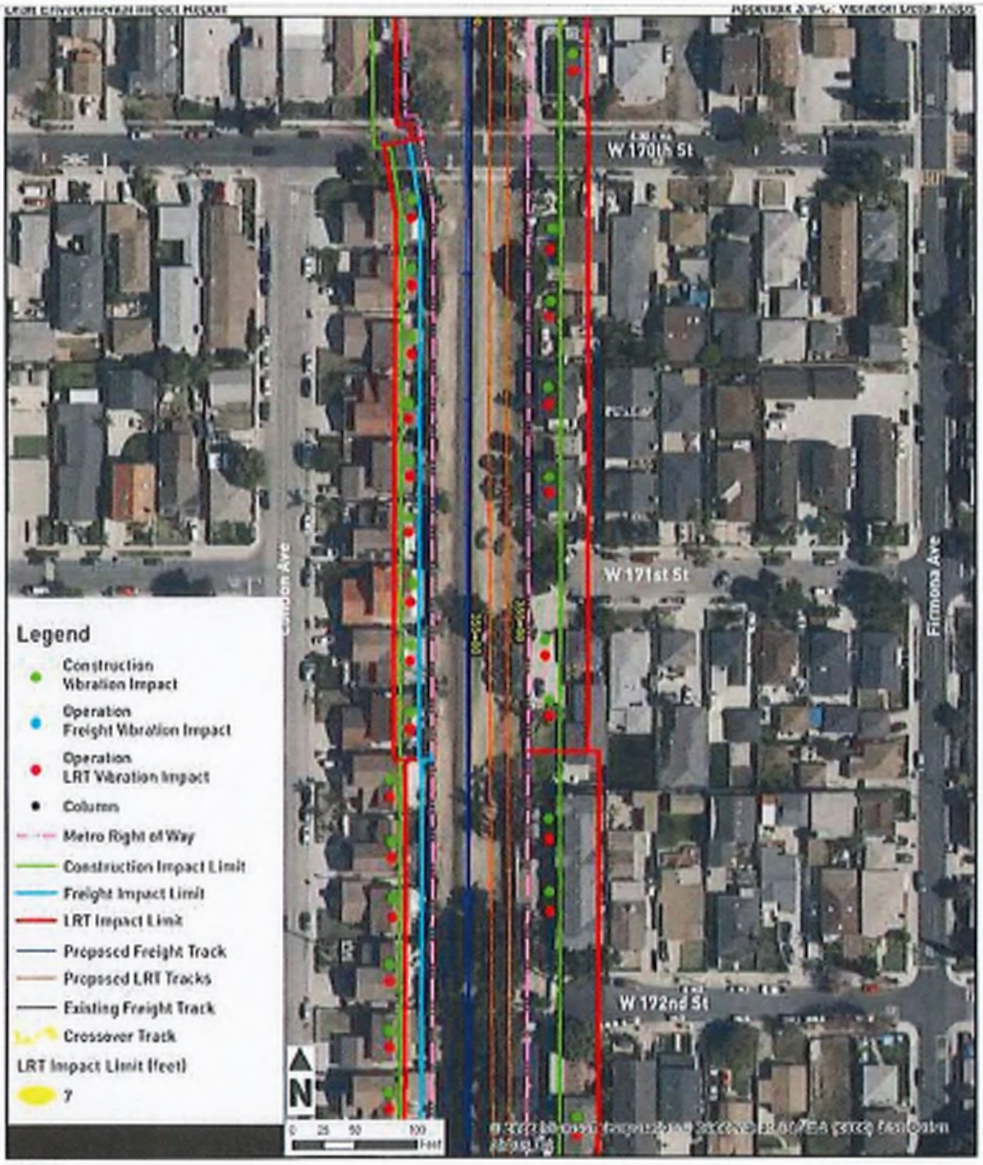
The DEIR states that noise and vibration will only cause annoyance to the residents, which is false, particularly given the massive increase in train frequency pursuant to the Project. The DEIR fails to address the public health issue caused by noise pollution and the public safety issue caused by constant vibration to the homes located near the ROW. According to a the National Geographic Encyclopedia "Sounds that reach 85 decibels or higher can harm a person's ear. Sounds that exceed this threshold include familiar things, such as power lawn mowers (90 decibels), subway trains (90-115 decibels, and loud rock concerts (110-120 decibels)." Noise pollution can cause induced hearing loss (NIHL). "Exposure to loud noise can also cause high blood pressure, heart disease, sleep disturbances, and stress." The DEIR fails to address the long-term impacts of noise and does not propose any mitigation.

84-117

The DEIR does not evaluate the noise from the wheels of the trains. A mitigation for rail and wheel lubrication is required to reduce noise levels. 84-118

Sound walls were discussed however not analyzed under the DEIR. Additionally, the sound walls are not shown in any of the elevations for the proposed Project and the options. 84-119

Studies have shown and proven that constant vibration to older residential structures will compromise the structural integrity of a residence. Metro has not acknowledged how the constant vibration of the light-rail system will be mitigated. The proposed light rail system will be adjacent to hundreds of residential structures that were built from the 40's, 50's and so on. All the existing residential structures will be susceptible to the constant vibrations emanated by the proposed light rail Project. Metro has failed to demonstrate any mitigations. 84-120



Metro

Figure 3.6-C11
Construction & Operational Vibration Impacts
Proposed Project

Page 11 of 75

The above figure from the DEIR show how the residential areas will be impacted by both construction phase and the operational phase of the proposed Project and trench options. This affects all the residential areas along the ROW, with Lawndale having the largest area of potential residential impacts.

84-121

a. Section 3.6-1.2 Federal Regulations mention a potential mitigation by establishing a "quiet zone" with "no horn" restriction for the proposed

84-122

crossinngs. The DEIR states supplemental safety measures for the "quiet zone" areas. The proposed mitigation has not been studied or analyzed with the existing railroad crossing within the City of Lawndale. The DEIR is deficient in identifying the potential impacts of implementing quiet zones within the crossing areas. 84-123

b. Section 3.6-5, Mitigation Measures MM-NOI-1 Noise Control Plan: This mitigation does is deficient there is not specific plan to control noise. This mitigation is deferred. 84-123

c. Mitigation Measure MM-VIB-3: Pre- and Post Construction Surveys: This section states that the construction noise would be less than significant impact. This determination is not accurate as noise mitigation was not implemented correctly. 84-124

d. Page 3.6-49: The impacts of the combined noise of the light rail with the freight impacts are significant. No forms of mitigation or mitigation analysis are presented to reduce such impacts. 84-125

11. **Population and Housing:** The DEIR does not provide adequate analysis of the proposed Project as it pertains to the population and housing impacts that this Project will generate, which is required to be reviewed under CEQA. The analysis states the Project will have no impacts to population or housing in the DEIR. The DEIR fails to address or take into account that the proposed Project would induce substantial population growth either directly or indirectly and failed to identify the new housing laws around public transport. 84-126

a. Property Inventory, Residential Impacts: Studies have shown that residential real estate properties that are adjacent and near rail lines are negatively impacted. The DEIR fails to provide information on the impacts to nearby residential. In addition, Metro must provide a detailed inventory of all properties that are located within a quarter (1/4) of a mile of the proposed light rail Project and demonstrate property that will be impacted. 84-127

b. Homelessness Impacts: Railway setbacks, bridge undercrossing and ROWs are a draw to those experiencing homelessness. While social justice and social impacts issues are not always required in a CEQA analysis, such issues must be analyzed where the social impact issue will result in physical construction or changes to the environment. A draw to homeless populations in the Project area will not only result in direct changes to the environment in the form of transitory encampments but would also necessitate the construction of homeless shelters and/or other physical accommodations to the homeless population. 84-128

12. **Public Safety/Public Services:** Under 49 C.F.R. § 38.85, where light rail vehicles operate in a high-platform, level boarding mode, devices or systems must be provided to prevent, deter, or warn individuals from inadvertently 84-129

stepping off the platform in between cars. The intent of this provision, which has been a part of the DOT ADA regulations since September 6, 1991, is to require light rail systems to obtain suitable devices to assist with and prevent passengers from mistaking the gap between cars for a doorway and potentially falling onto the track bed. The regulation provides that appropriate devices include, but are not limited to, pantograph gates, chains, motion detectors, or other suitable devices. This document fails to identify how this issue will be addressed. Some examples of the existing barriers are shown in the following images:

"9.02 Standards For The Installation Of Barriers. When the separate right-of-way of an LRT system occupies the median of a divided arterial highway with fully controlled grade-separated access or is contiguous to such a highway, Caltrans'

standard barriers of the following types shall be installed under the conditions indicated":

84-130

Distance from Center Line of Track to Edge of Nearest Travel Lane on Roadway	Type of Barrier
36 feet or less	Rigid concrete barrier at least 32 inches in height above the roadway.
Greater than 36 feet up to 45 feet	Rigid concrete barrier as specified above or semi-flexible metal barrier (thrie, W, box or other comparable beam) at least 33 inches in height above the roadway.

Fire protection requirements: "11.01 Fire Protection Requirements. All LRT systems shall establish fire protection requirements to control potential fire hazards. The minimum requirements for underground segments of the LRT system shall be as specified in the Standards for Fixed Guideway Transit Systems published by the National Fire Protection Association (NFPA 130). The minimum requirements for all other segments shall be established by the LRT system based upon a documented engineering analysis of the factors affecting fire hazards and fire risks using NFPA 130 as a guide." The DEIR does not address this aspect of the CPUC requirements.

84-131

The proposed Project would have significant impacts on public safety services, during construction and during operation. Ambulances, fire trucks and police would be heavily delayed by the construction of the Project and its options which would last approximately 5-6 years. "...Closure of major arterial crossings due to trains can cause delays up to five to six minutes on streets such as Inglewood and Manhattan Beach Boulevard.. Delays on these major arterials cause delays at nearby intersections as well when queue length grows. The LOS (levels of service) declines at the intersections feeding adjacent to the major arterials where the queue length have grown due to crossing closures. In addition, the angle at which the railroad line traverses the mostly north-south orthogonal grid roadway system further exacerbates traffic congestion in that area." (Downey, Cheryl, Southbay Cities Railroad Study.)

84-132

- Several discussions in the DEIR present the theory that public safety services (e.g., response times) will not be significantly impacted because train crossings will only be "occasional" and because emergency services can simply "detour" around rail crossings. Both observations are without merit. As addressed further above, the frequency of train interruptions at intersections is much more than "occasional"—especially considering the current baseline condition

84-133

of only two trains per day. Further, while public safety/services vehicles *can* detour around train crossings, so will all other vehicles on the road. Hence, public safety response times will inevitably slow, along with all other traffic. Thus, the mere availability of detours cannot serve as a legitimate basis to disregard the negative impacts on public safety response times.

84-133

The DEIR proposed Project and its options will cause health issues. According to the Beach Cities Health District Multimillion Dollar Blue Zones Project research findings. " …Widening its main street and raise speed limit, which, Buettner (Blue zones CEO) said, 'creates stress, danger, noise pollution and air pollution'."

84-134

The DEIR does not evaluate public benefits to be provided by Metro for each City.

84-135

The DEIR has failed to include the disruption of resident's daily routines. William Green Elementary School and Environmental Charter High School are both one block east from the proposed light rail Project. The excessive number of daily trips from the light rail are not recognized, acknowledged, or mitigated. The number of daily trips proposed by Metro will create a significant impact on the children of residents attending the nearby schools. It is an utmost importance that children have a healthy and quiet environment to facilitate their education and safety. The DEIR has failed to demonstrate infrastructure mitigation measures consistent with the safe routes to school program that aims to increase public safety.

84-135

The picture below shows the proximity of William Green School to the ROW.

13. **Traffic/Transportation Impacts:** The proposed Project will have tremendous traffic environmental impacts on the regional and locally-based on the scale and scope of the Project. The DEIR is incomplete, deficient, inadequate and does not analyze traffic impacts to local roadways or to Caltrans freeways, including the

State Route 405. The DEIR failed to address traffic impacts or provide measurable mitigation measures. There is insufficient information or data to make any determination on potential impacts. 84-136

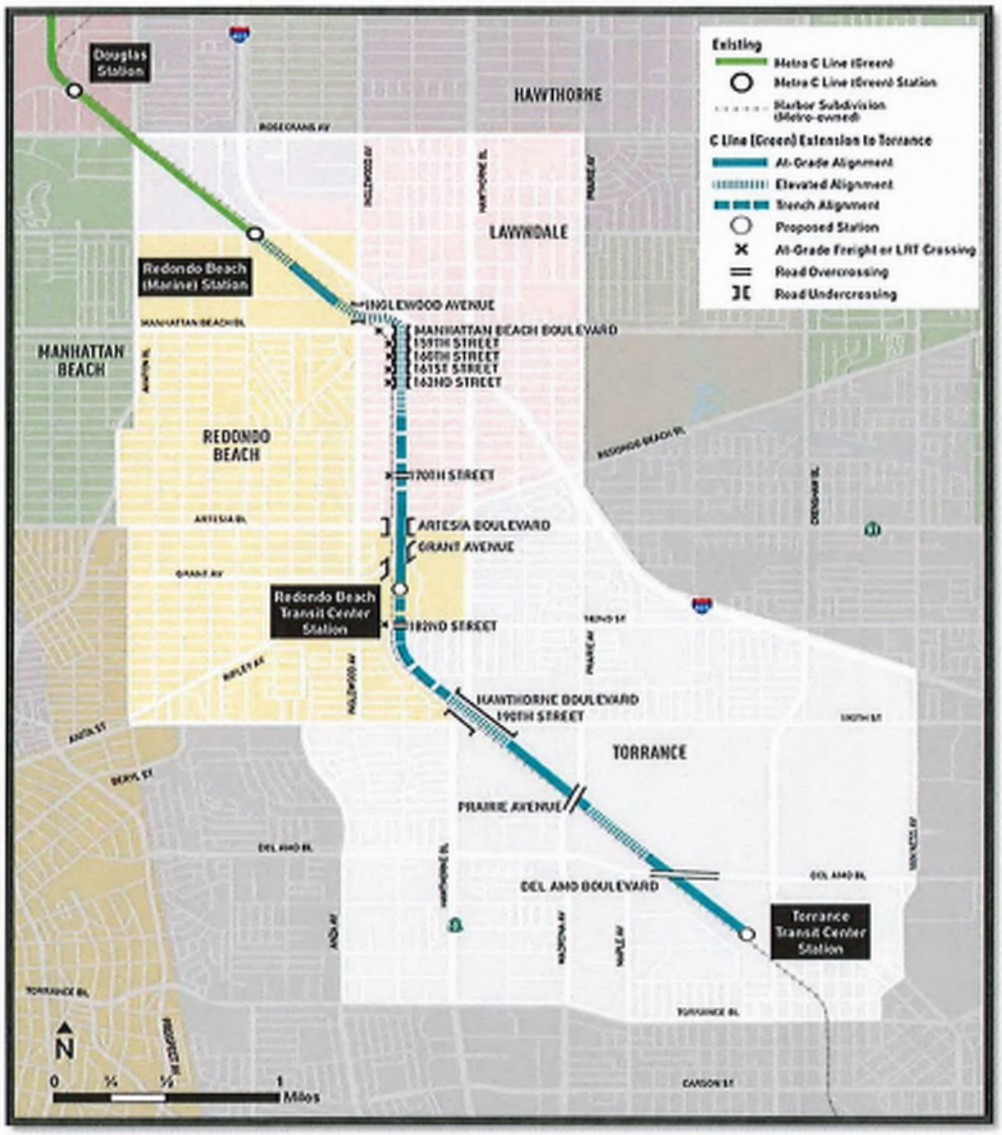
The DEIR states that Metro staff will prepare its recommendation on the preferred alignment in Spring 2023. It is not clear if the "preferred alignment" will be based on the 170th/182nd Grade-Separated Light Rail Transit Alternative, or if there will be potential for a hybrid alternative subject to the stakeholders' comments / public input they will be receiving. 84-137

Based on the review of the proposed Project and the presented options, the 170th/182nd Grade-Separated Light Rail Transit Alternative seems to be most relevant within reasonable Project alternatives to the proposed Project that could meet most of the basic Project objectives and substantially reduce or eliminate significant impacts associated with the Project.

- The Alternative states that "This Alternative would be entirely grade-separated with six over-crossings in the north (between Inglewood Ave and 162nd Street) and two below-grade crossings at 170th and 182nd Streets". However, the Figure ES-15 below shows that within the City of Lawndale just north of Artesia Blvd, there's a segment that is at grade. This needs to be clarified and effects (such as pedestrian bicycle and vehicular safety) on at-grade intersections need to be evaluated. 84-137

- Could impact freeway traffic, and street traffic near offramps, and increase further congesting of traffic. 84-138

Figure ES-15. Overview of 170th/182nd Grade-Separated Light Rail Transit Alternative



Indeed, the DEIR identifies the proposed Project's traffic impacts as significant and unavoidable. However, the Project's traffic analysis and the Project alternative analyses do not provide sufficient information to support the conclusion that traffic impacts cannot be feasibly mitigated under a less-intense Project alternative. Any one significant unavoidable impact requires disapproval of the proposed Project unless feasible mitigation measures or alternatives do not exist and specific benefits outweigh the significant impact. (Pub. Resources Code § 21081.) CEQA requires public agencies to deny approval of a Project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects. (Pub. Resources Code § 21002;

84-139

Sierra Club v. Gilroy City Council (6th Dist. 1990) 222 Cal.App.3d 30, 41.) The Legislature has stated:

> "[I]t is the policy of the state that public agencies should not approve Projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such Projects. . . ."

84-140

(Pub. Resources Code § 21002.) The CEQA Guidelines require an agency to "Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved." In order to implement this policy, the CEQA Guidelines specify that:

> "A public agency may approve a Project even though the Project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that: (a) There is no feasible way to lessen or avoid the significant effect..."

84-141

(CEQA Guidelines § 15043.) Feasible means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Public Resources Code § 21061.1.) Project alternatives remain feasible "even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly." (CEQA Guidelines § 15126.6(b).)

84-142

CEQA's purpose of avoiding, or substantially reducing, environmental impacts of a Project through the adoption of feasible alternatives is defeated where an EIR fails to ensure that information about potentially feasible alternatives is subject to public and decision maker review. It also fails when an EIR fails to include alternatives that actually reduce a Project's impacts below thresholds of significance. Smaller scale versions of the proposed Project that avoid or reduce significant impacts would meet most of the objectives and should be adequately analyzed in the EIR.

84-143

The objectives stated in the DEIR do not provide a Project of any specific size or scale, and, more importantly, all of the City's objectives could not be met with a scaled-down Project that requires little, if any, diversion from existing land use regulations. Furthermore, because this intense development will have unavoidable significant impacts on this site, off-site locations should be considered. Off-site alternatives should be considered when "significant effects of the Project would be avoided or lessened by putting the Project in another location." (Guidelines § 15126.6(f)(2)(A).)

84-144

The DEIR lacks information on how it will impact the City's General Plan Circulation and Safety Elements. 84-145

The DEIR fails to include a Traffic Operation Study ("TOS") document for any of the alternatives or options. 84-146

The DEIR refers to the City of Lawndale's 1991 General Plan/ Circulation Element and to the adopted 2015 General Plan/ Safety Element. Although Section 3.1 apparently attempts to address Policies 1 and 4, it totally ignores Policies 2 & 3. Specifically, Policy 2. C pertaining Master Transportation Plan, and Policy 3. A. pertaining to Street System, Levels of Service (LOS). (Reference Table 3.1-2) 84-147

Table 3.1-2. City of Lawndale – Relevant Regulations

Code/Goal/Policy	Description
City of Lawndale General Plan Circulation Element	
Policy 1B	Provide necessary facilities to balance all travel modes, users, and for a variety of trip purposes. Transportation modes are prioritized in the following order: vehicles, public transit, pedestrians, bicycles where sufficient ROW exists, and freight
Policy 3A	Require or provide adequate traffic safety measures on all roadways
Policy 4A	Reduce daily and peak hour vehicle trips
Policy 5A	Work with regional transportation agencies to establish criteria to implement transit improvements and develop short- and long-term transit service plans, corridor improvements, transit centers, park and ride lots, and the preservation of rights-of-way for commuter rail stations
Policy 5D	Work with regional transportation agencies to plan and implement a commuter rail system, including routes, location of stops, service schedules, feeder bus routes, parking needs, a transit terminal/park and ride lot, and funding
City of Lawndale General Plan Safety Element	
Policy SAF-4.4	Provision of adequate access for emergency vehicles and evacuation in all new developments

Source: City of Lawndale, 1991a; 2015

The DEIR refers to the VMT method very briefly, and ignores the LOS method which is referred to as a standard in the City's 1991 General Plan, hence lacks sufficient information on how each alternative would impact the City's Circulation Element. 84-148

Most of the DEIR lacks specific information pertaining each alternative, it is thus deemed to be incomplete and impossible to further comment on the Project's traffic/transportation impacts to the City. 84-149

14. **Tribal Cultural Resources:** The DEIR states that one Tribe proposed to be a part of the consultation process. It is the Lead Agency's responsibility to begin consultation with the Tribe within 30 days of receiving notice from the Tribe. The DEIR states emails were sent and no response was received. Best management practices would reach out to the Tribe by phone and formal mailed notice, not just an email contact. 84-150

15. **Utility Service Systems:** The DEIR fails to address how the proposed Project or its options will meet the requirements of the California Public Utilities Commission. The CPUC has safety rules and regulations for light-rail systems 84-151

including breaks, construction. Lighting on light-rail vehicles, speed, fire protection, traction etc. The DEIR is deficient in providing this information. There are sections in the DEIR where it is mentioned that CPUC approval is required for the Project, but descriptions of such approvals or standards therefore are lacking. 84-151

DEIR page 2-48, under the Project Description, ambiguously states that some existing utilities would need to be relocated. There are some major power lines located near the Hawthorne option by the 405. The approach as to how that will be handled is not described in the document; the description for this option and potential utility work is deficient. 84-152

The comments described above certainly do not represent a complete list, but are demonstrative of the fact that there are many issues related to the proposed Project that were not adequately addressed in the DEIR. Lawndale incorporates by reference other public comments submitted upon the DEIR.

CEQA was enacted to promote environmental protection and encourage governmental transparency. (*Citizens of Goleta Valley v. Bd. of Supervisors (1990) 52 Cal. 3d 553, 564.*) CEQA requires full disclosure of a Project's significant environmental effects so that decision makers and the public are informed of these consequences before the Project is approved, to ensure that government officials are held accountable for the consequences. (*Laurel Heights Improvement Ass'n of San Francisco v. Regents of the University of California* (1988) 47 Cal.3rd 376, 392.) In order to satisfy CEQA and protect the quality of life in the surrounding region, Lawndale requests that if the Project is not rejected outright, that the DEIR be revised to address the deficiencies identified in these comments and be recirculated to the public prior to preparation of a final EIR. 84-153

The members of the Lawndale City Council would like to make it clear that the City has significant concerns about the proposed Project, as is presented in the DEIR. Furthermore, we encourage Metro to work with Lawndale, as well as the communities adjacent to the Project site, to arrive at a solution that is a benefit, rather than a burden, to the surrounding area as a whole.

Sincerely,

Robert Pullen-Miles
Mayor

Cc: Members of the Lawndale City Council
Members of the Lawndale Planning Commission
Members of the South Bay Council of Governments
Metro Board

Submission 85

From: Vickie Vega [redacted]
Sent: Thursday, February 23, 2023 7:45 PM
To: [redacted]
Cc: greenlineextension@metro.net
Subject: C LINE (GREEN) EXTENSION THROUGH Parts of TORRANCE. REDONDO BEACH AND LAWNDALE

Dear Metro Board of Director Members:

Last night, February 22, 2023, I attended Metro's prepared Draft Environmental Impact Report (DEIR) at the Redondo Beach Performing Arts Center, headed by Mark Dierking, about the three proposed construction alignments to the Metro C Line Green Extension through parts of Torrance, Redondo Beach and Lawndale. We are original homeowner in Redondo Beach.

First, I will not address the proposal to not build this C LINE GREEN EXTENSION because we know that is really not an option to us. I will address below the other two proposals.

Last night we were told that the PASSENGER TRAIN track proposed on the current Right of Way ("ROW") will be next to the current FREIGHT TRAIN track. This will require the ROW to be widened to the west by 8 to 11 feet in many areas to accommodate two sets of tracks. The ROW would come 15 feet into one homeowner's property when the ROW is area is widened. Clearly his home would need to be torn down to accommodate this project on the current ROW FREIGHT TRAIN track. I suspect one of many homes to be forced to sell to METRO to widened the ROW, although very vague language about imminent domain. 85-1

This is a 4 mile extension to connect to the Green Line. Metro proposes approximately 180 PASSENGER TRAINS per day, only with a 4 to 5 hour reprieve, from midnight to 4 or 5am.

With the exception of ONE PERSON, every person who spoke at last night's METRO meeting, were against the PASSENGER TRAIN addition to the ROW..

It was clear that a majority of the residents in attendance last night, including me, supported the C LINE GREEN EXTENSION run down the center of HAWTHORNE BLVD, ELEVATED. We were told last night that the Hawthorne Blvd traffic lanes would not be affected, sounds like a common sense approach. 85-2

Torrance: there are no homes close by the current FREIGHT TRAIN track, the current track runs behind Gandahl Lumber and the Torrance Refinery. Residential homes are not impacted.

Redondo Beach: the current FREIGHT TRAIN track ROW abutts to the back fence of homes owned by elderly and many original owners, and new residents with children. These residents will be severely impacted with the construction noise, pounding of heavy equipment and pollution for years of construction and then noise and pollution of 200 trains daily. 85-3

Lawndale: these homeowners will be critically impacted negatively, like Redondo residents.

Total of a thousand people impacted if PASSENGER TRAIN Track is built on the ROW.. two sets of trains running daily.

We were told that the METRO BOARD OF DIRECTORS has the ultimate vote where the LINE C EXTENSION will be built. 85-4

My concerns are as follows:

1. There are underground FUEL pipes from the Torrance Refinery on 190th Street, Torrance, that I was told are UNDER THE ROW. These pipes go to LAX Airport for jet fuel.

Question:

Will you confirm exactly where the fuel pipes are buried, how deep? 85-5
What year were these fuel pipes installed?
Who is responsible for inspection of these fuel pipes? Who regulates the refinery?
How often are they inspected and repaired?
What date was the last inspection AND repair?
How will the fuel lines be repaired with two sets of train tracks above them?

Tonight's NBC news stated there were 1,000 train accidents last year in the U.S., a derailment of two trains would be a catastrophe because homes are within feet of the ROW in Redondo Beach and Lawndale. 85-6

Please vote for C LINE EXTENSION GREEN LINE TORRANCE be built on the center of Hawthorne Blvd as it makes sense for passengers to stop in Lawndale to shop along Hawthorne Blvd. 85-7

I understand my letter will be placed in the DEIR. I want to ensure that the Metro Board of Directors is fully aware of the danger to residents, not only from the years of construction, but the environmental concerns to the health of our families. 85-8

If you are not aware, please note that there is currently under construction the new Friendship Campus, located on Inglewood Avenue and Fisk Lanes in Redondo Beach. This Friendship Campus is co-sponsored by Sketcher Shoes. This Campus will educate and train mentally and physically challenged adults, including those with autism, for jobs. I understand they will have culinary education as well. They are 1 block away from the FREIGHT TRAIN ROW. 85-9

VOTE NO TO BUILD C LINE EXTENSION on the current FREIGHT TRAIN ROW. 85-10

VOTE YES to build C LINE EXTENSION on Hawthorne Blvd. 85-11

Thank you.

Vickie Vega

[redacted]

Submission 86

From: Craig St. John [redacted]
Sent: Friday, February 24, 2023 10:41 AM
To: greenlineextension@metro.net
Subject: No on ROW - No on Trench

Being a business owner on the corner of Inglewood Ave and Manhattan Beach Blvd, I'm adamantly opposed to the trench option of the ROW from north of Inglewood Ave to the south of Manhattan Beach Blvd.

In the last two months we have been subjected to road work on the corner of Inglewood and Manhattan Beach. This construction has eliminated lanes in all directions and caused massive traffic delays.
This construction has caused a loss of over $35,000 per day in lost revenue. Our customer base has simply decided to go to other competitors in neighboring cities to pick up their supplies rather than fight the traffic to get in and out of our yard. 86-1

Our own delivery fleet has been delayed in getting out of the yard to scheduled deliveries. On their return back to the yard it as taken up to as much as 30 minutes to drive from Hawthorne Blvd to our
gate just east of Inglewood Ave. (A drive that should only take 2-3 minutes). These delays have cost each of our trucks a loss of one additional delivery per day. With a fleet of 12 trucks, that adds up to a substantial loss of revenue.

The proposed Metro trench project would cause us far more in damages than the current 3 month project that going on now. To trench both, Inglewood and Manhattan Beach Blvd, Metro is going have to close both and/or limit lanes during the entire construction time frame. Metro's is known its snails pace in construction time. I have asked Metro a few times on the estimates construction time in our area but have still not received an answer. My guess is construction time for trenching in just this area is two plus years if not longer. 86-2

When run 45ft tractor trailers in our operation. If we are unable to get in or out of our yard during construction and our customer base decides to shop at other competitors during construction delays we are DOOMED to die a slow death. And being one of Lawndale's largest tax payers, our lost revenue will affect all residence in the city.

Has Metro studied the impacts to traffic during construction in this area? Manhattan Beach Blvd is a main artery for access to and from Lawndale, Redondo Beach, Hermosa and Manhattan Beach to the 405 freeway. 86-3

Has a study been done on the amount of excess carbon footprint from all the cars idling while stuck from the traffic delays and road closures? 86-4

Has Metro done an economic impact study on the local businesses along Inglewood Ave, Manhattan Beach and Hawthorne Blvd? 86-5

Craig St John
[redacted]

Submission 87

From: Janet Lindquist
To: greenlineextension@metro.net
Subject: Green Line Extension
Date: Saturday, January 28, 2023 12:13:28 PM

To Whom it May Concern:

Thank you for the mailer regarding the green line extension, and for requesting feedback from the community. I watched the 3D simulation video and really feel the safest and best option is the one that elevates the trains over Hawthorne Blvd. It puts the stations closer to businesses that can benefit from the people using the Metro. It also limits the dangers to pedestrian traffic. 87-1

Hope this helps in making such an important decision.

Sincerely,

Janet Lindquist

Submission 88

From: Eric Homier
To: GreenlineExtension
Subject: Greenline Extension
Date: Friday, February 3, 2023 4:21:37 PM

To whom it may concern

As a homeowner in Torrance, I am writing to urge you to strongly consider building the Greenline (C Line) extension through the commerce sector of Redondo Beach, not through the residential neighborhoods. Building on Hawthorne Blvd makes sense to the businesses along that route and prevents negatively impacting the families along the existing rail line. These families include my wife's family who live immediately adjacent to the rail line on 182nd St. in Redondo Beach. Bringing the Greenline (C Line) extension through the residential area immediately next to their house would cause a huge noise problem, create increased traffic immediately next to their house along 182nd St., decrease their quality of life, and likely drastically decrease home values.

88-1

88-2

Many Thanks!
-Eric

Dr. Eric Homier
[redacted]

Submission 89

From: Eugene Balfour
To: GreenlineExtension
Subject: Metro C Line Extension: Hawthorne Blvd Option
Date: Monday, January 30, 2023 10:06:50 PM

To whom this may concern, I believe the Hawthorne Blvd option will provide more benefit to the LA region than the other two options. Hawthorne Blvd used to carry Pacific Electric streetcar lines in it's huge median, and as such, it is the center of commerical activity in the neighborhoods it passes through. The South Bay Galleria, as well as commerical establishments that people visit while running errands, will be huge trip generators. 89-1

Having a majority elevated alignment allows for speeds of 55 mph+, and less service disruptions causes by intersection mishaps. So I agree that the Hawthorne alignement is the best possible choice. 89-2

Thank you,
Eugene Balfour

[redacted]

Submission 90

From: Thelma Mericle
To: GreenlineExtension
Subject: METRO EXTENSION
Date: Tuesday, January 31, 2023 10:11:10 AM

I have seen the video regarding the transit plans. The buildings are shown in white, I would like to see the actual buildings, not in white. They should NOT be close to residential housing. Trees should NOT be removed. New plantings cannot take the place of established trees. Also, how many people would use the metro?? How many people currently use the metro?? No one I know uses the metro. They use their cars to get around. What is the TOTAL estimated cost of these projects??

90-1

Thelma Mericle
Sherman Oaks Neighborhood Council

Submission 91

From: G G
To: GreenlineExtension
Subject: Metro train line through South Bay
Date: Thursday, February 2, 2023 8:51:26 AM

Greetings,

I am writing to share plea to build train on Hawthorne Blvd & not through residential El Nido & adjacent neighborhoods. I have lived in Redondo Beach & Torrance near the South Bay Galleria for most of my 48 years of age. Traffic congestion & noise has been a long term challenge for residents & businesses in this area. Keeping transportation growth in business areas is proven beneficial for communities across our country. Please consider avoiding development through residential area. I want my friends & family to stay in their homes & not be displaced by what will be major negative socioeconomic impact.

91-1

Thank you,

Gretchen Gerull

[redacted]

Submission 92

From: Grace Peng
To: GreenlineExtension
Subject: Prefer alternative Metro ROW Alignment, Elevated/Street Level
Date: Thursday, February 2, 2023 2:01:36 PM

I live in the Artesia Corridor, about 1 mi west of the ROW.
I want transit that is fast and cost-effective.

After attending your open house, I realized that the cost difference and construction delays for trenching or building along Hawthorne is just not feasible. Moving petroleum pipelines to build a trench would be a nightmare. Install sound walls and quiet zone street crossings. 92-1

For the same cost as trenching or tracks on Hawthorne, we can build elevated/street grade light-rail along the Metro ROW (which is closer to my home, yippee) AND have a bus lane and complete streets on Hawthorne. 92-2

My reservations about the existing ROW is that it doesn't hit the businesses along Hawthorne that I frequent. But, with a bus priority lane and complete streets, I would be zipping along on my ebike or on a bus on Hawthorne. I absolutely hate driving on Hawthorne and would take transit or bike on it if it was safe and convenient. 92-3

In fact, I urge you to do the bus priority lane and complete streets on Hawthorne ASAP. 92-4

If we use the existing ROW, we owe it to the neighborhoods affected to build sound walls and quiet zone street controls. 92-5

thank-you for letting me comment,
Grace Peng, PhD
[redacted]

Submission 93

From: Mark Johnston
To: greenlineextension@metro.net
Subject: Question and Comments
Date: Thursday, January 26, 2023 8:14:03 PM

Question :
How far north are freight trains running along this ROW? I thought when Metro acquired the ROW, freight train service ended north of the oil refinery areas of Torrance. 93-1

Comments:
We have already wasted the Harbor ROW along Slauson converting it to a very expensive bike path. That ROW should have been a connection to Union Station.
PLEASE do not waste the TAX PAYER OWNED ROW on the Torrance extension by moving it to an ugly elevated route on Hawthorne Blvd. 93-2
BUDGETS ARE TIGHT, use the PAID FOR ROW. Selected trench and bridges are fine, reuse existing bridges. Sound proof where necessary. Quiet zones as well. 93-3

Also, this should be a "K" Line extension, not a "C" Line extension as the South Bay needs direct access to the LAX People Move Transfer station.
The "C" after Aviation, should simply curve north up to the LAX People Mover Station. This means the airport would be served by 3 rail lines from North, South and East. Proper Airport Service. 93-4
The "K" line will one day run from Hollywood to Torrance and hopefully on to Wilmington and Long Beach.

So in conclusion, build the shortest, most economical selection on THE METRO OWNED ROW and simply get moving on this. All Metro projects take way to long to build. 93-5

Thank you
Mark R. Johnston

[redacted]

From: Campomanes, Rochelle E.
Sent: Tuesday, March 28, 2023 7:16 AM
To: Sheridan, Georgia <SheridanG@metro.net>
Cc: Chiang, Immanuel <ichiang@lasd.org>
Subject: Metro C Green Line Extension to Torrance - LASD Comment Letter

Dear Ms. Sheridan,

Please find the attached file(s) for the project mentioned above. This letter was mailed out last Friday.

Please let me know if you have any comments or questions. Thank you very much.

Thank you,
Rochelle Campomanes, LEED AP
Departmental Facilities Planner II
Facilities Planning Bureau
[redacted]

CONFIDENTIALITY NOTICE: This email message, including any attachments, from the Los Angeles County Sheriff's Department is intended for the official and confidential use of the recipients to whom it is addressed. It contains information that may be confidential, privileged, attorney work product, or otherwise exempted from disclosure under applicable law. If you have received this message in error, be advised that any review, disclosure, use, dissemination, distribution, or reproduction of this message or its contents is strictly prohibited. Please notify the sender of this email immediately by reply email that you have received this message in error, and immediately destroy this message, including any attachments. Thank you in advance for your cooperation.

Submission 94

OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ROBERT G. LUNA, SHERIFF

March 23, 2023

Ms. Georgia Sheridan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-113-1
Los Angeles, California 90012

Dear Ms. Sheridan:

METRO C LINE (GREEN) EXTENSION TO TORRANCE PROJECT
NOTICES OF COMPLETION AND AVAILABILITY
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
REVIEW COMMENTS

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the January 2023 Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report (EIR) for Metro C Line (Green) Extension to Torrance Project (Project). The Los Angeles County Metropolitan Transportation Authority (Metro) proposes to develop a combined elevated and at-grade light rail transit lines (LRT) that extend the C Line (Green) by approximately 4.5 miles between Redondo Beach (Marine) Station to the Torrance Transit Center (TC). The Proposed project will also develop two new stations, Redondo Beach TC Station, and Torrance TC Station, which are located adjacent to the existing Cities' bus transit centers and follows the existing Metro Right of Way (ROW). The Proposed Project will include the development of six traction power substations to support the LRT operations.

The Project area is within the boundaries of four cities which are Hawthorne, Lawndale, Redondo Beach, and Torrance. The City of Lawndale is under the Department's South Los Angeles Station (Station) and policing services of the Metro public transit system are under the Department's Transit Services Bureau (TSB). Currently, the Redondo Beach Police Department (RBPD) provides police protection for the proposed Redondo Beach TC and

South Bay Galleria Station and the surrounding neighborhoods whereas the Torrance Police Department (TPD) provides police protection for the proposed Torrance TC, the end of Green Line extension, and the surrounding communities. In addition, Section 3.15, page 3.15-17, incorrectly indicated the City of Torrance, and City of Redondo Beach TCs plan to include LASD substations. The City of Torrance TC is currently under construction to include a police substation slated for TPD, whereas the Redondo Beach TC was recently completed without a dedicated police substation but rather an office space used RBPD on as-needed basis. Also, as noted in the Ridership Summary Report, pages 11 to 12, the proposed Project potentially will attract 4,000 to 5,700 new daily riders and between 10,300 to 16,200 new daily project trips, which would increase the daytime population in those communities along the project area that is under our Department's policing services. Therefore, to meet the anticipated increase in policing services, additional law enforcement personnel will be required. Assigning additional law enforcement personnel to meet acceptable service ratios will be required and will be negotiated through an amendment and/or contract extension of an existing service agreement between Metro and the Department. 94-1 94-2

In Section 3.15, page 3.15-17, the second line of paragraph one indicates, the Department provides professional public safety services to the Cities of Lawndale and Inglewood. However, does not provide public safety services to the City of Inglewood only the City of Lawndale. Additionally, on the last paragraph, it indicates that Department did not respond to public outreach requests for information regarding average emergency response times for the Station. However, our Department did not receive the request for information on this matter during the January 2021 Notice of Preparation. Per Fiscal Year 2023-2024, the Station's average or anticipated response times for emergent, priority, and routine calls for service received from the proposed Project are 4.5, 10, and 55 minutes, respectively. Please note these are approximate time ranges only and could be affected by traffic conditions and these response times are variable because the responding unit may be elsewhere within the Station's service area and not necessarily dispatched from the Station itself. 94-3 94-4

The Department recommends Metro to prepare a construction traffic management plan to communicate with cities and emergency response providers to identify alternative routes during temporary road closures. The alternative routes shall be coordinated with our Department for safe passage of emergency services to minimize the potential delay in response times, which may occur. 94-5

The Department reserves the right to amend or supplement our assessment upon subsequent reviews of the proposed Project once additional information becomes available.

For future reference, the Department provides the following updated address and contact information for all requests for reviews comments, law documents, and other related correspondence:

Tracey Jue, Director
Facilities Planning Bureau
Los Angeles County Sheriff's Department
211 West Temple Street
Los Angeles, California 90012

Attention: Planning Section

Should you have any questions regarding this matter, please contact me, at (323) 526-5657, or your staff may contact Mr. Immanuel Chiang, of my staff, at (323) 526-5637.

Sincerely,

ALEX VILLANUEVA, SHERIFF

Tracey Jue, Director
Facilities Planning Bureau

Submission 95

From: Metro Green Line Extension Draft EIR Comments [redacted]
Sent: Monday, March 27, 2023 7:51 PM
To: GreenlineExtension; Holly J. Mitchell
Subject: Fwd: Metro Board Comments and DEIR Comments

Adding 2 more local residents who also wish to comment on the defective nature of the Metro DEIR.

Mary Watkins,
Robyn Ramsey, [redacted]

Please see that their comments are included in the DEIR
Comments are provided at https://drive.google.com/file/d/1VgjbCAy0C5IpcX2s81f5y-Xo3ogjo5Nl/view?usp=sharing

If any problem arises and these comments are not entered into the record, contact [redacted]
---------- Forwarded message ---------
From: **Met Right** [redacted]
Date: Mon, Mar 27, 2023 at 12:16 PM
Subject: Metro Board Comments and DEIR Comments
To: Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>, <greenlineextension@metro.net>

The attached comments to both the Metro Board of Directors and the DEIR record at the link below are submitted at the request of

RALoeffler, [redacted]

to be entered into the official record of the CEQA EIR proceeding. The comments represent substantial evidence of the defective DEIR and the un-evaluated damages to public health and future generations of additional rail lines and 24/7/365 rail service in the existing freight right-of-way. Thank you.

My comments are provided at https://drive.google.com/file/d/1VgjbCAy0C5IpcX2s81f5y-Xo3ogjo5Nl/view?usp=sharing

If any problem arises and these comments are not entered into the record, contact [redacted]

METRO GREEN LINE DRAFT EIR COMMENTS

1. The Metro Draft EIR is defective and fails to consider reasonably expected health and property value damages based on substantial evidence discussed below. 95-1

2. Project alternatives that use the existing freight right-of-way violate RBMC 10-2.2502 (Planning Design Review). 95-2

3. Project alternatives that use the existing freight right-of-way violate RBMC 4-24.301 (Noise). 95-3

4. Project alternatives that use the existing freight right-of-way create a variety of health damages. 95-4

5. Project alternatives that use the existing freight right-of-way damage child development. 95-5

1. The Metro Draft EIR is defective and fails to consider reasonably expected health and property value damages based on substantial evidence discussed below 95-6

The following NIH articles provide ***substantial evidence*** that Metro's planned Green Line extension through residential property by adding additional rail lines to the existing freight right of way will have ***significant and non-mitigable negative impacts on health and property values***. 95-7

Further, the rail noise was shown to have larger impacts than road traffic, thereby demonstrating that alternatives, even if they lead to increased road traffic, as less damaging than Metro CEQA Alternatives that require use of the right-of-way Based on the supplied ***substantial evidence***, it is a ***fair argument*** that these findings demonstrate Metro's actions will lead to resident stress, which based on Beach Cities Health District's millions of dollars in Blue Zones expenditures will lead to disease, early death, and lifetimes of developmental damages to children. This is a damage that Metro has refused to include in the DEIR and is also a ***significant and non-mitigable negative health impact.*** 95-8

If Metro moves forward, reasonable inference from the supplied evidence demonstrates that Redondo Beach and Lawndale residents will be irreparably damaged.

It is unknown why BCHD, a public agency co-owned by Redondo Beach has refused to leverage its million$ of dollars of Blue Zones expenditures to develop DEIR comments to protect the health of District residents. The likely causes are BCHD's receipt of $2M in grants from Metro or the likely damages of BCHD's plan to build an 800,000 sqft, up to 133-feet concrete compound amid residential homes. 95-9

Notwithstanding BCHD's lack of resident protections, Blue Zones (bluezones.com) citations have been provided and are ***substantial evidence*** of significant health damages from the impacts extracted from peer-review medical studies as published by the US NIH, also providing ***substantial evidence***. 95-10

Reasonable inferences are drawn from ***the substantial evidence*** to build fair arguments ***of the significant and non-mitigable negative impacts of the Preferred Alternative and any Alternatives using the existing freight right-of-way***. 95-11

2. GREEN LINE ALTERNATIVE ALONG THE RIGHT-OF-WAY VIOLATES RBMC 10-2.2502

There is ***substantial evidence*** that the proposed Green Line preferred option in the existing freight right of-way, coupled with planned 24/7/365 intermittent operation violates Redondo Beach Municipal Code (RBMC) 10-2.2502 Planning Commission Design Review (PCDR). The RBMC PCDR states that its purposes include: "protect property values" and "ensure compatibility" with the existing neighborhoods. Clearly, 24/7/365 rail operations are not consistent with the existing residential neighborhoods. Peer-reviewed research has found that rail damages surrounding property values, thereby failing compliance with RBMC. 95-12

Peer-reviewed research demonstrates that train noise can also damage property values. This should come as no surprise and can also be seen from property value analysis. 95-13

Vehicular Noise Pollution: Its Environmental Implications and Strategic Control
DOI: 10.5772/intechopen.85707
"All types of noise altogether affect the same irrespective of the sources and cause headache to the high blood pressure and other heart diseases. Some noise types like aircraft and train noise also have negative effects on property prices."

3. GREEN LINE ALTERNATIVE ALONG THE FREIGHT RIGHT-OF-WAY VIOLATES RBMC 4-24.301

There is **substantial evidence** that the proposed Green Line preferred option in the existing freight right of-way, coupled with planned 24/7/365 operation violates Redondo Beach Municipal Code for noise generation. The noise receiving zoning from the proposed alternative in Redondo Beach would be predominantly residential, with a maximum, not to exceed nighttime noise limit of 65dBA and daytime limit of 70dBA (presumed ambient level plus 20 dBA. 95-14

RBMC 4-24.301 Maximum permissible sound levels by land use categories
"No person shall operate, or cause to be operated, any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise 95-15

controlled by such person which causes the noise level when measured on any other property to exceed: …the noise standard of the receiving land use district plus twenty (20) dB for any period of time. 95-15

4. GREEN LINE ALTERNATIVE ALONG THE FREIGHT RIGHT-OF-WAY DAMAGES HEALTH

There is ***substantial evidence*** that the proposed Green Line preferred option in the existing freight right of-way, coupled with planned 24/7/365 intermittent operation will increase the risk of death and illness of nearby residents from chronic stress according to the Beach Cities Health District's multimillion dollar Blue Zones project research, findings, and other peer-reviewed studies and publications. 95-16

Lessons from the Blue Zones

https://www.ncbi.nlm.nih.gov/books/NBK298903/

"… widen its main street and raise the speed limit, which, Buettner [Blue Zones CEO] said, creates stress, danger, noise pollution, and air pollution." Obviously 24/7/365 train activity exceeds a widened main street's negative health impacts as stated by Blue Zones.

How Stress Makes Us Sick

https://www.bluezones.com/2019/05/how-stress-makes-us-sick-and-affects-immunity-inflammation digestion/

"…this stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks in offspring."

Stress is Often Referred to as the "Silent Killer"

https://www.bluezones.com/2012/03/maximize-health-and-longevity-using-these-stress-management strategies/ 95-17

"… causes many harmful, often overlooked effects … pain and strain … sleep habits … physical suffering … headache, upset stomach, or back pain … stress can reduce the ability of your immune system"

Even the Metro Threat to Build in the Freight R-O-W Shortens Lives of Residents

https://www.bluezones.com/2020/10/fighting-chronic-stress-from-current-events-you-are-not-alone/ "Although people often underestimate the influence of the mind on the body, a growing catalog of research shows that high levels of stress over an extended time can drastically alter physical function and affect nearly every organ system."

Metro Will Destroy the Blue Zones Solution of Home Sanctuary for Generations

https://www.bluezones.com/2012/05/create-a-sanctuary-in-your-home/.

Blue Zones recommends creating a quiet calm home sanctuary which cannot be accomplished with 24/7/365 noise every 7-12 minutes that creates stress and violates RBMC. 95-18

How living near a railroad can harm your health: From chronic stress to an increased risk of cancer, scientists say that constant exposure to trains takes a toll on the human body
https://www.nationalgeographic.com/science/article/health-risks-living-near-railroads-east-palestine trains
National Geographic discusses how rail creates noise and increased risks that create chronic stress and health damages. 95-19

Effects of Exposure to Road, Railway, Airport and Recreational Noise on Blood Pressure and Hypertension
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8431620/
Transportation noise can induce annoyance, sleep disturbance with awakening, cognitive impairment, physiological stress reactions, endocrine imbalance and cardiovascular disorders 95-20

The Effect of Aircraft, Road, and Railway Traffic Noise on Stroke – Results of a Case–Control Study Based on Secondary Data
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6122263/
For railway noise, there was a positive linear exposure–risk relation: Per 10 dB the stroke risk increased by 1.8% for railway traffic noise. The maximum risk increase of 18% for railway traffic noise was found in the exposure category ≥65 to <70 dB. NOTE 65-70 dB is modest for rail, along with accompanying vibration. 95-21

Transportation Noise and Risk
https://ehp.niehs.nih.gov/doi/10.1289/EHP11248
Transportation noise exposure is believed to be detrimental to human health through stress reactions with activation of the hypothalamic–pituitary–adrenal axis, followed by increased levels of stress hormones. In addition, nighttime noise exposure can impact sleep quality and duration, which are crucial for physiological and mental restoration. 95-22

A study of self-reported health problems of the people living near railway:
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7114011/
Noise ... can cause both auditory and nonauditory health effects. Nonauditory effects of noise can cause tinnitus, headache, auricular plenitude, dizziness, and gastric, visual, sleep, and mood disorders, endocrine imbalance, and cardiovascular disorders. 95-23

5.GREEN LINE ALTERNATIVE ALONG THE FREIGHT RIGHT-OF-WAY DAMAGES CHILD DEVELOPMENT

There is ***substantial evidence*** that the proposed Green Line preferred option in the existing freight right of-way, coupled with planned 24/7/365 intermittent operation will damage the development of residents' children from chronic stress according to the Beach Cities Health District's multimillion dollar Blue Zones projects research and findings. 95-24

How Stress Makes Us Sick

https://www.bluezones.com/2019/05/how-stress-makes-us-sick-and-affects-immunity-inflammation digestion/

"…this stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks…"

CONCLUSION

These comments provide ***substantial evidence*** that can be used to draw ***reasonable assumptions*** and inferences that produce ***fair arguments*** that the Metro DEIR is defective. To comply with CEQA, the EIR must be reanalyzed using this substantial evidence and the significant and un-mitigable negative impacts and non-compliance to RBMC must be considered. 95-25

Since Metro cannot mitigate the impact of several multigeneration damages nor can it comply with RBMC, the routes that involve expansion of the current right-of-way are permanently flawed and must be abandoned. 95-26

Cc: Lawndale, Redondo Beach, and Torrance Councils and Planning Commissions as a Public Comment

Submission 96

From: Andrew Wang
To: GreenlineExtension
Subject: Re: Green (C) Line Extension Project
Date: Thursday, January 26, 2023 4:23:35 PM

Greetings,

I'll do my best.

96-1

Respectfully,

Andrew Wang

Please consider the environment before printing this email

On Thursday, January 26, 2023 at 01:29:18 PM PST, GreenlineExtension <greenlineextension@metro.net> wrote:

You are welcome to attend any or all of the meetings. The open house and presentation materials will be the same.

C Line Extension Team

From: Andrew Wang [redacted]
Sent: Thursday, January 26, 2023 1:13 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Re: Green (C) Line Extension Project

Greetings,

Of these public meetings, if I want, can I come to more than just one?

Respectfully,

Andrew Wang

Please consider the environment before printing this email

On Thursday, January 26, 2023 at 01:07:40 PM PST, GreenlineExtension <greenlineextension@metro.net> wrote:

They are up on the project website now. metro.net/clineext

Mark Dierking
Community Relations Manager – Gateway/South Bay
Local Government & External Affairs
213-922-2426
Our mission is to provide world-class transportation for all.

-----Original Message-----
From: Andrew Wang [redacted]
Sent: Tuesday, January 24, 2023 1:35 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Re: Green (C) Line Extension Project

Greetings,

Do you have the dates of the meetings?

Respectfully,

Andrew Wang

Please consider the environment before printing this email

On Tuesday, January 24, 2023 at 09:43:39 AM PST, GreenlineExtension <greenlineextension@metro.net> wrote:

We have some meetings coming up in February out in the South Bay as well as an online meeting. The Draft Environmental project is going to be released this Thursday. Check back to the website on that day for more information.

Mark Dierking
Community Relations Manager – Gateway/South Bay Local Government & External Affairs Our mission is to provide world-class transportation for all.

-----Original Message-----
From: Andrew Wang [redacted]
Sent: Tuesday, January 24, 2023 3:39 AM

Submission 96

To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Green (C) Line Extension Project

Greetings,

I'd like to learn more regarding the Green (C) Line Extension Project.

How could I learn more?

Are there any upcoming meetings and such that is about the project that I may potentially attend?

Respectfully,

Andrew Wang

Please consider the environment before printing this email

Submission 96

From: Yumiko Omatsu [redacted]
Sent: Monday, March 27, 2023 5:13 PM
To: GreenlineExtension
Subject: Fwd:
Attachments: IMG_0668.jpg

This is a view from my patio.
Yumiko Omatsu

96-1

---------- Forwarded message ---------
From: **Yumiko Omatsu** [redacted]
Date: 2023年3月27日(月) 16:45
Subject:
To: Yumiko Omatsu [redacted]

Sent from my iPhone

Submission 96

Submission 97

From: Ashlyn Neff
To: GreenlineExtension
Subject: Re: Green Line Extension to Torrance Concerns
Date: Wednesday, February 1, 2023 3:54:22 PM

Hi,

I have reviewed the proposed routes and design options for the Metro Green Line extension from the Marine station in Redondo Beach to Torrance. As a Redondo Beach resident I have serious concerns about both the Metro Row Trench & Metro Elevated/ Street Level route that would run just East of Inglewood Blvd and would say that the Elevated Hawthorne Blvd route is the only option that's feasible since it does not go right through housing and near kids' schools. 97-1

My concerns for the route just east of Inglewood are: 97-2
- The routes' proximity to both Washington Elementary School and Adams Middle School. There will be noise, pollution and safety impacts to those kids.
- The more northern part of that route goes right through high density residential housing. Again, there will be noise, pollution and safety impacts to those neighborhoods.

While it may be more costly to build the Elevated Hawthorne Blvd route it's definitely less impactful to traffic and families in the area. Additionally, the South Bay Galleria could really use that traffic boost by having a stop there. 97-3

Thanks for your consideration,
Ashlyn Neff

Submission 98

From: Mark Nelson (Home Gmail) <[redacted]
Sent: Monday, March 27, 2023 7:17 PM
To: GreenlineExtension; Holly J. Mitchell
Subject: Metro DEIR Comments - Aesthetics
Attachments: DEIR Stakeholder Response - Aesthetics copy.pdf

I adopt the attached comments as my own put them into the record of the DEIR.

Metro's planned construction will in fact forever create an industrial setting along the existing right of way. The change of view, the expanded multi-track, the deep trench, and 24/7/365 trains all lead to an industrial look and feel, inconsistent with the existing neighborhood, the design standards, and the overall aesthetics. As such, the attached issues must be incorporated into the defective DEIR. 98-1

Submission 98

From: ni n.net,
To: greenlineextension@metro.net,
Cc: anajarian@glendaleca.gov, fdutra@cityofwhittier.org, firstdistrict@bos.lacounty.gov, HollyJMitchell@bos.lacounty.gov, [redacted] mayor.helpdesk@lacity.org, FourthDistrict@bos.lacounty.gov, [redacted] councilmember.yaroslavsky@lacity.org, Kathryn@bos.lacounty.gov, jbutts@cityofinglewood.org, paul.krekorian@lacity.org, ThirdDistrict@bos.lacounty.gov [redacted]

Subject: DEIR Stakeholder Response - Aesthetics
Date: Mon, Mar 27, 2023 5:20 pm

Dear Metro and Metro Board of Directors,

I am a Redondo Beach homeowner sharing my back property line with the ROW adjacent to El Nido Park on Firmona Ave. just south of 182nd St. This is my final response the the C-Line (Green) Draft Environmental Impact Report.

I have been saying all along that building a project of this caliber, an ill-designed commuter railway in a bad location, where we have a little bit of organic landscape to enjoy and the reason we bought our homes here would forever change the landscape of my home and my community. This organic, natural environment plays an important role in defining the visual setting, even for an urban community. In cases like ours, regionally recognized natural features contribute to an urban community's aesthetic character and visual quality. In SBCCOG-2002 South Bay Rail Studies, BNSF and South Bay Cities Council of Governments concluded a linear parkway could easily be introduced in the ROW. This was after rerouting the more frequent freight to the Alameda corridor and the ROW was falling under the category of "lightly used or abandoned corridors", therefore the public was anticipating this change and that was the basis for buying our home here rather than further west. 98-2

The DEIR only acknowledges aesthetics above the ground, but not the ground itself. On the ROW in the vicinity of 182nd St. it is necessary to trench to allow ambulance and emergency response free uninhibited access which could be a matter of life or death. I have been told numerous times that behind my house the new light rails would be hidden behind the freight berm or trenched, therefor out of my view. I do leave my house frequently and 182nd St is my daily path to food and other necessities. It is the route I take to visit family. It is where aviary wildlife live their lives and we enjoy watching them.

Currently I enjoy the aesthetics of the natural ground along this daily path on 182nd St. I enjoy the view of the park unhindered by the blight of the mechanical chasm a trench would bring. No matter how hard I could try to keep my focus up high above the ground, the chasm would always be in my view as I go about my daily life. The oversimplified concession of "you won't see it, it'll be hidden behind the berm" or "down in the trench so you won't see it" is dismissive and disingenuous. Metro can do better. Of course I will see it. 98-3

The only improvement to this narrow swath of land would be to add native grass. It would be aesthetically more pleasing and keep the area much cleaner. Currently the ROW is unkempt and adding more rail will not improve it all, it would just make matters much worse.

The DEIR is totally dismissive of the impacts of construction aesthetics, either writing it off as temporary, when 5 - 7 years of that kind of industrial intrusion would be something intolerable for a long enough time to have concerning mental health impacts. I also see claims of a low profile footprints deemed as insignificant or low impact. This is not possible, there would be big brown clouds of dirt, a constant barrage of industrial equipment and vehicles, plus the workers who on top of the berm would have full view into my home. 98-4

Submission 98

Please understand there is no way to "mitigate" any of this. We should not have to work so hard at begging to be left alone. I am at an age when I need to be living in comfort for the rest of my life. This process has not been that and it has been going on for years. What an intrusion this has been. 98-5

Please recommend Hawthorne Blvd. elevated or any other option besides the ROW to preserve the quality of life of the many actual people like myself. 98-6

Thank you to the Board of Directors for your consideration.

Niki Negrete-Mitchell

[redacted]

Submission 99

From: Akemi Pradhan <[redacted]
Sent: Monday, March 27, 2023 10:38 PM
To: GreenlineExtension
Subject: Green line extension
Attachments: IMG-3765.jpg; 5895D168-A857-46E8-81CF-68B5BB1C2740.JPG; 9B7263E8-A9C9-4B28-81A1-123EBABFE045.JPG; 934D7A88-5F6E-4809-BF83-565174101E88.JPG; IMG-0945.JPG

To Metro and Metro Board Members,

We live in the corner of 182nd st and Firmona Ave where is located next to train truck.

We're multi cultural (diverse) family and we do ceremonies throughout year such as Dewali, Tihar, dog Tihar, etc. We often do these ceremonies in our backyard with lots of kids and relatives. We love our peaceful backyard and we have one of the Hindu god there next to flowerbeds. We have different types of birds like blue jays & parakeets come to our houses. Trains now just come twice a day and it doesn't bother much even though it vibrates and shakes our house a lot when it comes as goes. However, I don't think we can bear the noises and vibration every 5-10 mins from trains and you plan to move this freight train truck closer to our house if Metro has decided to take Greenline through ROW. Kids cannot play outside and we can't even have a cup of tea or coffee in peace. How can my kids sleep through night without the noises and vibration? What if the pipeline explode? We really hope you respect our cultural belief, religion, & to many families impacted by your decisions. Therefore, please choose to put greenline to Hawthorne elevated option where all the businesses. 99-1

Thank you,

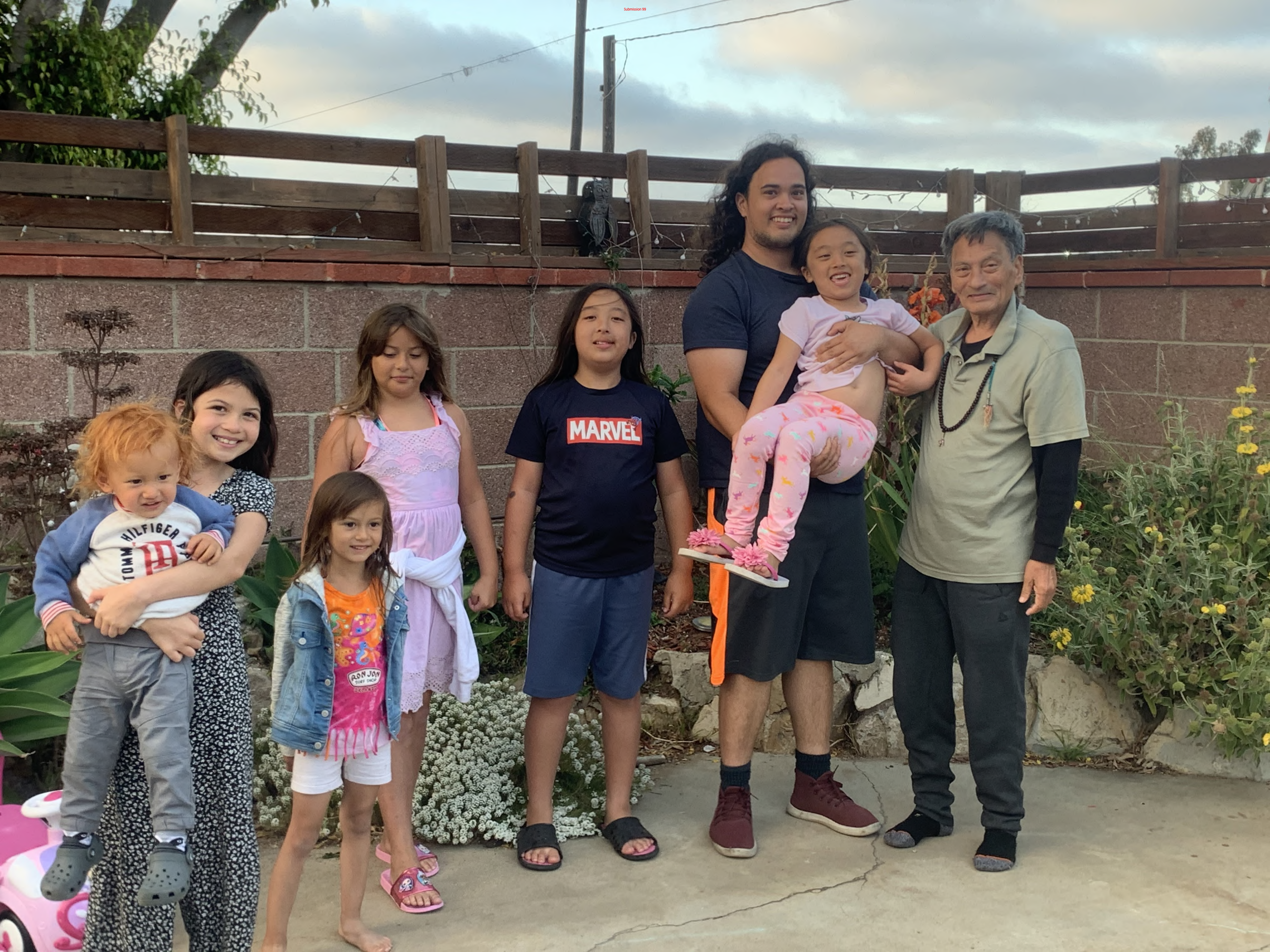
Akemi Pradhan
[redacted]

Submission 99

Submission 99

Submission 99

Submission 99



From: GreenlineExtension
To: Holly Osborne
Subject: Re: Still Another question on C line

Thank you for your email. Unfortunately, no we don't have word or editable copies of the Envrionmental Impact Report. If you have specific questions we would be happy to help.

Mark Dierking

From: Holly Osborne [redacted]
Sent: Friday, January 27, 2023 10:03 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Re: Still Another question on C line

Dear team:

Is it possible to get copies of the chapters that can actually be edited? (This would be done on my computer)
Can you convert it back to word, and mail them to me? I asked that at the SBCCOG meeting last night, and they said to ask Mark Dierking. I believe this was before Mark joined the meeting.

Thank you
Holly Osborne
PS I have a computer at home; I do not have multiple screens and all that fancy stuff.

On Thursday, January 26, 2023 at 01:17:04 PM PST, GreenlineExtension <greenlineextension@metro.net> wrote:

Ms. Osborne:

Thank you for your email. To answer your question, It is approximately 1000 feet. Not a hard and fast number (more detailed ventilation studies are needed as you approach that distance), but a good rule of thumb. As you are probably aware, the Draft Environmental Report has been released and is posted on the Metro site at metro.net/clineext

We look forward to seeing you at our future public meetings

C Line to Torrance Extension Team

From: Holly Osborne [redacted]
Sent: Wednesday, January 18, 2023 10:41 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Another question on C line

Dear Metro:

At one of the walks in the South Bay, your chief engineer Mr. Tyler Bonstead, mentioned the longest length that a "cut and cover" trench could be WITHOUT EXTRA VENTILATION, or extra considerations that a "real tunnel" would have to

100-1

100-1

have. I believe he said 1000 ft, but he might have said 1000 yards. Could you please confirm which it was? (I cannot find it in my notes.)

Thank you very much.

Holly Osborne

Submission 101

From: Holly Osborne
To: GreenlineExtension
Subject: Re: Still Another question on C line
Date: Friday, January 27, 2023 10:03:53 AM

Dear team:

Is it possible to get copies of the chapters that can actually be edited? (This would be done on my computer)
Can you convert it back to word, and mail them to me? I asked that at the SBCCOG meeting last night, and they said to ask Mark Dierking. I believe this was before Mark joined the meeting.

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Holly Osborne
PS I have a computer at home; I do not have multiple screens and all that fancy stuff.

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101-1

Thank you very much.

Holly Osborne

Submission 102

From: Kylee Kirby-smith
To: greenlineextension@metro.net
Subject: STOP THE ROW TRAIN
Date: Sunday, January 29, 2023 3:52:40 PM

Keep the green line out of lawndale!

102-1

Submission 103

From: Marvin E. Badawi
To: GreenlineExtension
Subject: Stop the ROW Train
Date: Saturday, February 4, 2023 8:32:03 AM

Please strongly consider running the light rail train down Hawthorne Bl. Being a resident adjacent to the current freight track in Lawndale, it is already disturbing enough as it is. Having a light rail train run by the house frequently will be a disaster. Whether it is at grade or below grade, it will still be a major inconvenience and will make it extremely difficult to sell my home in the future.

103-1

Thank You for your consideration.

Marvin E. Badawi

Submission 104

From: Joanna Velazco [redacted]>
Sent: Monday, March 27, 2023 5:36 PM
To: GreenlineExtension
Subject: Green Line Metro
Attachments: 20230226_065338.jpg; 20221105_065658.jpg

Good afternoon Metro/Board of Directors,

I'm writing to you today to request that the extension project continue on Hawthorne Blvd. The neighborhood surrounding the ROW would be negatively affected if Metro decides to go that route because it would divide the community. The community from the side of Inglewood Blvd/Condon Ave includes members living in Lawndale as well as Redondo Beach. Members from that side would be deterred from using the path due to continuous Metro line crossings, noise, and loss of the scenic vista. There is also higher risk of injury due to the continuous Metro crossings that would cause families to avoid the area.
I've included a couple of pictures of the current vista where the community walks, sits, and plays along the pasture. If you have the chance to enjoy the view you'll see hawks, mourning doves, bushtits, sparrows, and squirrels to name a few of the animals that call the ROW their home. Please consider this when making your decision.

104-1
104-2
104-3

Thank you for your time.

Submission 104

ROUGH
ROAD

Submission 105

From: Eugene Balfour
To: GreenlineExtension
Subject: Metro C Line Extension: Hawthorne Blvd Option
Date: Monday, January 30, 2023 10:06:50 PM

To whom this may concern, I believe the Hawthorne Blvd option will provide more benefit to the LA region than the other two options. Hawthorne Blvd used to carry Pacific Electric streetcar lines in it's huge median, and as such, it is the center of commerical activity in the neighborhoods it passes through. The South Bay Galleria, as well as commerical establishments that people visit while running errands, will be huge trip generators. 105-1

Having a majority elevated alignment allows for speeds of 55 mph+, and less service disruptions causes by intersection mishaps. So I agree that the Hawthorne alignement is the best possible choice. 105-2

Thank you,
Eugene Balfour
[redacted]

Submission 106

From: Tara B <[redacted]>
Sent: Thursday, March 16, 2023 6:22 PM
To: GreenlineExtension
Subject: Re: Submitting Public Comment

Hello. I asked a specific question in my email, which you did not answer, but merely sent me a copy script response (which I've already received in the past). I asked the below specific question, could you please respond to it? Thank you.

I have a specific question: Is this metro project something that has already been officially approved by some entity, or will South Bay residents have a chance to vote on this? If you could please respond back to confirm, it would be appreciated. 106-1

On Mon, Mar 13, 2023 at 9:15 AM GreenlineExtension <GreenlineExtension@metro.net> wrote:

> Hello,
>
> Thank you for your email and interest in Metro's C Line (Green) Extension to Torrance project. We have recorded your comment and added your contact information to our project email list.
>
> Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.
>
> The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.
>
> To access the Draft EIR and other project information, please reference the direct links below.
>
> - Draft EIR (Full Document)
> - Draft EIR (By Chapter)
> - Draft EIR Appendices (By Appendix)
> - Other Project Information Reports
>
> We will add you to our project database to receive updates on the project and additional information on ways to stay involved.
>
> Thank you again for your interest in the project.

C Line (Green) Extension to Torrance Project Team

Greenlineextension@metro.net

Metro One Gateway Plaza

Mail Stop: 99-13-1

Los Angeles, CA 90012

213.922.4004

From: Tara B <[redacted]
Sent: Thursday, March 9, 2023 7:07 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Submitting Public Comment

Good morning. Thank you for allowing us to attend your public hearings and also submit comments.

I have a specific question: Is this metro project something that has already been officially approved by some entity, or will South Bay residents have a chance to vote on this? If you could please respond back to confirm, it would be appreciated. 106-2

Given this, I do want to submit the following as an official comment to be included in your review:

"I and the neighbors on my block in Redondo Beach are vehemently opposed to this entire project. We do not want any of your metro options, we do not want a metro. The results of your EIR do not totally reflect reality. Any metro will cause noise and aesthetic disturbances, and will increase crime in our neighborhood by making it easier for people to get into and flee from the neighborhood after committing crime. Finally, but maybe more importantly, these millions of dollars can be much better spent by improving existing issues, repairs and the homeless problem in our neighborhood. Let's focus on making improvements that are actual improvements to our community, and not focus on a bureaucratic, political project that very few residents actually want." 106-3

Thank you. I look forward to your response to my question above. Have a nice weekend.

Tara

Submission 107

From: Tara B <[redacted]
Sent: Thursday, March 16, 2023 6:22 PM
To: GreenlineExtension
Subject: Re: Submitting Public Comment

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C Line (Green) Extension to Torrance Project Team

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"I and the neighbors on my block in Redondo Beach are vehemently opposed to this entire project. We do not want any of your metro options, we do not want a metro. The results of your EIR do not totally reflect reality. Any metro will cause noise and aesthetic disturbances, and will increase crime in our neighborhood by making it easier for people to get into and flee from the neighborhood after committing crime. Finally, but maybe more importantly, these millions of dollars can be much better spent by improving existing issues, repairs and the homeless problem in our neighborhood. Let's focus on making improvements that are actual improvements to our community, and not focus on a bureaucratic, political project that very few residents actually want." 107-3

Thank you. I look forward to your response to my question above. Have a nice weekend.

Tara

Submission 108

From: Aaron McCain [redacted]
Sent: Monday, March 13, 2023 11:26 PM
To: GreenlineExtension
Subject: C line Alternative Comments

Hello,

Below are my thoughts on the alternatives put forth for the C line extension to Torrance.

I believe both options for using the Metro right-of-way are the best options. They connect to the Redondo Beach Transit center, which will allow easy access to the surrounding areas via connecting bus. The existing right-of-way is also away from the busiest streets in the area, keeping transit riders safer and providing a better transit experience. The South Bay Galleria is easily within walking distance from the station in these alternatives, so it would serve riders well. As for whether the elevated or trench option is best, I see both as viable alternatives since they allow existing roads to remain open. The trench may be better to keep noise down for the houses nearby. 108-1

The Hawthorne Blvd option puts the station very close to an extremely busy car intersection. This makes for a louder and less pleasant rider experience, not to mention more dangerous. This alternative also contains much more elevated track, which would increase cost for no real rider benefit. For these reasons I would choose one of the Metro ROW options. 108-2

I believe the possibility of adding a walking/biking path to the Metro ROW is a significant beneficial addition to this project. Green community spaces are very important for residents to have for recreation, pedestrian safety, and active transportation. Since many people already use this space to walk, that pedestrian space should be protected and enhanced for the community. 108-3

Thank you for your consideration of my comments.

Aaron from Long Beach

From: [redacted]
Sent: 3/11/2023, 6:00 PM
To: servicechanges@metro.net
Subject: Approve C-3 Option

109-1

Please extend the Green Line from Norwalk to Expo/Crenshaw.

Also, when is the Regional Connector going to be open? In 2052? (It was 29 years that the previous MTA gutted the last Red Car, only to reopen it as the Blue Line in 1990.)

I would like to see the Blue Line run from Downtown Long Beach to Citrus College, and the Expo Line run from Atlantic Pomona to Downtown Santa Monica. Please let it happen. I wanna take the Blue Line from Long Beach to Montclair someday.

Hank Ramey

Submission 110

Silvia Jacobs

From: noreply@salesforce.com on behalf of Ramos, Dolores <[redacted]
Sent: Monday, March 13, 2023 1:00 PM
To: GreenlineExtension
Subject: CLET Project comment

---------- Original Message ----------
From: Alexandros Martinez [redacted]
Sent: 3/7/2023, 2:51 PM
To: servicechanges@metro.net
Subject: C & K Line Inquiry

Hi,

I have two inquiries about my voice on the C and K Line.

1. I actually like the third option that was shown in which one track goes straight to Norwalk from Redondo Beach, while the other goes towards LAX. 110-1

2. In terms of extending the C Line to Torrance, I prefer the ROW option. In that way, it is near the Redondo Beach Transit Center and passengers can exit the potential stop and catch any bus at the RBTC. Having it built along Hawthorne builds it away from the transit center. 110-2

Alexandros Martinez
Redondo Beach, CA

From: Janette Kurth <[redacted]>
Sent: Monday, March 13, 2023 9:33 PM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; FourthDistrict@bos.lacounty.gov; GreenlineExtension; Dierking, Mark; Niki MITCHELL; Holly Osborne; Candace Nafissi; Tom Kurth
Subject: GUESS WHAT - All of Redondo Beach on the WEST side of the ROW were OVERLOOKED!

The DEIR has a table to show their ambient noise measurements. Listed Below GUESS WHAT - All of Redondo Beach on the WEST side of the ROW were OVERLOOKED! Metro did not take sound measurements for ANY of our streets from Ruxton, to Firmona Avenue, to Fisk Lane and Fisk Court and along Fisk Lane to Spreckles Court.
WE ARE THE CLOSEST IN PROXIMITY to the tracks of anywhere!
METRO DID NOT INCLUDE US IN THE STUDY! We are STILL "the most overlooked and highly impacted" along the ROW

Metro is unbelievable. YOU SHOULD BE ASHAMED OF YOURSELVES. YOU ARE SO TRANSPARENT. ***The homes that are the closest are being exempted from the report because they are off the scale. The noise of an approaching train can be heard from blocks away, Not to mention the HORN BLASTS as they cross 182nd.*** The vibration causes cracks in our ceilings and foundations. And that is from two trains passing daily.

Metro hasn't even studied or engineered the ROW from 182nd to 190th street. The elevated area of the existing track near Fisk Court is to be moved ***8 to 10 feet closer to our property line*** and will have *no supporting wall to stabilize the rebuilt track 25 feet above us.* That has now been confirmed by your **Technical Team Leader: *Tyler Bonstead*** months ago ***and again***, most recently by your Design Engineers in the lobby at a meeting held on Wednesday evening at the Redondo Performing Arts Center on **Feb 22, 2023**.

Up to 32 of those Black Tankers carrying 31,000 gallons of toxic, volatile fuel passing only feet from our property line could derail and plummet down on top of our homes. OUR SAFETY SHOULD BE A MAJOR CONCERN.

111-1

111-2

Submission 111

Table 3.6-11. Noise Monitoring Locations and Measured Ambient Noise Levels

Noise Site	Monitoring Type	Location	Ambient Noise Level (dBA)	
			Hourly (L_{eq})	24-hour (L_{dn})
1	Long-Term	Hilton Garden Inn (2410 Marine Ave., Redondo Beach)	-	67.1
2	Short-Term	Iglesia Cristiana Lluvia de Gracia (464 Manhattan Beach Blvd., Lawndale)	71.2	-
3	Long-Term	Residence (4721 159th St., Lawndale)	-	65.0
4	Long-Term	Residence (4529 169th St., Lawndale)	-	62.2
5	Long-Term	Right-of-Way near Residence (4640 161st St., Lawndale)	-	70.0
6	Short-Term	Charles Hopper Park (4418 163rd St., Lawndale)	65.1	-
7	Short-Term	Residence (16320 Hawthorne Blvd., Lawndale)	73.4	-
8	Long-Term	Residence (4341 169th St., Lawndale)	-	60.0
9	Short-Term	Children First Child Development (4415 165th St., Lawndale)	69.5	-
10	Long-Term	Residence (4623 167th St., Lawndale)	-	55.1
11	Long-Term	Residence (4619 167th St., Lawndale)	-	63.2
12	Short-Term	Residence (16829 Firmona Ave., Lawndale)	53.3	-
13	Long-Term	Residence (4637 179nd St., Lawndale)	-	60.8
14	Long-Term	Residence (4415 172nd St., Lawndale)	-	61.1
15	Short-Term	Residence (4428 Redondo Beach Blvd., Lawndale)	73.8	-
16	Short-Term	Residence (4323 Artesia Blvd., Torrance)	74.8	-
17	Long-Term	Residences (2570 Artesia Blvd., Torrance)	-	57.1
18	Short-Term	Residence (1027 Condon Ave., Redondo Beach)	45.8	-
19	Long-Term	Residence (4343 178th St., Torrance)	-	58.4
20	Short-Term	El Nido Park (18801 Kingsdale Ave., Redondo Beach)	52.6	-
21	Short-Term	Residence (18322 Hawthorne Blvd., Torrance)	71.4	-
22	Long-Term	Residence (18921 Ashley Ave., Torrance)	-	56.6
23	Long-Term	Residence (2728 Ralston Ln., Redondo Beach)	-	55.8
24	Long-Term	Residence (4549 180th St., Redondo Beach)	-	61.3
25	Long-Term	South Bay Estates on Hawthorne Blvd. (18801 Hawthorne Blvd., Torrance)	-	75.1
26	Short-Term	Residences (4237 to 4345 190th St., Torrance)	74.9	
27	Long-Term	Residence (607 Pine Dr., Torrance)	-	69.6

Source: TAHA, 2022

Submission 112

From: Mark Nelson (Home Gmail) <[redacted]>
Sent: Monday, March 13, 2023 10:20 PM
To: Communications; Ben.Allen@sen.ca.gov; Holly J. Mitchell; info; Garth Meyer; Tyler Evains; Eleanor Manzano; Al.Muratsuchi@asm.ca.gov; GreenlineExtension
Subject: Public Comment Green Line Damages to Residents: Reinforcing Health Damages and Blue Zones Chronic Stress "Silent Killer"

Metro DEIR Comment on Greenline Surface Right-of-Way Preferred Project
Metro Inspector General Comment on BCHD's Bike Path Reimbursement

BCHD has failed to weigh in to support the District residents who will be harmed by Metro noise and vibration, despite the fact that BCHD is now fully aware of damages from peer reviewed studies and the Blue Zones that BCHD has spent millions of dollars supporting has significant research on the damages of noise and chronic stress. BCHD is ignoring its fundamental responsibility by failing to weigh in Metro.

112-1

It is possible that through its negligence, BCHD has spent significant Metro Measure M funds with worthless planning for a bike path in Torrance along Flagler St and in Flagler Alley. As such, BCHD may well have no professional status at Metro from BCHD's error of failing to get Torrance approval prior to significant expenditures.

The following is yet another demonstration of the damages caused by Metro's proposed project:

https://doi.org/10.1007/s00395-019-0753-y
Acute exposure to nocturnal train noise induces endothelial dysfunction and pro-thromboinflammatory changes of the plasma proteome in healthy subjects
This study demonstrates the damages of night time noise on surrounding residents from trains. The 24/7/365 Metro will cause such damages if it runs on the surface of the existing right of way, and perhaps in a trench as well. Furthermore, Blue Zones findings on noise and sleep both indicate this is a health hazard. From the study conclusions "In the present study, we showed for the first time in a field study that nighttime railway noise is associated with a significant degree of endothelial dysfunction in healthy subjects. ... nights with exposure to railway noise, compatible with a noise-induced increase in oxidative stress within the vasculature. The observed proteomic changes in response to nighttime railway noise point toward a prooxidative, proinflammatory and pro-thrombotic phenotype, providing a molecular basis to explain the **increased cardiovascular risk observed in epidemiological noise studies**."

112-2

Submission 113

From: Angie Souza <[redacted]
Sent: Tuesday, March 14, 2023 3:16 PM
To: GreenlineExtension
Cc: HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; [redacted] JButts@cityofinglewood.org
Subject: C-Line (GREEN) DEIR Public Comments

Importance: High

Dear Metro,

Please add my comments below expressing my concerns with the DEIR

I am 86 and on a fixed income and have enjoyed my fourteen years at Breakwater Village. Putting the train on the ROW will put a great
Deal of stress on the Senior residents here. The noise will keep us indoors and we will have less contact with our neighbors. 113-1
Most important to me and my neighbors we worry that the value of our condominiums will diminish if you put the train on the ROW. 113-2

Thank you for your attention in this matter,

Angeline Souza

Submission 114

Jane Alfonso

02/26/2023

It's Jane Alfonso and my phone number is [redacted]. And I definitely favor the Hawthorne. 114-1

William Daniel Mack

02/26/2023

Hello, my name is William Daniel Mack. [redacted] I just want to comment on the green line. I utilize—I go to Hollywood once a week I utilize public transportation. I used to use the green line to the blue line to the red line to get into Hollywood, but I stopped taking that because of the danger of being on those lines. I've seen a guy pull out a 45 once, I've seen a guy do Kung Fu dancing and you know, getting off at the blue line station. At Rosa Parks, you know, I see gun—gun shops in the television sets. So there's an issue on safety and you know I was just on the green line yesterday and the smell of urine was on the train. So that's an issue with the green line and all the all the metro chains that I wanted to bring up. But the point was the green line extension. I think it's a really good idea. Primarily because in 2033, 2030, I think the price of gas is going to be astronomical. And I think we're going to be transitioning away from gas powered cars. So I think options for public transportation is going to be much more important in 10 years than it is now. So, and I take the 232 now with the Culver City Bus and I just wish the 232.

115-1

Rosario

03/14/2023

Good morning my name is Rosario [inaudible]. I am calling because I would like to know about this impact that is going to have to the residents of Lawndale, the extension of the C Line towards Torrance. You can call me at [redacted]. Thank you. 116-1

Cheryl Williamson

03/18/2023

Hello, my name is Cheryl Williamson. I'm a homeowner in the City of Inglewood. Last night about 2:30 a.m. I heard multiple blasting noises. I'm just calling to inquire whether there is some activity of that type going on with the upgrade or extensions in the green line, I guess it is. So can somebody call me back and let me know [redacted] and feel free to leave a message if I do not pick up. [redacted] Cheryl Williamson. Thank you. 117-1

Submission 118

From: Barrett Burt <[redacted]>
Sent: Tuesday, March 21, 2023 1:42 PM
To: GreenlineExtension; Sheridan, Georgia
Cc: Dan Delaney
Subject: Ganahl Lumber EIR Comment Letter
Attachments: Ganahl Metro EIR Comment Letter.pdf

Dear Green Line Extension and Georgia Sheridan
Attached is our Ganahl Lumber EIR comment letter. I am sending to the following email address greenlineextension@metro.net . Please advise if there is another address we should be using. We appreciate the great communication we have had so far in this process and we look forward to great communication in the future.

Sincerely,

Barrett Burt

Barrett Burt
General Manager
[redacted]

2600 Del Amo Blvd., Torrance, CA 90503
Ganahl Lumber - www.ganahllumber.com
"More Than Great Lumber"

Submission 118

GANAHL LUMBER
MORE THAN JUST GREAT LUMBER®

Georgia Sheridan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012
greenlineextension@metro.net

Sent via Electronic Mail

Comment on Draft Environmental Impact Report for Metro C Line (Green) Extension to Torrance Project

Dear Georgia:

Ganahl Lumber Company ("Ganahl") appreciates the opportunity to comment upon the Draft Environmental Impact Report ("DEIR") for the Metro C Line (Green) Extension to Torrance ("the Project"). CEQA requires that a DEIR identify a project's significant environmental effects, identify feasible mitigations measures and project alternatives that may reduce or avoid those impacts, and then determine whether those effects are unavoidable or can be reduced or avoided by adopting mitigation measures of project alternatives.

Ganahl sincerely appreciates the effort LACMTA has shown to meet with us and discuss our business and operational needs so far in this process. We are hopeful the dialog and efforts to reduce and avoid potential impacts will continue. Additionally, Ganahl recognizes the importance and benefits of the outcomes of the project while at the same time needs to ensure that we conduct business safely and productively during construction and beyond project completion. Ganahl selected, purchased, and developed the Torrance facility specifically because of the rail spur access and high volume of service which is central to our business performance.

Both during construction, as well as after project completion, a reduction or elimination of our ability to receive rail cars when and where required will have a significant impact on our operation. These impacts include, but are not limited to, loss of productivity, loss of sales, increased costs of inventory and increased cost and effort of inventory handling. These impacts also include greatly increased truck and vehicle traffic on and around the Ganahl facility. 118-1

Ganahl believes it is possible to design and build the Metro light rail project to maintain freight rail service to Ganahl throughout construction without compromising the project construction process. Furthermore, Ganahl believes it is possible to design and engineer the project to maintain the current Ganahl Lumber spur as is without compromising theprojec t outcomes and we look forward to working with LACMTA on the next stages of engineering and design to accomplish this goal. 118-2

GANAHL LUMBER
P.O. Box 31, Anaheim, CA 92815
1220 E. Ball Road, Anaheim, CA 92805
714.772.5444
GanahlLumber.com

In addition to the above, Ganahl requests that it be added to the mailing list for any and all notices related to the Project. This request specifically includes copies of any and all CEQA notices as well as any and all public meetings and/or hearings for the Project. Please send copies of any and all such notices to the following:

Ganahl Lumber Company
2600 Del Amo Blvd.
Torrance, CA 90503
Attn: Barrett Burt, General Manager
Email: [redacted]

Thank you again for the opportunity to comment on this matter. Throughout the development of this project, we encourage communication with Ganahl on any matters that arise. Please feel free to contact Barrett Burt at [redacted]

Sincerely,

Barrett Burt

Ganahl Lumber Company

Submission 119

From: William Oberholzer <[redacted]
Sent: Thursday, March 23, 2023 3:19 PM
To: GreenlineExtension
Subject: Fw: Scanned from Torrance Xerox multifunction device
Attachments: Scanned from Torrance Xerox multifunction device.pdf

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From: No Reply - Replied email is not monitored <NoReply_2nd@PreferredBank.Com>
Sent: Thursday, March 23, 2023 3:32 PM
To: William Oberholzer <[redacted]>
Subject: Scanned from Torrance Xerox multifunction device

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119-1

Submission 120

From: Yuki Escovar <[redacted]
Sent: Thursday, March 23, 2023 10:40 AM
To: Dierking, Mark <DierkingM@metro.net>
Subject: Metro Right-of-Way Support Letter

Good morning Mark,

Attached is a letter from TACC.

Thank you.

--
Yuki Escovar
Director, Member Relations
[redacted]

Torrance Area Chamber of Commerce
3480 Torrance Blvd., Suite 305
Torrance, CA 90503
(310) 540-5858
torrancechamber.com

Submission 120

TORRANCE
Area Chamber of Commerce

3480 Torrance Blvd., Suite 305, Torrance CA 90503 | (310) 540-5858 |www.TorranceChamber.com

March 21, 2023

Mark Dierking, Community Relations Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012 – 2952

Dear Mr. Dierking,

On behalf of the Torrance Area Chamber of Commerce, an organization made up of 752 businesses, we voice our support for the Light Rail on Metro Right-of-Way Elevated/At-Grade option. This option utilizes an existing rail right-a-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is lest impactful. 120-1

Representatives from Metro have attended three different Torrance Area Chamber of Commerce Government Affairs Policy meetings. Each of these meetings were well attended and each meeting had robust discussions. Torrance Chamber members, with businesses along Hawthorne Blvd., have expressed much concern with the Trench and the Hawthorne options.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of options selected now. The Torrance Area Chamber of Commerce supports the Light Rail on Metro Right-of-Way Elevated/ At-Grade option. This is the best alternative for Torrance businesses and residents. 120-2

Sincerely,

Donna Duperron
President & CEO

Submission 121

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager
1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

March 22, 2023

Ref. DOC 6817301

Ms. Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Sheridan:

DEIR Response to the C Line (Green) Extension to Torrance Project

The Los Angeles County Sanitation Districts (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on January 26, 2023. The proposed project is located within the jurisdictional boundaries of District No. 5. Previous comment submitted by the Districts to your agency in correspondence dated March 15, 2021, (copy enclosed) still apply to the subject project with the following updated information:

1. **Section 3.9-2.3 Project Features**, PF-HHM-5. Disposal of Groundwater, *page 3.9-12*: this project feature mentioned that "The County of Los Angeles Department of Public Works would be contacted prior to discharging groundwater into their sewer or stormwater systems." Local collector and/ or lateral sewer lines, such as those managed by the Los Angeles County Department of Public Works or the City Department of Public Works, are typically tributary to and discharge into the Districts' sewerage system. The Districts own, operate, and maintain the large trunk sewers that form the backbone of the regional wastewater conveyance system. Please note that the Districts policy restricts groundwater discharges into the Districts' sewerage systems. The Districts may accept groundwater discharges on a case-by-case basis, after all other alternatives have been determined to be unfeasible, and will require an Industrial Wastewater Discharge Permit. Project developers should contact the Districts' Industrial Waste Section at (562) 908-4288, extension 2900, to reach a determination on this matter. If this permit is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction. For additional Industrial Wastewater Discharge Permit information, please visit https://www.lacsd.org/services/wastewater-programs-permits/industrial-waste-pretreatment-program/industrial-wastewater-discharge-permits. For additional groundwater and stormwater discharges information, please visit https://www.lacsd.org/services/wastewater-programs-permits/industrial-waste-pretreatment-program/industrial-waste-policies/rainwater-stormwater-groundwater-and-other-water-discharges. 121-1

2. **Section 3.11-3.2 Wastewater**, *page 3.11-13*: the end of the page stated that "both stormwater runoff and sewage are collected and transported through underground municipal sewage systems and are then processed and treated through municipal wastewater treatment facilities." Please note that the Districts' policy also restricts stormwater discharge into the Districts' sewerage system. Stormwater should be directed to the storm drains. The Districts may accept stormwater discharges on a case-by-case basis, after all other alternatives have been determined to be unfeasible, and will require an Industrial Wastewater Discharge Permit. Please refer to the links provided in Comment #1, above, for information regarding Industrial Wastewater Discharge Permit and stormwater discharges. 121-2

3. **Section 3.9-4.2.1 Construction Impacts**, Buried Utilities subsections for the Proposed Project, Trench Option, and Hawthorne Option, *pages 3.9-36 to -39*: the subsections stated that "At this phase of design, Metro has obtained as-built drawings from these [dry and/ or wet] utility owners and developed preliminary plans for relocation or protect-in-place." As indicated in the correspondence dated March 15, 2021, the Districts' facilities (e.g., trunk sewers) are located directly under and/or cross directly beneath the proposed project alignments. To date, the Districts have not received as-built drawing request for the proposed project. To obtain copies of as-built drawings of the Districts' facilities within the project area, please contact the Districts' Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. When project plans that incorporate our facilities have been prepared, please submit copies to the Engineering Counter for our review and comment. 121-3

4. **Section 3.11-4.1.1 Construction Impacts**, Hawthorne Option, Wastewater Treatment Subsection, *page 3.11-23* and **Section 4.3-3.11.1 Construction**, *page 4-22*: these sections mentioned that the construction of the Hawthorne Option would likely relocate a sewer line. Please clarify the location and ownership of the impacted sewer lines. If any of the Districts' sewers within the project area may be relocated, please contact Ms. Rosann Paracuelles at (562) 908-4288, extension 1614, or rparacuelles@lacsd.org. 121-4

5. **Section 3.11-3.2 Wastewater**, Wastewater Treatment subsection, *page 3.11-16*; **Section 3.11-4.3.1 Construction Impacts**, *page 3.11-28*; and **Section 3.11-7.1 Proposed Project**, Wastewater subsection, *page 3.11-33*: these sections incorrectly stated the Joint Water Pollution Control Plant's (JWPCP) service (tributary) area. The JWPCP provides regional wastewater treatment for Los Angeles County, covering an extensive area that includes 73 cities and unincorporated county territory. For its tributary area, please visit https://www.app.lacsd.org/facilities/ and, under Wastewater Treatment, select Joint Water Pollution Control Plant. 121-5

6. **Section 3.11-4.3.1 Construction Impacts**, *page 3.11-28*: the first paragraph of this section incorrectly stated the Los Angeles County Sanitation Districts as the Los Angeles County Sewer Districts. 121-6

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

Enclosure

cc: A. Howard
R. Paracuelles
Engineering Counter

Submission 121

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager
1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

March 15, 2021

Ref. DOC 6044442

Ms. Dolores Royball Saltarelli
Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Royball Saltarelli:

NOP Response to Metro C Line (Green) Extension to Torrance Project

The Los Angeles County Sanitation Districts (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on January 25, 2021. The proposed project is located within the jurisdictional boundary of District No. 5. We offer the following comments regarding sewerage service:

- The proposed project may impact existing and/or proposed Districts' facilities (e.g. trunk sewers, recycled waterlines, etc.) over which it will be constructed. Districts' facilities are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of, the proposed project until project plans and specification that incorporate Districts' facilities are submitted for our review. To obtain copies of as-built drawings of the Districts' facilities within the project limits, please contact the Districts' Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. When project plans that incorporate our facilities have been prepared, please submit copies of the same to the Engineering Counter for our review and comment.

122-7

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at araza@lacsd.org.

Very truly yours,

Adriana Raza

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: A. Howard
R. Paracuelles
Engineering Counter

DOC 6101151.D05

Submission 122

From: Kevin Mitchell [redacted]
Sent: Thursday, March 23, 2023 11:48 AM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; ThirdDistrict@lacity.org; info@timsandoval.com
Subject: DEIR Hawthorne route mods
Attachments: C_Line_routing_032123.pdf

NOTICE TO AGENT IS NOTICE TO PRINCIPAL --- NOTICE TO PRINCIPAL IS NOTICE TO AGENT

re: DEIR (Draft Environmental Impact Report),C Line Extension to Torrance Transportation Center: **The Hawthorne Option route as detailed in the Real Estate Acquisition Report creates unnecessary hardships for business which accrue extra costs. This is fixable.**

The Hawthorne Option route initiates from the Marine Station and travels briefly down the ROW to then veer to the left crossing over a self-storage center, then a Chevron station to then cross Inglewood Ave. to take out an auto repair shop and a sign company to finally merge with the 405 to then squeeze down a narrow corridor abutting the 405 and many businesses.

This route can (and should) be avoided.

Simply follow the ROW route to Manhattan Beach Blvd. and then use the wide MBB for an eighth of mile to then merge with the 405 at that point. This keeps both costs and hardships on par with the ROW option.

122-1

At the south end of the Hawthorne Option before 190th, the route crosses over the North bound lanes and cuts through the newly opened Volvo dealership between their parking structure and showroom to then merge with the ROW. This creates an unnecessary hardship for the dealership. The route should simply continue on Hawthorne to then merge with the train overpasses at Hawthorne and 190th. If the ROW option was used, both these overpasses would need construction to accommodate the light rail lines, so a modification to these existing overpasses should not be avoided at the expense of the dealership.

Please find attached pdf for images and further details.

Sincerely,

Kevin Mitchell

[redacted]

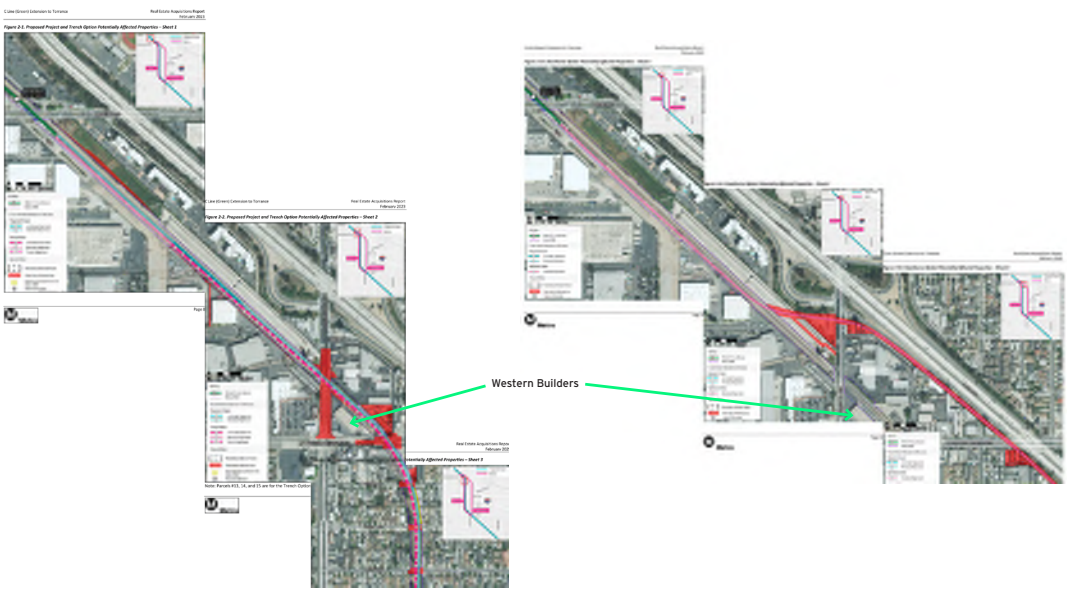
EXAMINING THE C LINE HAWTHORNE ROUTE

A closer examination of the C Line Hawthorne route shows major flaws both in the North and the South.

1) **North:** the currently proposed route from Marine Station to Manhattan Beach Blvd. destroys multiple businesses and disregards an easy path that does no damage to businesses in the area. 122-2

METRO ROW ROUTE (from Marine Station)

HAWTHORNE ROUTE (from Marine Station)



2) **Compare:** north routes of the ROW option vs. the Hawthorne option. Both options indicate elevated trains leaving from the Marine Station. The ROW route stays on the ROW as it crosses Inglewood Ave. to run behind Westwood Builders on the existing ROW path to then cross Manhattan Beach Blvd. and continue on the ROW. The Hawthorne route takes a hard turn to cross over the existing self-storage business, then runs over a Chevron station, crosses Inglewood Ave. to then run over two more businesses (Ron Roger's Auto Services Center and EMI Signs) to get to the edge of the 405. The question is why. 122-3

Looking North from the ROW north of Inglewood.

Looking West from Inglewood Blvd. at Chevron.

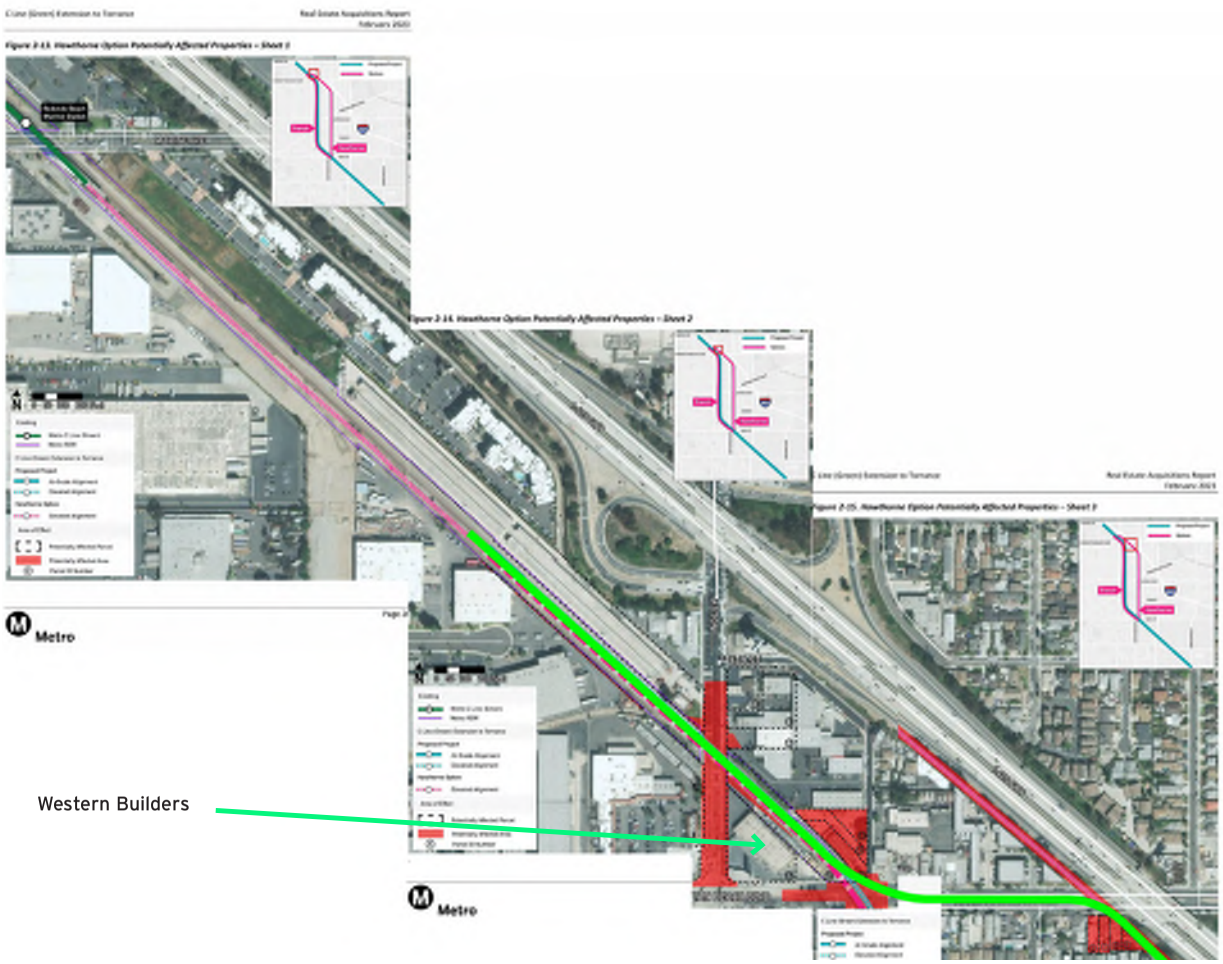
Looking East from Inglewood Blvd., Ron Rogers Auto.

Looking East from Condon Ave. at EMI Signs.

3) A simple solution: by running the same route as the ROW to Manhattan Beach Blvd., Metro could avoid damage to businesses and enjoy the same cost as the ROW route. From there, a simple turn down Manhattan Beach Blvd. to then get to the 405 corridor. 122-4

AN ALTERNATE HAWTHORNE ROUTE (from Marine Station)

The green path indicates a suggested revision to Metro's planned route



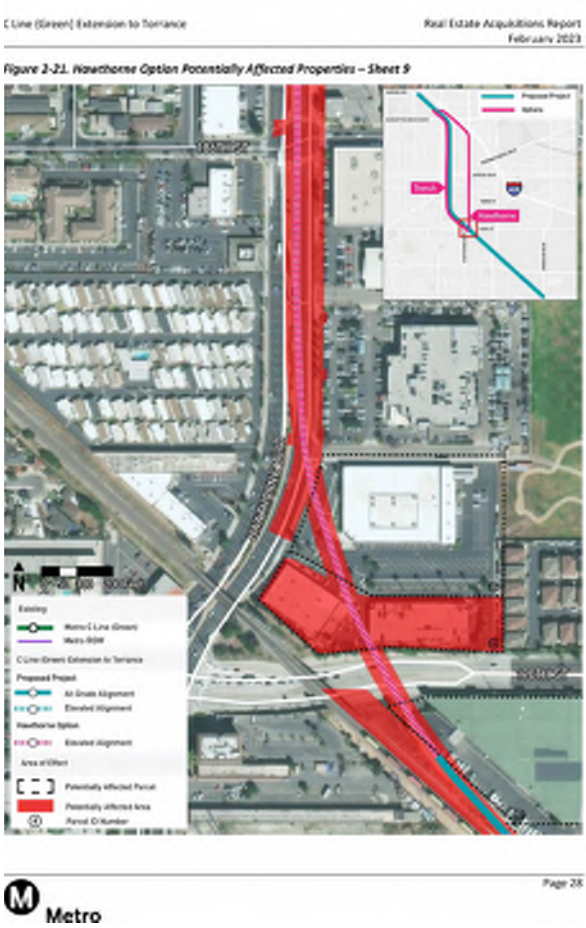
4) Manhattan Beach Blvd.: offers a wide corridor and large median to receive the Metro train to travel unimpeded to the 405. One business, Manhattan Auto Body Shop, which has been slated for disruption for the Hawthorne Option, will be effected as this is unavoidable to connect to Hawthorne Ave. 122-5

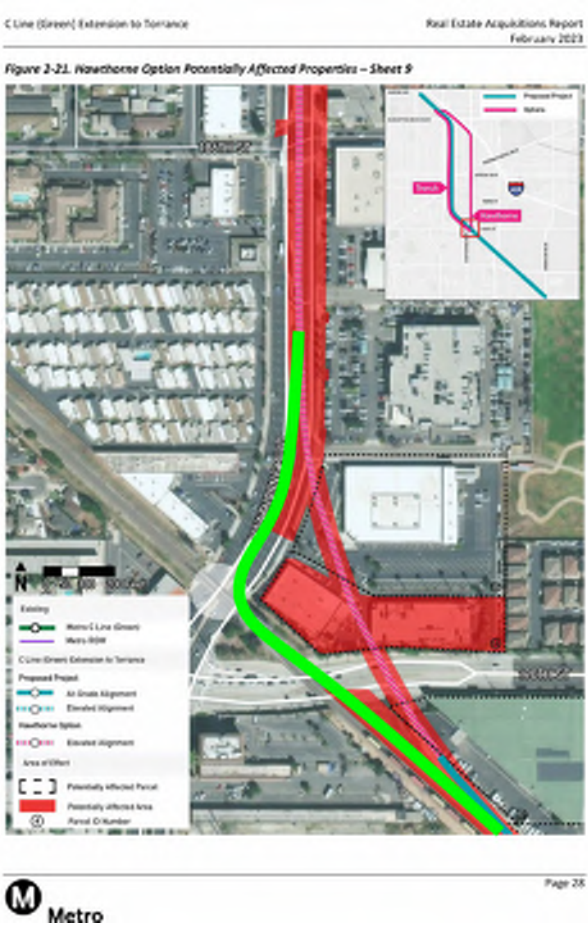
Looking West on Manhattan Beach Blvd.

Looking East on Manhattan Beach Blvd.

Looking South from Manhattan Beach Blvd. at Manhattan Auto Body Shop. Indicated for disruption on REAR.

5) South End of Hawthorne Option collides with the newly built Volvo Dealership which is avoidable.: To connect with the southern ROW crossing at 190th, the route crosses over into the Volvo Dealership splitting their parking structure and showroom. The dealership is openly upset with this route and have thrown their weight behind Torrance's position to use the ROW. The route should be modified. 122-6





6) By changing the route to avoid the Volvo dealership: A more equitable solution is possible. Some re-engineering will be necessary to allow for the trains to merge at the ROW overpass on Hawthorne and 190th, but can avoid severe business interruptions and allow the dealership to remain unmolested. 122-6

Looking South at Hawthorne Blvd. and ROW crossing before 190th.

Submission 123

From: Kwan-Davis, Ruby@Wildlife <Ruby.Kwan-Davis@Wildlife.ca.gov>
Sent: Friday, March 24, 2023 9:45 AM
To: GreenlineExtension
Cc: Wilson-Olgin, Erinn@Wildlife; Tang, Victoria@Wildlife; Portugal, Julisa@Wildlife; Silva, Felicia@Wildlife; Hailey, Cindy@Wildlife; OPR State Clearinghouse
Subject: CDFW Comments on Metro C Line (Green) Extension to Torrance Project DEIR
Attachments: CDFW Comments for Metro C Line (Green) Extension to Torrance Project DEIR.pdf

Dear Ms. Sheridan,

The California Department of Fish and Wildlife has completed review of a Draft Environmental Impact Report for the Metro C Line (Green) Extension to Torrance Project (SCH #2021010269). Please find CDFW's comment letter attached. Thank you for the opportunity to provide comments. If you have any questions or concerns regarding CDFW's comments, please feel free to contact CDFW at your convenience.

Sincerely,
Ruby

Ruby Kwan-Davis
Senior Environmental Scientist (Specialist) | California Department of Fish and Wildlife
South Coast | Region 5 | Habitat Conservation Planning Program
3030 Old Ranch Parkway, Suite 400 | Seal Beach, CA 90740
Ruby.Kwan-Davis@wildlife.ca.gov
[redacted]

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Submission 123

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Via Electronic Mail Only

March 24, 2023

Georgia Sheridan
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012
greenlineextension@metro.net

Subject: Metro C Line (Green) Extension to Torrance Project, Draft Environmental Impact Report, SCH #2021010269, Los Angeles County Metropolitan Transportation Authority, Los Angeles County

Dear Ms. Sheridan,

The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Environmental Impact Report (DEIR) from the Los Angeles County Metropolitan Transportation Authority (Metro) for the Metro C Line (Green) Extension to Torrance Project (Project). CDFW appreciates the opportunity to provide comments regarding aspects of the Project that could affect fish and wildlife resources and be subject to CDFW's regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

123-1

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq*.). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 *et seq.*), CDFW recommends the Project Applicant obtain appropriate authorization under the Fish and Game Code.

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Submission 123

Project Description and Summary

Objective: The Project proposes to extend Metro C (Green) Line approximately 4.5 miles from the City of Redondo Beach to the City of Torrance. The extension would start from the existing Redondo Beach (Marine) Metro C Line Station and travel southeast to the City of Torrance. Two new stations would be constructed: Redondo Beach Transit Center Station and Torrance Transit Center Station. Both stations would be adjacent to recently built bus transit centers in both cities. The extended 4.5-mile two track line would consist of a combination of elevated and at-grade segments. Light rail tracks would start on an elevated structure and run above street level for approximately 1.1 miles. Then, light rail tracks would come down to street level for approximately 3.5 miles with two at-grade crossings at 170th and 182nd streets in the City of Redondo Beach. To support light rail vehicle operations, six traction power substations would be constructed. Access to each substation would be provided via maintenance access roads. Access roads would be shielded with landscaping where possible. The Project would not include new or modified maintenance facilities. Light rail vehicles would be maintained and stored at existing Metro facilities.

Burlington Northern Santa Fe, LLC (Burlington) operates an existing freight track between Redondo Beach (Marine) Station and 190th Street within the Metro right-of-way (ROW). The Project would relocate the freight track in some areas. The freight track would remain at-grade throughout the length of the corridor. South of 190th Street, Burlington and Metro share ownership of the freight corridor. Metro owns approximately 15 feet in width and would acquire or lease additional ROW from Burlington to accommodate the Project between 190th Street and the Torrance Transit Center Station.

123-2

The Project would include multi-use paths along Metro ROW where there is space to create recreational space for walking and cycling. Multi-use paths would be located between 159th Street and Condon Avenue, and between Grant Avenue and 182nd Street.

Location: The Project would follow the existing Metro ROW. The Project area forms roughly a one-mile buffer around the Metro ROW. The Project area would include portions of the cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. The Project area includes single family and multi-family residential areas, industrial and institutional uses, as well as commercial and recreational areas. The Project area also includes major activity centers such as the South Bay Galleria, and high-capacity bus transit centers, such as the Redondo Beach Transit Center and Torrance Transit Center.

Comments and Recommendations

On March 20, 2023, CDFW met with the City of Torrance to discuss an existing Southern Tarplant Open Space Preserve (Preserve) located adjacent to the Metro ROW. Based on our meeting with the City of Torrance and review of the Project's CEQA document, CDFW offers the comments and recommendations below to assist Metro in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring, and reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

123-3

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Specific Comments

Comment #1: Impacts on Southern Tarplant

Issue: The Project may have a significant impact on southern tarplant (*Centromadia parryi* ssp. *australis*) protected within an established two-acre Preserve. Southern tarplant is a rare plant with a California Rare Plant Rank (CRPR) of 1B.1.

Specific impacts: The Project could result in population decline of southern tarplant and/or local extirpation of a remnant population of southern tarplant within the City of Torrance. In addition, the Project could impact a Preserve created a mitigation for a separate project.

Why impacts would occur: The DEIR states that the existing two-acre Preserve near the Torrance Transit Center was established to offset impacts resulting from the 2014 Torrance Transit Center Project[1] (Figure 1). The DEIR states, "Construction of the Proposed Project would not disturb the [Southern Tarplant] Open Space Preserve that has been established adjacent to the Torrance TC [Transit Center], as this area has been designated as a protected space by the City of Torrance." However, CDFW is concerned that the Project would temporarily and permanently disturb the Preserve and impact a rare plant species and habitat.

123-4

Figure 1. Southern Tarplant Open Space Preserve (illustrative purposes only). The Torrance Transit Center Project (SCH No. 2014121003) impacted southern tarplant populations (blue). Imagery and data from the California Natural Diversity Database (CDFW 2023a).

[1] Torrance Transit Park and Ride Regional Terminal (or Torrance Regional Transit Center project), SCH No. 2014121003, Mitigated Negative Declaration certified by the City of Torrance (Lead Agency) in 2014. Environmental documents available from: https://www.torranceca.gov/our-city/community-development/planning/transit-project-2014. According to the Mitigated Negative Declaration (MND), the Torrance Regional Transit Center project developed 6.95 acres of a 15-acre project site. Construction of the Torrance Regional Transit Center was expected to result in direct impacts to "the majority of the estimated 350 to 400 southern tarplant individuals on site." To offset these impacts, two acres was preserved for southern tarplant (Southern Tarplant Open Space Preserve). According to the MND, the two acre Southern Tarplant Open Space Preserve was supposed to be enhanced by establishing appropriate grades to promote seasonal ponding and seeding the area with southern tarplant collected prior to construction of the Torrance Regional Transit Center; designated as open space and placed within a protective easement for conservation purposes such as a restrictive covenant or conservation easement; and managed in perpetuity with long-term management funding provided by the City or successors.

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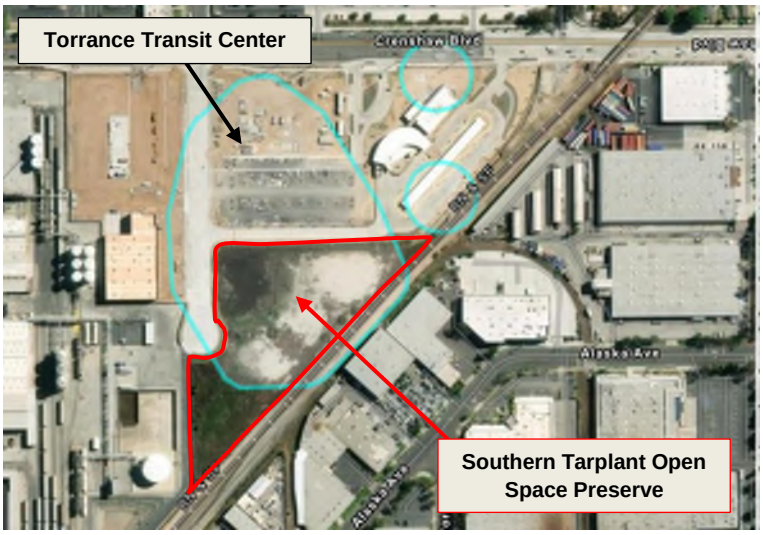
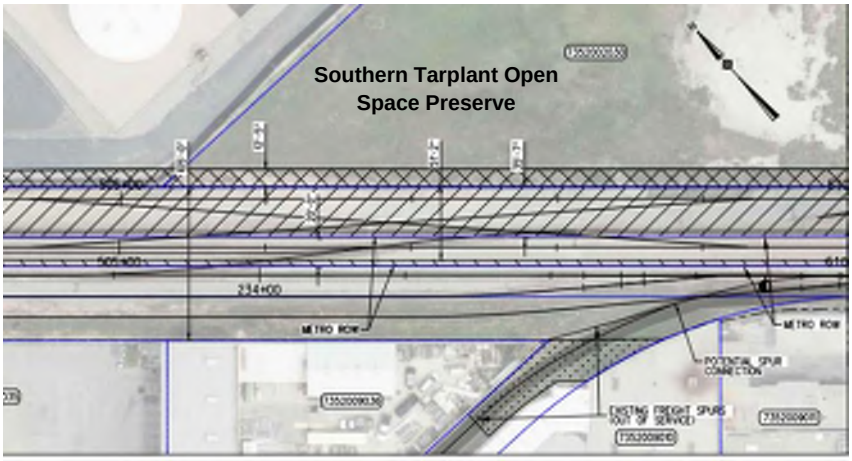


Per CDFW's meeting with the City of Torrance, the Project would need to encroach onto the Preserve by 12 to 20 feet. That could result in development and loss of between 15,000 to 20,000 square feet of the Preserve and loss of an unknown number of individual southern tarplant. In addition, drawing numbers RW-120 and T-120 in the Advanced Conceptual Engineering Drawings for the Project (Appendix 2-A) shows the Project and Metro ROW, but it is not entirely clear from the drawings if, where, and by how much the Project would encroach on to the Preserve (Figure 2). Finally, according to a Metro-produced video simulating the Project, the Metro C Line rendering at 10 minutes and seven seconds appears to show that the Preserve would be developed as part of "City of Torrance Future Development" (Metro Los Angeles 2023). Encroaching onto and/or developing the Preserve would impact southern tarplant and habitat.

123-4

123-5

Figure 2. Advanced Conceptual Engineering Drawings for the Project (Appendix 2-A), drawings RW-120 (top) and T-120 (bottom). "Southern Tarplant Open Space Preserve" label added by CDFW to identify location of the preserve. CDFW is concerned that the Project would encroach onto the two-acre preserve and impact southern plants through loss of individuals and habitat loss and degradation.



123-6

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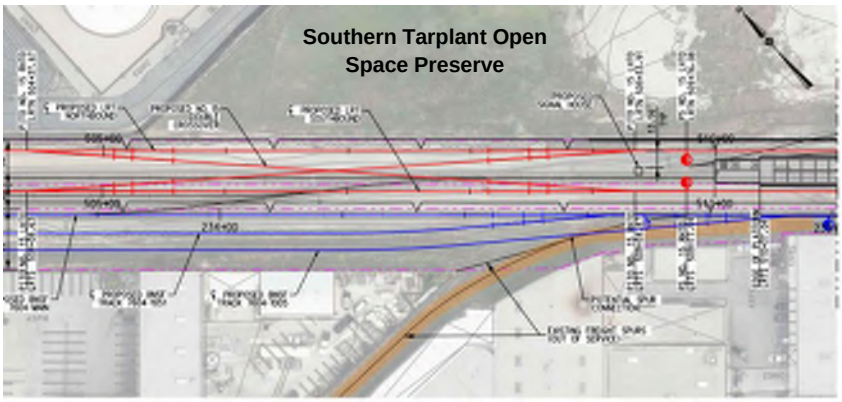

123-6

The Project could encroach onto the Preserve during construction. Page 3.7-26 in the DEIR states, “Potential direct impacts to the southern tarplant may include the loss of individual plants as a result of removal or crushing due to construction related activities (i.e., equipment or employees inadvertently working in an unauthorized area). Potential indirect impacts may include soil and contaminant runoff in the wet season, dust in the dry season during excavation, and the introduction of non-native/invasive species that have potential to degrade habitat and outcompete southern tarplant for critical resources.” Adding to this, CDFW is concerned that loss of individual plants may also result from burial from stockpiles and spoils. The Project could have permanent impacts on southern tarplant and habitat. Permanent loss of individual tarplant and habitat supporting tarplant could occur if the Project develops any portion of the Preserve.

123-7

The DEIR discloses that the Project would have a significant impact on southern tarplant only during construction, and states that impacts would be less than significant through implementation of Mitigation Measure BIO-1. Mitigation Measure BIO-1would require delineating construction work limits and installation of temporary fencing or markers in order to avoid and minimize impacts. Mitigation Measure BIO-1 addresses the Project’s temporary impact on southern tarplant during construction but does not address the Project’s potentially permanent impact.

123-8

Evidence impact would be significant: Southern tarplant has a CRPR of 1B.1. A CRPR of 1B.1 means that southern tarplant is a species that is rare, threatened, or endangered in the State. Plants with a CRPR of 1B are rare throughout their range with the majority of them endemic to California (CNPS 2023). Ranks also include a threat rank (0.1). A rank of 0.1 means that southern tarplant is seriously threatened in the State. Plants with a CRPR of 1B meets the definition of endangered, rare, or threated species under CEQA (CEQA Guidelines, § 15380).

123-9

Currently, there are only two populations of southern tarplant remaining within the City of Torrance (Calflora 2023, CDFW 2023). These populations are located at the Preserve and Madrona Marsh Preserve. Southern tarplant has continued to decline locally within the City of Torrance. For example, 350 to 400 plants were impacted as a result of the Torrance Regional Transit Center project (see Footnote 1). The Project’s temporary and permanent impacts on southern tarplant could contribute to decline of southern tarplant within the Preserve and City of Torrance. The Project’s impact on a rare species that only occurs in two isolated, remnant habitat fragments is significant. Loss of southern tarplant and habitat resulting from the Project has yet to be mitigated. Therefore, the Project continues to have a substantial adverse effect, either directly or through habitat modifications, on a species identified as rare by CDFW.

123-10

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Recommended Potentially Feasible Mitigation Measure(s):

Recommendation #1: CDFW recommends Metro disclose the Project's permanent impact on southern tarplant in the Project's environmental document. The environmental document should disclose where and by how much the Project would encroach onto and/or develop the Southern Tarplant Open Space Preserve. Complete and good-faith disclosure should be provided before finalizing an environmental document for the Project. 123-11

Mitigation Measure #1: Metro should provide compensatory mitigation for the Project's impact on southern tarplant. Metro should offset the Project's impact to individual plants and habitat acres at no less than 3:1 for impacts to a CRPR 1B.1 species with only two extant populations within the City of Torrance. Metro should provide additional and higher compensatory mitigation to offset impacts to a CRPR 1B.1 species protected within a preserve that was established as mitigation for a separate project. Metro should acquire and preserve land in perpetuity for southern tarplant. Land should support southern tarplant or can be demonstrated to successfully support a self-sustaining population of southern tarplant. If feasible, Metro should identify land within the City of Torrance. 123-12

Mitigation Measure #2: Metro should coordinate with CDFW to review potential mitigation land and to ensure that mitigation land is suitable for southern tarplant prior to acquisition of mitigation land. 123-13

Mitigation Measure #3: Metro should protect replacement habitat in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands pursuant to Assembly Bill 1094 (2012)[2]. Metro should record the conservation easement before commencement of any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve. 123-14

Mitigation Measure #4: Metro should provide an appropriate endowment for the long-term management of replacement habitat. Funding should be provided for long-term management activities that include but are not limited to the following: botanical surveys; vegetation assessments; non-native plant inspections; non-native plant removal; and reporting. A mitigation plan should be prepared and include measures to protect the targeted habitat values in perpetuity from direct and indirect negative impacts. Issues that should be addressed include but are not limited to the following: protection from any future development and zone changes; restrictions on access; proposed land dedications; control of illegal dumping; water pollution; and increased human intrusion. 123-15

Mitigation Measure #5: Metro should retain a qualified biologist to prepare a Southern Tarplant Translocation Plan that should include information including but not limited to the following: seed and plant material collection methods and best management practices; planting methods; non-native, invasive plant control; monitoring plan; and schedule of activities. Metro should collect southern tarplant seeds and/or plants from the impacted population for a minimum of two years 123-16

[2] Assembly Bill 1094 amended Government Code sections 65965-65968. Under Government Code section 65967(c), the lead agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.

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in order to maximize the amount of plant material collected from the impacted area. A Southern Tarplant Translocation Plan should be prepared and seed and/or plants should be collected for at least two years before commencement of any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve. 123-16

Additional Recommendations

Recommendation #2: CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database (e.g., CNDDB) which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Information on special status species should be submitted to the CNDDB by completing and submitting CNDDB Field Survey Forms (CDFW 2023b). Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program (CDFW 2023c). 123-17

Recommendation #3: CDFW recommends Metro update the Project's proposed Biological Resources Mitigation Measures to include mitigation measures recommended in this letter. CDFW provides comments to assist Metro in developing mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and enforceable through permit conditions, agreements, or other legally-binding instruments [CEQA Guidelines, § 15126.4(a)(2)] in order for mitigation measures to be implemented successfully via a mitigation monitoring and/or reporting program (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). Metro is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided Metro with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A). 123-18

Filing Fees

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required for the underlying Project approval to be operative, vested, and final (Cal. Code Regs., tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089). 123-19

Conclusion

We appreciate the opportunity to comment on the Project to assist Metro in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that Metro has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines, § 15073(e)]. If you have any questions or comments regarding this letter, please contact Ruby Kwan-Davis, Senior Environmental Scientist, at (562) 619-2230 or by email at Ruby.Kwan-Davis@wildlife.ca.gov.

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Submission 123

Sincerely,

For Erinn Wilson-Olgin
Environmental Program Manager I

ec: CDFW
Victoria Tang – Los Alamitos – Victoria.Tang@wildlife.ca.gov
Ruby Kwan-Davis – Los Alamitos – Ruby.Kwan-Davis@wildlife.ca.gov
Felicia Silva – Los Alamitos – Felicia.Silva@wildlife.ca.gov
Julisa Portugal – Los Alamitos – Julisa.Portugal@wildlife.ca.gov
Cindy Hailey – San Diego – Cindy.Hailey@wildlife.ca.gov
CEQA Program Coordinator – Sacramento – CEQACommentLetters@wildlife.ca.gov

State Clearinghouse - state.clearinghouse@opr.ca.gov

References:

[CDFWa] California Department of Fish and Wildlife. 2023. California Natural Diversity Database (CNDDB) Government [ds45] Element Code PDAST4R0P4 southern tarplant (*Centromadia parryi* ssp. *aust*ralis). Biogeographic Information and Observation System (BIOS 6). [Accessed 2023 March 13]. Accessed at: https://wildlife.ca.gov/Data/BIOS

[CDFWb] California Department of Fish and Wildlife. 2023. Submitting Data to the CNDDB. Available from: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data

[CDFWc] California Department of Fish and Wildlife. 2023. Natural Communities — Submitting Information. Available from: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit

Calflora. 2023. Observation Search. *Centromadia parryi* ssp. *australis*. ID UCR-209310 and 89669. [Accessed 2023 March 13]. Accessed at: https://www.calflora.org/entry/observ.html

[CNPS] California Native Plant Society. 2023. Rare Plant ranks. Available from: https://www.cnps.org/rare-plants/cnps-rare-plant-ranks.

Metro Los Angeles. 2023. C Line (Green) Extension to Torrance Project Simulation Video. Available on YouTube at: https://www.youtube.com/watch?v=lfT9UoDv6OY

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Submission 123

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Attachment A: Draft Mitigation and Monitoring Reporting Plan

CDFW recommends the following language to be incorporated into the Project's environmental document.

Biological Resources (BIO)			
Mitigation Measure (MM) or Recommendation (REC)		**Timing**	**Responsible Party**
REC-1-Revise CEQA Document	Metro should disclose the Project's permanent impact on southern tarplant in the Project's environmental document. The environmental document should disclose where and by how much the Project would encroach onto and/or develop the Southern Tarplant Open Space Preserve. Complete and good-faith disclosure should be provided before finalizing an environmental document for the Project.	Prior to finalizing CEQA document	Los Angeles County Metropolitan Transportation Authority (Metro)
REC-2-Submitting Data for Sensitive and Special Status Species and Natural Communities	Information on special status species should be submitted to the CNDDB by completing and submitting CNDDB Field Survey Forms. Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program.	Prior to finalizing CEQA document	Metro
REC-3-Mitigation and Monitoring Reporting Plan	Metro should condition the environmental document to include mitigation measures recommended in CDFW's comment letter.	Prior to finalizing CEQA document	Metro
MM-BIO-1-Impacts on Southern Tarplant	Metro shall provide compensatory mitigation for the Project's impact on southern tarplant. Metro shall offset the Project's impact to individual plants and habitat acres at no less than 3:1 for impacts to a CRPR 1B.1 species with only two extant populations within the City of Torrance. Metro shall provide additional and higher compensatory mitigation to offset impacts to a CRPR 1B.1	Before any ground disturbing activities within 100 feet of the Southern	Metro

123-20

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	species protected within a preserve that was established as mitigation for a separate project. Metro shall acquire and preserve land in perpetuity for southern tarplant. Land shall support southern tarplant or can be demonstrated to successfully support a self-sustaining population of southern tarplant. If feasible, Metro shall identify land within the City of Torrance.	Tarplant Open Space Preserve	
MM-BIO-2-Impacts on Southern Tarplant	Metro shall coordinate with CDFW to review potential that mitigation land and to ensure that mitigation land is suitable for southern tarplant prior to acquisition of mitigation land.	Prior to acquisition of mitigation land	Metro
MM-BIO-3-Impacts on Southern Tarplant	Metro shall protect replacement habitat in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands. Metro shall record the conservation easement before commencement of any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve.	Before any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve	Metro
MM-BIO-4-Impacts on Southern Tarplant	Metro shall provide an appropriate non-wasting endowment for the long-term management of replacement habitat. Funding shall be provided for long-term management activities that include but are not limited to the following: botanical surveys; vegetation assessments; non-native plant inspections; non-native plant removal; and reporting. A mitigation plan shall be prepared and include measures to protect the targeted habitat values in perpetuity from direct and indirect negative impacts. Issues that shall be addressed include but are not limited to the following: protection from any future development and zone changes; restrictions on access; proposed land dedications; control of illegal dumping; water pollution; and increased human intrusion.	Before any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve	Metro
MM-BIO-5-Impacts on	Metro shall retain a qualified biologist to prepare a Southern Tarplant Translocation Plan that should include information including but not limited to the following: seed and plant material	Before any ground disturbing	Metro

123-20

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Submission 123

Southern Tarplant	collection methods and best management practices; planting methods; non-native, invasive plant control; monitoring plan; and schedule of activities. Metro shall collect southern tarplant seeds and/or plants from the impacted population for a minimum of two years in order to maximize the amount of plant material collected from the impacted area. A Southern Tarplant Translocation Plan shall be prepared and seed and/or plants shall be collected for at least two years before commencement of any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve.	activities within 100 feet of the Southern Tarplant Open Space Preserve	

123-20

From: Janette Kurth <[redacted]
Sent: Friday, March 24, 2023 11:58 AM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; [redacted] FourthDistrict@bos.lacounty.gov; Metro C Line Extension to Torrance; Dierking, Mark; [redacted] ; Niki MITCHELL; Holly Osborne; Candace Nafissi; Bill Hall; Tom Kurth
Subject: OUR HOME IS MISSING COMPLETELY ON METRO'S CONSTRUCTION & OPERATIONAL VIBRATION REPORT
Attachments: Screenshot 2023-03-24 12.00.17 AM.png; Screenshot 2023-03-24 12.04.18 AM.png; Screenshot 2023-03-23 11.58.13 PM.png; Figure 3_6-C18.JPG.pdf; Figure 3_6-C17.JPG.pdf; Figure 3_6-C19.JPG.pdf

OUR HOME IS MISSING COMPLETELY ON METRO'S CONSTRUCTION & OPERATIONAL VIBRATION REPORT
GREEN, BLUE and RED Dots are missing from our residence: [redacted] at the END OF THE CUL DE SAC. *WE ARE ONE OF THE MOST EFFECTED BY THE NOISE AND VIBRATION* BY FREIGHT LINE BEING MOVED ONLY FEET FROM OUR HOME AND THE TWO LINE LIGHT RAIL NEXT TO IT. ***WE HAVE BEEN TOTALLY EXEMPT FROM YOUR VIBRATION REPORT***
see Figure 3.6-C17 and Figure 3.6-C18 AND Figure 3.6-C19

We purchased our home in 1978 and our lot has numerous large trees growing on our property and perhaps that is confusing to your planners but according to your 3 examples below our house does not exist and is missing completely from your
Figure 3_6-C19, Figure 3_6-C18 and Figure 3_6-C17.
Not only that, there is --------***a pink line running right through the middle of our house and yard claiming it is METRO RIGHT OF WAY.*** ----------***SERIOUSLY, YET ANOTHER HUGE FLAW BY YOUR ENGINEERS AND PLANNING DEPARTMENT. HOW CAN METRO BE TRUSTED TO MAKE THE RIGHT DECISION WITH SUCH FLAWED INFORMATION.***

HAWTHORNE ELEVATED IS THE ONLY VIABLE SOLUTION TO THE 1,100+ HOMEOWNERS ALONG THE ROW of Lawndale and Redondo . WE DO NOT WANT the 15 to 32 VOLITILE TOXIC FUEL TANKERS derailing and PLUMMETING DOWN ON OUR HOMES BECAUSE YOU ARE PLANNING TO REBUILD THE FREIGHT LINE 10+ FEET CLOSER TO OUR HOMES WITHOUT ANY SUPPORTING WALL.
see attached
Figure 3.6-C17 and Figure 3.6-C18 AND Figure 3.6-C19

YOU CAN SEE THAT OUR HOME DOES EXIST IN THE FIRST THREE SCREENSHOTS The last three are taken from your report

Sincerely Janette and Thomas Kurth

124-1
124-2
124-3

Submission 124

Metro

Figure 3.6-C17
Construction & Operational Vibration Impacts
Proposed Project

Submission 124

Metro

Figure 3.6-C18
Construction & Operational Vibration Impacts
Proposed Project

Page 18 of 75

Submission 124

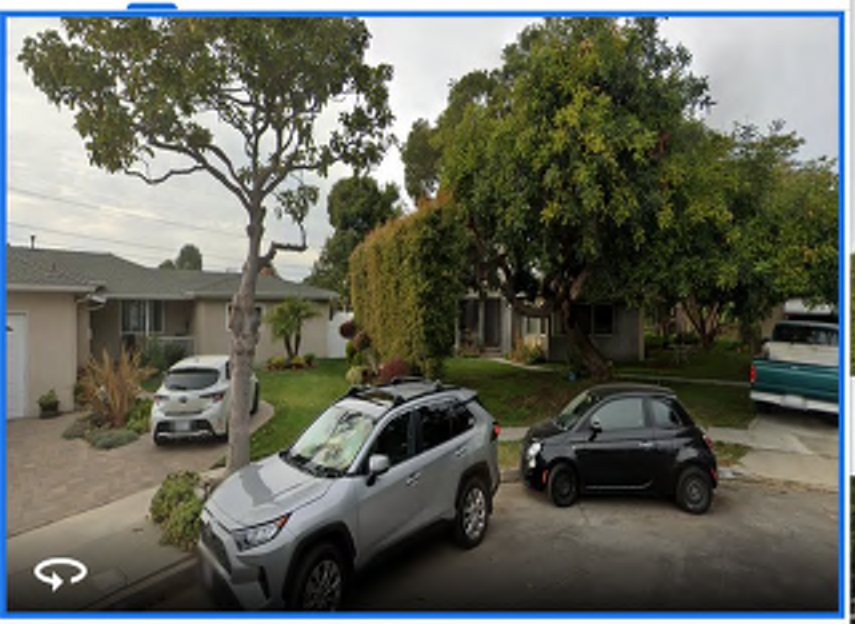
Metro

Figure 3.6-C19
Construction & Operational Vibration Impacts
Proposed Project

Page 19 of 76

[redacted]

All Street View & 360°

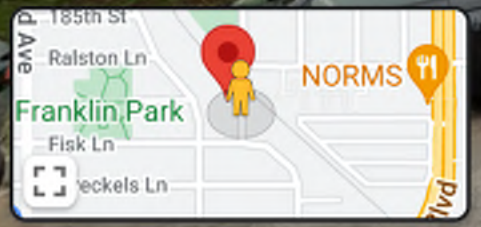


[redacted] Submission 124

Redondo Beach, California

Google Street View

Jan 2022 See more dates



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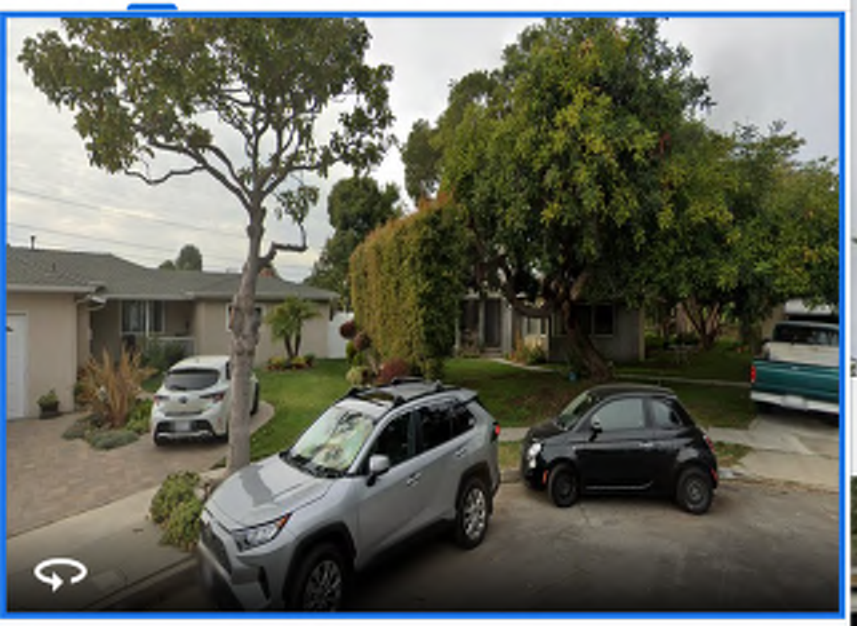
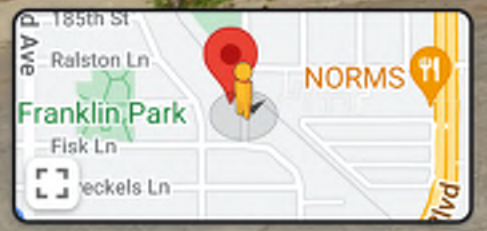


[redacted] Submission 124

Redondo Beach, California

Google Street View

Jan 2022 See more dates



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Submission 124

Layers

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Imagery ©2023 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, Map data ©2023 United States Terms Privacy Send feedback 20 ft

From: Kurth Family [redacted]
Sent: Friday, March 24, 2023 12:01 PM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; [redacted] FourthDistrict@bos.lacounty.gov; GreenlineExtension@metro.net; Dierking, Mark; [redacted]
Subject: OUR HOME IS MISSING COMPLETELY ON METRO'S CONSTRUCTION & OPERATIONAL VIBRATION REPORT
Attachments: Figure 3_6-C18.JPG.pdf; Figure 3_6-C17.JPG.pdf; Figure 3_6-C19.JPG.pdf; Screenshot 2023-03-24 12.04.18 AM.png; Screenshot 2023-03-24 12.00.17 AM.png; Screenshot 2023-03-23 11.58.13 PM.png

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see Figure 3.6-C17 and Figure 3.6-C18 AND Figure 3.6-C19 125-1

We purchased our home in 1978 and our lot has numerous large trees growing on our property and perhaps that is confusing to your planners but according to your 3 examples below our house does not exist and is missing completely from your
Figure 3_6-C19, Figure 3_6-C18 and Figure 3_6-C17.
Not only that, there is -------***a pink line running right through the middle of our house and yard claiming it is METRO RIGHT OF WAY.*** ----------***SERIOUSLY, YET ANOTHER HUGE FLAW BY YOUR ENGINEERS AND PLANNING DEPARTMENT. HOW CAN METRO BE TRUSTED TO MAKE THE RIGHT DECISION WITH SUCH FLAWED INFORMATION.***

HAWTHORNE ELEVATED IS THE ONLY VIABLE SOLUTION TO THE 1,100+ HOMEOWNERS ALONG THE ROW of Lawndale and Redondo . WE DO NOT WANT the 15 to 32 VOLITILE TOXIC FUEL TANKERS derailing and PLUMMETING DOWN ON OUR HOMES BECAUSE YOU ARE PLANNING TO REBUILD THE FREIGHT LINE 10+ FEET CLOSER TO OUR HOMES WITHOUT ANY SUPPORTING WALL. 125-2
see attached
Figure 3.6-C17 and Figure 3.6-C18 AND Figure 3.6-C19

YOU CAN SEE THAT OUR HOME DOES EXIST IN THE FIRST THREE SCREENSHOTS The last three are taken from your report 125-3

Sincerely Janette and Thomas Kurth

Submission 125

Metro

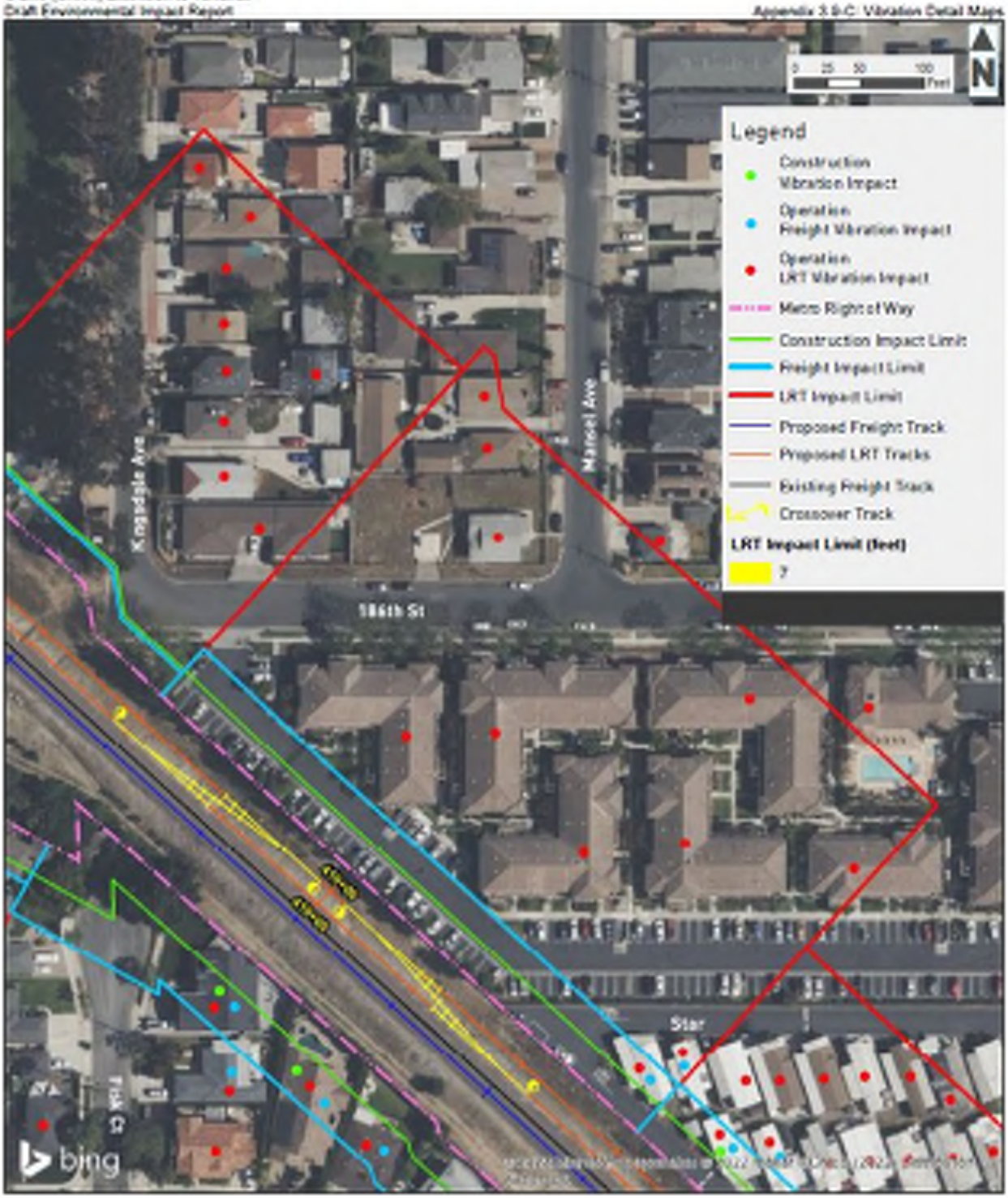
Figure 3.6-C17
Construction & Operational Vibration Impacts
Proposed Project

Submission 125

Metro

Figure 3.6-C18
Construction & Operational Vibration Impacts
Proposed Project

Submission 125



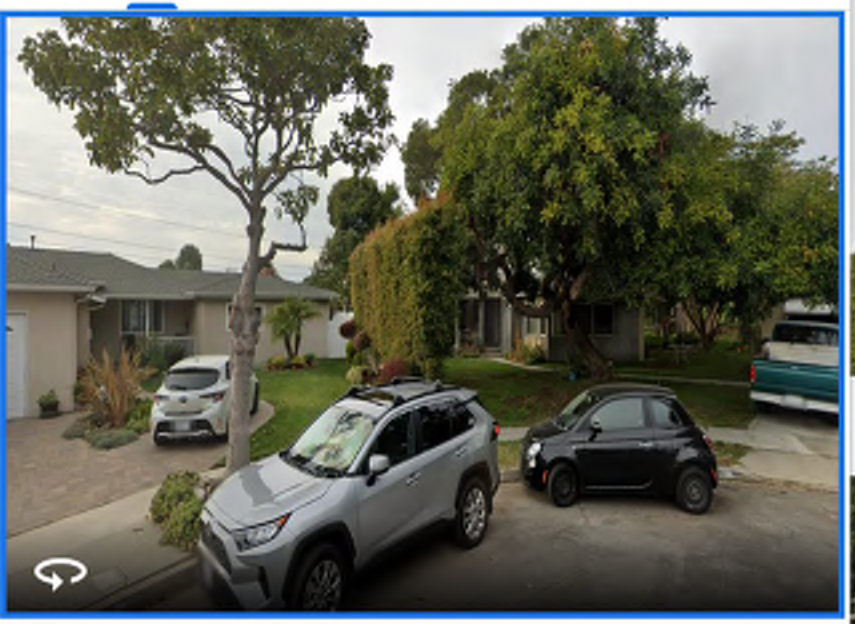
Metro

Figure 3.6-C19
Construction & Operational Vibration Impacts
Proposed Project

Page 19 of 76

[redacted]

All | Street View & 360°



[redacted] Submission 125

Redondo Beach, California

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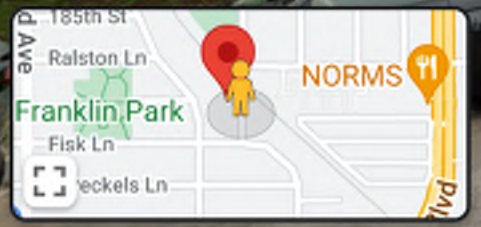

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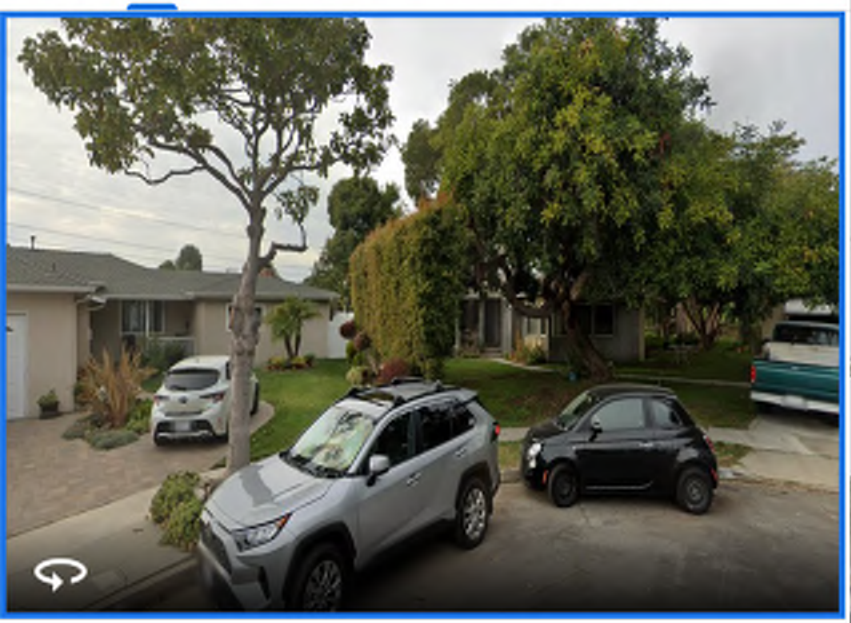

[redacted] Submission 125

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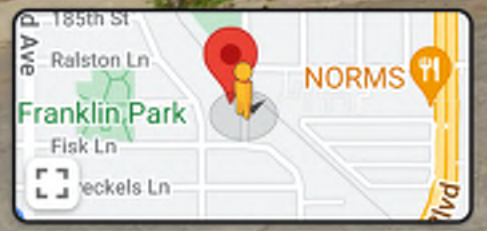
Jan 2022 See more dates



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[redacted]

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[redacted] Redondo Beach, CA 90278

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Submission 125

Layers

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Submission 126

From: David Leger <davidl@southbaycities.org>
Sent: Friday, March 24, 2023 2:58 PM
To: greenlineextension@metro.net
Subject: SBCCOG Comments on C Line Extension DEIR
Attachments: 03.2023 SBCCOG Comment Letter to Metro re Green Line DEIR-2.pdf

Good afternoon:

Please find the attached comment letter on the C Line Draft EIR from the South Bay Cities Council of Governments. Should you have any questions, please feel free to contact Executive Director, Jacki Bacharach, at Jacki@southbaycities.org.

Sincerely,

David Leger
Pronouns: he/him/his
Senior Project Manager
(424) 271-4682
SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

Submission 126

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

sbccog@southbaycities.org

March 24, 2023

To Be Submitted electronically to: greenlineextension@metro.net

To Whom It May Concern:

The South Bay Cities Council of Governments has reviewed the C Line (Green) Extension to Torrance (GLET) Draft Environmental Impact Report. We request that L. A. Metro reviews and responds to the comments and questions in the attachment to this letter prior to adopting the Final Environmental Impact Report or selecting a locally preferred alternative (LPA) for the GLET project.

Beyond the environmental considerations, we understand that Metro Staff has additional memos with information on ridership, cost, implementation timeframes, project phasing, and funding availability in development of the LPA which is tentatively scheduled for consideration by the Metro Board in June 2023. These additional factors are essential elements that must be considered before the final design, required right of way acquisitions and construction can proceed.

126-1

The SBCCOG will be reviewing the additional information and participating in the LPA decision-making process. After our review of the non-EIR analyses, we may make further comments on the LPA.

Sincerely,

John Cruikshank, SBCCOG Chair
Mayor Pro Tem, City of Rancho Palos Verdes

CC: South Bay Cities & LA County Supervisorial Districts 2 and 4
Metro Board of Directors

Attachment: SBCCOG Green Line to Torrance DEIR Comments and Questions

Submission 126

South Bay Cities Council of Governments Comments and Questions Related to the L. A. Metro Green Line Extension to Torrance Draft Environmental Impact Report

Title Page – Change Los Angeles County Transportation Authority to Los Angeles County Metropolitan Transportation Authority

EXECUTIVE SUMMARY (ES)

The Executive Summary should include a statement to the effect that all the other evaluated potential environmental impacts not addressed in comments below were determined to have no impact, less than significant impact, or less than significant impact with mitigation. 126-2

Section-specific comments:

ES 2-1 – When will the other factors beyond environmental considerations (e.g.: cost, ridership, funding sources, and project objectives) be released to the public? When will the Metro Board consider the Final EIR and a staff recommendation on the Locally Preferred Alternative? 126-3

ES 2-3.1, ES 2-3.2 – Would the number of existing parking spaces be reduced or increased at the Redondo Beach or Torrance Transit Centers to accommodate the new Proposed Project design elements? For the Hawthorne Blvd. option would the 20 lost parking spaces due to station and columns placement be replaced within the street median or relocated in the vicinity of the South Bay Galleria (perhaps on the Proposed Project Station site)? 126-4

Table ES-1 – Add parking loss to the chart. 126-5

ES.5 – High Frequency Bus Alternative: Should the line be described as a limited stop service rather than an Express Service? Express services imply a bus-only lane, but the proposed service is in mixed flow. The EIR should make the distinction between Express and limited stop service and how each would operate and then address the feasibility of each as mitigations. If parking is eliminated, the number of removed spaces should be noted as an impact and mitigated consistent with treatment of mitigations in the Proposed Project and Options. 126-6

ES.5-1 – "The … Grade-Separated LRT Alternative would have a less than significant impact with mitigation for vibration damage during construction, compared to significant and unavoidable impact for the Proposed Project (however, the significant and unavoidable vibration annoyance impact would be the same during construction)." Is this sentence contradictory, or, if not, what is the intended distinction? Is it due to avoiding relocating the freight bridge at Grant or some other differentiating mitigations? 126-7

ES.5-2 – Agree that the High Frequency Bus (HFB) alternative is the environmentally superior alternative. However, also agree that the HFB "would not realize the same level of benefits from vehicle miles traveled reduction, air quality improvements, greenhouse gas emissions reduction and energy savings as the Proposed Project and Options" due to increased travel time caused by operating in mixed flow traffic and four bus stops rather two rail stations. The Locally Preferred Alternative decision must also consider cost, ridership, implementation timeframes, and funding sources and availability. These distinctions make it important for the Locally Preferred Alternative decision to consider differences in cost, ridership, implementation timeframes, and funding sources and availability. 126-8

ES.2-3.2 – What intersection crossings would be "quiet zone ready"? What design changes would be needed to rebuild freight crossings to be "quiet zone ready"? Would the light rail crossings also be designed to be quiet zone ready? 126-9

ES.2-3.3 – Note in the Executive Summary the need to relocate overhead transmission lines on the Hawthorne Option to accommodate the aerial configuration. 126-10

ES. ? – Additional detail on the relocation of the freight tracks should be provided in the Executive Summary including the range of changes in relocated distance from sensitive noise and vibration receptors and mitigations related to the relocation. 126-11

ES. ? – Note in the Executive Summary the 4.5-mile (Marine Ave. to Torrance Transit Center) travel time differential between the Proposed Project / ROW Options (7 minutes), Hawthorne Blvd Option (? Minutes), the High Frequency Bus Option (25 minutes), and the No Project Alternative (1 hour with a transfer). 126-12

ES.? – Include the total construction duration table in the Executive Summary that is added to section 2.4-3. comparing the construction schedule, phasing, and duration for the Proposed Project, Trench Option, and Hawthorne Blvd. Alternative. Tables 2.3-1, 2.3-2, and 2.3-3 currently include the duration of each major task, but not the total 5 to 7-year construction duration for each alternative / option that reflects overlapping task durations and dependencies that are usually found in a Gantt Chart. 126-13

MAIN DOCUMENT

2.3-1 – Since Metro only owns 15-feet of the ROW between 190th Street and the Torrance Transit Center, the estimated costs of acquiring or leasing sufficient ROW from BNSF should be included in the cost calculations for the LPA. What happens to the Proposed Project and Options should BNSF not be willing to share its ROW in this segment in a timely manner? Are the proposed designs feasible to build and operate the extension only to the Galleria station initially? 126-14

Figure 2.3.4 shows a multi-use recreational path but it is not shown in any of the subsequent slides. Ex. In figure 2.3.7, it shows a maintenance access on both sides but no recreational path and the ROW looks sufficient. The figures should be revised to be consistent. How long is the multi-use recreational path where it exists? And is it discontinuous? 126-15

Figure 2.3.10 shows Quad Gates which are a key element of a Quiet Zone crossing. However, the text says the crossings will be designed to be "Quiet Zone Ready". Will the quad gates be installed or merely designed? If only designed, revise the drawing to show two gates, not four. 126-16

Trench option – Figure 2.3.16 – what does "Metro Leased to 3rd Party" mean? 126-17

2.3-1.4 "… consistent with the Metro Boards…" add an apostrophe between d and s. Would the 180 parking spaces at the Torrance Transit Center be a reduction, one-for-one replacement, or increase from current vehicle parking the station? Same question for Proposed Project and Options parking at the Redondo Transit Center. Would elevators, ramps, and stairs be included between the Redondo Beach platform and plaza (they are shown on the drawing, but not mentioned in the text)? There are escalators at the Galleria Hawthorne station but ramps at the ROW station. Why the difference? 126-18

2.3-4.2 Are 5 additional articulated LRT vehicles sufficient to operate service at current Green Line frequencies from Norwalk on the current Green Line through the 4.5-mile extension? 126-19

2.4.1 – Property acquisition described at the end of this section should be included in the Executive Summary. 126-20

2.4.2 – Construction staging areas described in this section should be included in the Executive Summary. 126-21

2.4.-3 – Construction duration tables 2.4-1, 2.4-2, and 2.4-3 show the duration of each major task, but do not reflect the overlap of task durations. The section should include a table comparing the total construction duration for the Proposed Project, Trench Option and Hawthorne Blvd. Option. 126-22

3.1 Transportation - This section presents data associated with the Base Year, which for ridership forecasts, is 2017, consistent with the Metro Transportation Analysis Model. For other data outside of ridership forecasts, the Base Year represents 2021 conditions. The project Horizon Year is 2042, consistent with the Horizon Year used in the Metro Transportation Analysis Model used to develop the ridership forecast. What does the horizon year mean? Why are different years used for different forecast items? 126-23

3.1-3.2 The 2020 LRTP identifies, as Action 1.2i, "implementation of future BRT corridors identified in BRT Vision and Principles Study." Metro's BRT Vision and Principles Study provides the foundation for assignment of Measure M funds for the Countywide BRT Expansion program. The study also identifies Hawthorne Boulevard from the City of Inglewood to the City of Torrance as a Top 30 corridor. The Measure R and Measure M expenditure plans include allocation of funds for general BRT projects throughout the County, though there is no defined allocation to the Hawthorne Boulevard project. The differences between the BRT option and the aerial light rail option impacts and mitigations should be more clearly described in the DEIR. 126-24

3.2-4.1.1 – Construction Impacts – "The Hawthorne Option would require additional parcel acquisitions to construct the elevated guideways and stations when compared to the Trench Option and Proposed Project between the existing Marine Station and 190th Street." In addition, construction of the Trench Option is estimated to take two years longer than the construction of the Proposed Project. These statements should be included in the Executive Summary. 126-25

3.2-7.3 – Boldface the last phrase of the section, "would not result in a cumulatively significant impact to land use and planning during construction or operation." 126-26

3.3-4.3.2 – Define or spell out the abbreviation "KOPs" in first sentence. 126-27

3.4-4.1.1 – Note in the Executive Summary that only the construction of the Trench Option would result in a significant and unavoidable Air Quality impact related to air quality violations and AQMP consistency, even after incorporating mitigation measures. All other options would have less than a significant impact at nearby sensitive receptor locations. 126-28

3.6-4.1.1 - Note in the Executive Summary that the Proposed Project, Trench Option, and Hawthorne Option would have significant and unavoidable Construction Noise impact. 126-29

3.6-4.1.2 – Note in the Executive Summary that the Proposed Project would have a significant and unavoidable impact for light rail and for combined freight and light rail noise, a less than significant impact for ancillary facilities, and no impact for the parking facility. The Trench and Hawthorne Blvd. options would have a less than significant noise impact with mitigation. 126-30

3.6-4.3.1 – Note in the Executive Summary that the Proposed Project would have a significant and unavoidable impact related to vibration damage and vibration annoyance during construction. The Trench and Hawthorne Blvd. Options would have less than significant impact with mitigation related to damage and a significant and unavoidable impact related to annoyance. 126-31

4.4-2 High-Frequency Bus Alternative - Two important distinctions between the HFB and all rail alternatives are projected ridership and cost, neither of which is considered an environmental impact under CEQA. The Locally Preferred Alternative decision must also consider cost, ridership, implementation timeframes, and funding sources and availability. 126-32

Table 4.5-1 – What do the initials LTSM, LTS, SUI mean? They should be spelled out in a note on the table. 126-33

4.5-1.1.2 – The Executive Summary should note that, “The No Project Alternative includes minor roadway changes proposed in the 2020-2045 SCAG RTP/SCS, but there would not be a notable change in operating conditions on roadways.” 126-34

The DEIR also states that the No Project Alternative could create a conflict with programs and plans addressing the circulation system since the Proposed Project is included within Metro’s LRTP, programmed through Measure M, as well as within the City of Redondo Beach General Plan Circulation Element and the 2020-2045 SCAG RTP/SCS. The No Project Alternative, during operation, would be inconsistent with the transportation and applicable air quality plans, reduction in GHG emissions, VMT reduction, and energy consumption by private automobile trips. 126-35

The DEIR Executive Summary should note that Responsible Agencies would need to mitigate the No Project Alternative inconsistency with their plans and programs. For the No Project Alternative to have operational impacts that are less than significant with mitigation, the agencies would need to eliminate the project and adopt offsetting measures in their plans and programs.

Submission 127

From: Higgins, Anthony@DOT <[redacted]>
Sent: Friday, March 24, 2023 9:25 AM
To: GreenlineExtension
Cc: OPR State Clearinghouse
Subject: Caltrans District 7 Comment Letter - Metro C Line (Green) Extension to Torrance Project - DEIR - SCH# 2021010269 - GTS# 07-LA-2021-04159
Attachments: 07-LA-2021-04159 Metro C Line (Green) Extension to Torrance Project - DEIR - SIGNED.pdf

Greetings,

Please see the attached Caltrans comment letter for the following project:

Metro C Line (Green) Extension to Torrance Project
DEIR - SCH# 2021010269
GTS# 07-LA-2021-04159

Best,

Anthony Higgins
Associate Transportation Planner
Caltrans District 7, Division of Planning
[redacted]

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
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www.dot.ca.gov

Making Conservation a California Way of Life.

March 24, 2023

Georgian Sheridan, Project Manager
LA County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-3
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project - Draft Environmental Impact Report (DEIR)
SCH# 2021010269
GTS# 07-LA-2021-04159
Vic. LA-405 PM 18.20 to 17.60
LA-107 PM 04.80 to 03.79
LA-107 PM 3.715

Dear Georgian Sheridan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Metro proposes to implement a light rail transit Project that would extend the C Line (Green) from the existing Redondo Beach (Marine) Station to the Torrance Transit Center. The Draft EIR evaluates:

a) The Proposed Project, which would be an elevated/at-grade alignment within the existing Metro-owned right-of-way (ROW) for the entire 4.5-mile length,

b) A Trench Option, which travels along the Metro ROW with the light rail located within a below grade trench, and

c) The Hawthorne Option, with the light rail in an elevated configuration traveling parallel to the I-405 Freeway and within the median of Hawthorne Boulevard.

127-1

The nearest State facilities to the proposed project are SR 107 and I-405. After reviewing the DEIR, Caltrans has the following comments:

127-2

Caltrans supports the Project as it provides a valuable extension to regional transit network, creating invaluable opportunities and choices for people to reach their destinations in the mode that best meets their needs. Projects of this nature, that create high quality transportation alternatives for local and inter-regional trips, can help California meet its State-level policy goals

127-3

Submission 127

to reduce the number of trips made by driving, improve air quality, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets to improve trips made by bicycle, walking, and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2050 and Southern California Association of Governments' (SCAG) Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals. 127-3

As stated in Table 2.6-1 on Page 2-58 of the DEIR, encroachment permit approvals will be required for any work on Caltrans ROW. This could include segments of I-405, SR 107, or bridges that cross State facilities depending on the final chosen alignment.

- The **Proposed Project** and the **Trench Option** will both require coordination, approvals, and permits for any segments that cross Caltrans ROW.

- The **Hawthorne Option** runs directly within or along State right-of-way. Due to the extensive length and scope of work within State ROW for this option, the project will require extensive collaboration with Caltrans staff for various permits and design approvals. These reviews, approvals, and encroachment permits will be conducted at the time of permit application so that all concerns can be adequately addressed. 127-4

Regardless of which option will be defined as the Proposed Project, all current design standards and access management concerns must be addressed and Metro would be fully responsible for all mitigation. Caltrans is not responsible for any fair-share contribution to the improvements.

Finally, Caltrans concurs that the Proposed Project alignment would meet the Project's stated objectives by reducing VMT and Greenhouse Gas (GHG) emissions, while providing a critical link in the high-capacity regional transit system. If all appropriate permits and approvals are obtained through the Office of Permits, Caltrans does not anticipate any transportation safety impacts to State facilities as a result of the Proposed Project alignment. 127-5

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-04159.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: State Clearinghouse

Submission 128

From: Isabel Douvan [redacted]
Sent: Wednesday, March 22, 2023 12:26 PM
To: GreenlineExtension
Subject: I Support the Metro Board's Proposed Project Option for the C-Line Extension
Attachments: I Support the Metro Board's Proposed Project Option for the C-Line Extension_Downtown Torrance resident (2).pdf

Dear Metro Board,

Thank you for the opportunity to comment on the Metro's C-Line Extension. I'm a resident of Downtown Torrance, and I'm writing to **express support for the C-Line Extension that utilizes the existing railroad right of way (ROW) between the Marine Station in Redondo Beach to the Mary Giordano Regional Transit Center in Torrance, also known as the Proposed Project.** 128-1

As evidenced by the Board's Draft Environmental Impact Review (EIR), the Proposed Project that utilizes the ROW is the least impactful to Torrance residents, businesses, and current and future surface street traffic. It is also the least costly option that also provides the fastest pathway to starting construction. The Proposed Project has the best chance of being completed in time for the 2028 Olympics, which, with a robust and well connected Metro system, can be an economic and cultural boon for Torrance's economy. Lastly, the Proposed Project will connect the two transit centers that have already been built in the Cities of Redondo and Torrance–transit centers that were built for the purpose of connecting to the Metro line expansion. 128-2

I am opposed to the option of extending the C-Line along Hawthorne Boulevard. This option requires elevation, causing significant disturbance and devastation to neighborhoods and businesses along that popular corridor. Furthermore, the option requires the Metro Board using eminent domain, which is unnecessary considering the Board has the rights of way for the Proposed Project. Locating light rail on Hawthorne Boulevard, whether elevated or at grade, would negatively impact Torrance residents and would be devastating to Torrance commercial properties that line Hawthorne Boulevard. 128-3

The Torrance Transit team estimates that the majority of riders on the new C-Line Expansion will travel in and out of Torrance, with projected daily trips of up to 16,000! I hope that the City's significant ridership contribution will contribute heavily in your decision to support the Proposed Project–the same position unanimously approved by the Torrance City Council. 128-4

Thank you for the opportunity to share my position. I appreciate all the hard work the Metro employees do every day.

Best regards,
Isabel (Douvan) Schwartz
Downtown Torrance Resident ([redacted]
Assembly District 66 Democratic Delegate
K-8 Teacher | Substitute Teacher | Tutor

Submission 129

From: [redacted]
Sent: Wednesday, March 22, 2023 4:27 PM
To: GreenlineExtension
Cc: 'Julia Duenes Stewart'; Dierking, Mark
Subject: Life Covenant C Line Comments Pastor Tim Morey
Attachments: Life Covenant C Line Comments Pastor Tim Morey.pdf

Please find my comments attached –

Tim Morey
Mt633

Lead Pastor, Life Covenant Church

https://life-covenant.com
https://churchplanting.fuller.edu
Planting a Church Without Losing Your Soul: Nine Questions for the Spiritually Formed Pastor

Submission 129

March 22, 2023

Georgia Sheridan
Project Manager, Metro
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012

Re: Comments C Line Green Line Extension Draft Environmental Impact Report

Dear Ms. Sheridan,

I am writing to comment on the Green Line Extension Draft Environmental Impact Report (DEIR). For nearly 20 years, I have served as the lead pastor for Life Covenant Church located at 308 Maple Avenue. It has come to my attention that the project described in the DEIR is proposed to pass directly adjacent to the church property. I would like to express some concerns about the analysis in the DEIR and potential significant impacts the project could create for the sensitive receptors at my church. Included in my concerns are suggestions for mitigations that might lessen some of these significant impacts to a less than significant level. 129-1

Concerns about Insufficient Analysis/ Recommendations for Mitigations to Significant Impacts:

- **Insufficient Analysis and Need for Mitigations of Hazardous Materials** – a Phase I identified land adjacent to our church as a site of concern. However, a Phase II needs to be conducted to complete the identification of contaminated soil, groundwater and what would be released during any soil vapor extraction and other construction activities and ongoing operations. Additionally, our church is not listed in your inventory of sites with sensitive receptors. Other churches have been included in that list but ours is not one of them. The extent of the contamination that exists near and adjacent to our church needs to be known and mitigation cleaning up that contamination needs to be precise and articulated to ensure that the sensitive receptors at our location are not exposed to significant amounts of contamination both during construction and operations of the proposed project. All alternatives being considered include excavation of soil near and adjacent to our church site. So this is especially important and must be adequately analyzed and mitigated. 129-2
- **Insufficient Analysis and Need for Mitigations of Geology and Soils** – Any planned geotechnical site-investigation for the proposed project must include the stipulation that our church site be considered specifically and must be protected against any potential flooding, erosion, instability or subsidence created by the construction and/or operations of the project. This becomes especially important given that the proposed project design includes expansion of the existing bridge located along Del Amo Boulevard near the intersection of Maple Avenue and Del Amo Boulevard. This intersection is the precise location of our church and we need mitigations that ensure a 129-3

design that protects our property during both general construction and operation of the proposed project but more specifically during changes made to the existing bridge. We do not want to experience significant negative impacts from flooding and/or other geological and/or soils problems as a result of the project. Please include adequate analysis of these potential project impacts as well as mitigations that specify the design be done in a fashion to avoid such impacts.

129-3

- **Insufficient Analysis and Need for Mitigations of Public Services** – Because we are directly adjacent to the tracks, your DEIR needs to analyze the emergency response that would be conducted in the event of catastrophic events such as, but not limited to, derailment, fires, and earthquakes. Table 3.15-1 lists the relevant regulations that would currently dictate emergency responses for construction and operations of the proposed project. The lack of specific actions or potential dangers that would require public services shows the inadequacy of analysis in the DEIR. This list in the table is largely policies and goals that are so general that there would be no accountability to the inaction of public services in the event of a catastrophic event. We need to know specifically what would be done as an emergency response in a myriad of potential catastrophic event scenarios. Without analysis of what potential events could cause significant negative impacts to our church property and congregants, there is no way to adequately list the detailed mitigations necessary for such potential events. Relying on existing public services when you are adding greater potential for negative significant impacts in this area is not sufficient mitigation. More public services must be identified and included in the operational budget of the project in order to properly mitigate potentially significant negatives impacts in this area in the event of an emergency.

129-4

- **Insufficient Analysis and Need for Mitigations of Safety and/or Security –** A specific plan needs to be put in place that articulates how the at grade rail will be secured both for the protection of those who might inadvertently traverse the rail itself and so that it is not used as a means of nontraditional pedestrian travel. In other words, it is our hope that the line would be secure so that pedestrians would not be able to walk up and down off and on the tracks with special attention given to possible access from the bridge area.

129-5

- **Insufficient Analysis and Mitigations of Noise –** The threshold for ambient noise needs to be when no trains are running since this is the noise condition for the majority of the day and night. Freight trains typically only travel once or twice a day. So, you should not be using the noise created at the time of the freight passing as the noise threshold. This creates a false conclusion of no significant increases in negative noise impacts. Further, designs for the proposed project need to include a landscape buffer, rails and connectors that reduce sound, quieter signals especially at crossings within a half mile or less and sound proofing materials used in the area around the bridge to prevent sound from bouncing off. Finally, our church has regularly scheduled services and events on Sunday mornings and Wednesday evenings. So, we request a mitigation that no

129-6

construction be conducted during the hours of 7am to 1pm on Sundays and 5:30pm to 9pm on Wednesdays.

- **Insufficient Analysis and Mitigations of Air Quality –** All construction plans within a ½ mile or less of our church location must include no idling of construction vehicles us during construction (and operational vehicles during operations). Any exclusion of such a mandate will create a significant negative air quality impact for the sensitive receptors at the church which will not be sufficiently mitigated.
- **Insufficient Analysis and Mitigations of Vibrations –** As mentioned with the noise impact concerns, rails and connectors that reduce sound should also be used to reduce vibrations both during construction and operations of the proposed project.

129-6

129-7

129-8

129-9

Life Covenant Church supports the proposed project only if it is properly analyzed and developed with appropriate mitigations during construction and operations to protect our people and our property. Please contact me if you have any questions, at tim@life-covenant.com.

Sincerely,

Tim Morey
Lead Pastor, Life Covenant Church

cc Julia Stewart, Life Covenant Member

Mark Dierking, Community Relations Manager, Metro

Submission 130

From: Brandy Forbes [redacted]
Sent: Wednesday, March 22, 2023 2:07 PM
To: GreenlineExtension
Cc: Ted Semaan; Mike Witzansky; Luke Smude
Subject: Metro C Line Extension DEIR - City of Redondo Beach Official Comments
Attachments: FINAL Comment Letter City of Redondo Beach on Metro C Line DEIR 2023-03-22 WITH ATTACHMENTS.pdf

Dear Ms. Sheridan,

Please find attached the official comments from the City of Redondo Beach on the Metro C Line Extension to Torrance Project Draft Environmental Impact Report. These comments were approved by City Council on March 21, 2023 and are being submitted in advance of the March 27, 2023 comment period deadline. Please confirm receipt of these comments.

Sincerely,

Brandy Forbes
Community Development Director
Department of Community Development
415 Diamond Street
Redondo Beach, CA 90277
(310) 318-0637 x2200
brandy.forbes@redondo.org
www.redondo.org

Please note that email correspondence with the City of Redondo Beach, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Redondo Beach shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.

Submission 130

March 22, 2023

Georgia Sheridan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012
Email: greenlineextension@metro.net

RE: Metro C Line Extension to Torrance Project Draft Environmental Impact Report Comments

Dear Ms. Sheridan:

On behalf of the City of Redondo Beach, California, please accept this letter as the City's official comment letter regarding the Metro C Line (Green) Extension to Torrance Project Draft Environmental Impact Report (DEIR). The City respectfully submits these comments to you, as the Metro representative accepting the DEIR comments for the project, for consideration as Metro prepares the Final EIR for this project and considers alternative alignments.

As noted in the City's May 17, 2022 letter to LA County Supervisors Mitchell and Hahn, a copy of which was sent to the LA County Metro Board, the City Council expresses unified support of an elevated Hawthorne Boulevard alignment (Hawthorne Elevated Option) for the Metro C Line (Green) Extension to Torrance Project, which would run along the historic Red Car route. The City of Redondo Beach continues to urge the LA County Metro Board not to gravitate to the Metro ROW alignment options. As we detail below, the Hawthorne Elevated Option is the most equitable, environmentally sound and the only option that promises to connect residents of Central Los Angeles County with the economic powerhouse coming to Redondo Beach along Hawthorne Blvd. 130-1

I. Hawthorne Elevated Option is superior to the ROW Options (At-Grade and Trenched) in all regards except cost, which should not drive monumental generational investments.

As part of its decision-making process, Metro studied through the DEIR three potential alignments–the Metro railroad right-of-way (ROW) At-Grade Option, the Metro ROW Trenched, and the Hawthorne Elevated Option.

As a preliminary matter, we want you to know that L Catterton (the real-estate arm of LVMH) is in the process of investing nearly half a billion dollars in a mixed retail, 300- 130-2

unit inclusionary apartment units, office space, and a 150-room hotel at the same intersection that would serve as the Redondo Beach stop for the Hawthorne Elevated Option. Between the mall and other uses, L Catterton projects about 750 new, permanent jobs to come to the site. Only the Hawthorne Elevated Option would deliver residents from the Willowbrook/Rosa Park station to all of the economic, family and medical centers along Hawthorne Blvd. by delivering them to its intersection with Artesia Blvd. The two ROW Options would deliver these residents to a residential neighborhood. If Metro does not seize this monumental, once-in-a-generation opportunity to send the C Line down the most utile path, the C Line could be destined to demise for nonuse.

130-2

If located along the Hawthorne Elevated Option, the C Line would also deliver residents from Redondo Beach, Lawndale, Torrance and Hawthorne conveniently to the Crenshaw/LAX Transit Project. If, however, the C Line is extended into our residential neighborhood along the ROW, the C Line would not serve as a central hub to move the masses efficiently to LAX. It would be a pity for government to have spent hundreds of millions of dollars improving LAX and installing a people mover, only to build a C Line extension that does not maximize ridership.

130-3

The City of Redondo Beach is united behind Hawthorne Elevated Option since it addresses many of our residents' concerns regarding noise, vibration, resident/child safety, and other factors, as well as having an expeditious, speedy route to the Torrance Transit center which would likely bolster its usership at a time of Metro ridership decline. The Hawthorne Elevated Option along Hawthorne Boulevard would also revitalize local businesses through higher visibility and the creation of a vibrant destination for riders.

II. <u>The City is united behind the Hawthorne Elevated Option and against the ROW Options.</u>

We are very concerned for our mixed-income senior residents at the Breakwater Village. Breakwater Village was built along the Metro ROW in the early 2000's. It boasts 191 units covenanted for seniors. It includes 20 affordable units, including Section 8 housing. The same is true for the mixed-income residents of the Ruxton Place and Ruxton Ridge, that are home to 27 and 28 units, respectively.

130-4

Shell's drilling on the Metro ROW created a sinkhole in close proximity to these sites, and even caused a sinkhole on the Ruxton property. For over a year that sinkhole was fenced off; where residents of the affordable units there did not have regular access to their front doors because the conditions. The land subsidence that occurred at the Ruxton Place is merely symptomatic of the potential, serious hazards that could arise from heavy machinery and construction on the ROW so close to pre-existing, heavy residential developments. To date, Metro has not articulated confidence that the geology on the ROW would permit the C Line to be extended with no damaging effect on the dense residential developments adjacent to the ROW.

The DEIR has concluded that the ROW options will have significant unavoidable noise impacts for the ongoing operations at those alignments. As well, construction of either ROW Options will have significant unavoidable impacts on residents related to both noise and vibration. Based on the multi-year timeline needed to build the light rail within feet of where many of these neighboring residents sleep nightly, the negative impact that this will have on so many lives, including our seniors', simply cannot be understated. 130-5

Below are the comments specific to the DEIR studies. With the concerns to the impacts to the quality of life and safety/security of more than 1000 residential households along the ROW Options, the City implores that Metro **not** move forward with either of the ROW Options.

III. Additional DEIR Comments.

Attached are comments from the Redondo Beach Planning Commission, the Redondo Beach Public Works & Sustainability Commission, and the public received by City Council in discussing the DEIR. The Redondo Beach City Council requests that Metro accept these as official comments to be addressed in the DEIR process. Below are additional official comments of the City of Redondo Beach.

Emergency Response Services:

- Metro should not consider the ROW At-Grade option. Life threatening delays could occur at the at-grade crossing at 182nd Street due to frequency of the light rail service stopping traffic and emergency response capabilities. In addition to police and fire, McCormick private ambulance service is located on and travels along 182nd Street regularly—this is a major corridor. The ROW At-Grade Option traffic stoppage will cause delays. The ability to get across tracks in a timely manner is critical for these life safety services. 130-6

- Regarding public services and emergency responders, the DEIR does not go deep enough to address deployment practices and the impacts of these delays.

Geology/Soils:

- The Draft EIR identifies less than significant issues with subsidence and settlement that may be in conflict with other known reports. As noted above, Shell's drilling on the Metro ROW created a sinkhole in close proximity to these sites, and even caused a sinkhole on the Ruxton property. As well, there was a prior undocumented ROW sinkhole near 190th Street.

  The DEIR Section 3.8-2.1 notes that the DEIR reviewed published maps, professional publications, and technical reports pertaining to the geology, soils, and seismicity of the RSA. Significant impact would include exposing people or structures to adverse effects, including the risk of loss, injury or death, as well as when a geological unit or soil would become unstable as a result of the project and potentially result in on or off-site subsidence or collapse. The DEIR needs to 130-7

review the studies of soils in the immediate area, including the sinkhole in the vicinity of the Ruxton housing development, to ensure that the conditions and potential mitigation is adequate. This includes the study conducted by Ninyo & Moore on behalf of the Shell Pipeline Co. and the Galleria DEIR.

- There is a concern with safety with 3 sets of tracks over pipelines where there are unstable soils (including clay soils) along the ROW alignments. There are seemingly unrepairable unstable soils evidenced by a sinkhole in the area, including adjacent to the alignment and spread onto property of Ruxton Place. Evaluation needs to be done to determine where the pipelines are located throughout the corridor. 130-7

- The Hawthorne Elevated Option has the opportunity for engineering over more stable soils where Red Car had been routed for several decades. This is the preferred option to address geology and soils impacts. 130-8

At-Grade Crossing:

- Page 3.1-23 of the DEIR did not include the impacts to 182nd Street traffic. 182nd Street should be considered a major arterial since there are approvals for improvements to Galleria site and the new Transit Center has just been completed in the vicinity. The DEIR should include evaluating impacts of the additional possible high-density residential development per the Redondo Beach Housing Element sites inventory and the cumulative impacts of the ROW alignments with the increased traffic from these developments. 130-9

- Page 3.1-45 of the DEIR regarding roadways relies on the municipalities to implement measures to deter cut through traffic when 182nd Street is experiencing traffic stoppage due to the ROW at Grade option. The DEIR is undercounting cut through traffic impacts on arterials. This needs to be addressed. 130-10

- The DEIR claims no impact on bicycle safety, yet riding bicycles across rail tracks is a hazard due to tire size and uneven surfaces. At this point there is only one set of tracks to cross at 182nd Street, but the proposed ROW at-grade option would have two additional sets of tracks, compounding the safety hazard. This safety hazard needs to be addressed. 130-11

- Was there sufficient analysis of transportation impacts on Inglewood and 182nd Street as a result of the frequency of trains and resulting restriction of traffic in ROW At-Grade Option? 130-12

Noise and Vibration

- On Table 3.6-11 no ambient noise measurement was taken south of Artesia Boulevard on Ruxton Avenue and other adjacent residential roadways or south of 182nd Street on Firmona Avenue, Fisk Lane, Fisk Court, or Spreckles Court. 130-13

There are numerous residential properties in these areas. Ambient noise measurements need to be taken to accurately reflect the impacts. 130-13

- The significant unavoidable impacts of the ROW Options regarding noise will be in perpetuity for operations. Metro should not move forward with those Options. And even the Trench Option would only be LTSM if other agencies take action for Quiet Zone, relying on other agencies to do the mitigation. This doesn't guarantee that there will not be continued noise just because the Quiet Zone designation is made. The City does not believe the benefits of these ROW Options outweigh the significant unavoidable impacts. 130-14

- Noise and vibration metrics make no reference to the noise standards in residential districts per the Redondo Beach Municipal Code. The DEIR needs to respect the local municipalities' regulations.

    - For the Proposed Project (ROW At-Grade) and the Trench Option, the projected noise levels are in excess of City's noise ordinance during construction and during operation (RBMC 4-24.301)
    - For the Proposed Project (ROW At-Grade) and the Trench Option, the projected noise levels during operation occur prior to 7 AM and after 10 PM and so are in violation of City's noise ordinance (RBMC 4-24.301, 4-24.503) 130-15
    - For the Proposed Project (ROW At-Grade) and the Trench Option, the projected vibration levels listed to have significant impact violates City ordinance (RBMC 4-24.504)

- Considering there are already vibration impacts as a result of the existing freight operations, are the proposed mitigation measures for ROW options proven sufficient for the lifetime of the project? 130-16

- The DEIR utilized the FTA General Assessment method to evaluate the Vibration impacts, deferring a Detailed Assessment once final alternative and option is selected. However, if that Detailed Assessment detects Vibration impacts that are significant and cannot be mitigated to a less than significant level, it is unclear if the DEIR would need to be recirculated with this updated information and if another option would be considered after that Detailed Assessment. 130-17

Air Quality

- For the Trench Option, air quality risk is listed as significant and unavoidable. 130-18
- Particulate matter along the ROW will most certainly bring the air quality to an unlivable standard. In the case of this project, the reference to "temporary" means 5 years beginning with 101 dump trucks for 18 months and then subsequently, up to 40 pieces of heavy equipment continually disturbing the dirt and creating particulate matter, which will cause health problems at such a close proximity to human lives. 130-19

Safety

- For the Proposed Project (ROW At-Grade) and the Trench Option, the City did not observe adequate discussion of safety issues related to brittle buried pipelines in the right of way. 130-20

- The City did not observe adequate discussion of safety issues related to derailment. Information needs to be provided to address the hazardous materials carried on the freight rail, if there are any issues with moving that closer to residences than it currently is, and impacts if a derailment were to occur. 130-21

- Pipeline locations are not shown on the cross section drawings or in the materials. Impacts should be considered for both construction and operation if there are issues with the pipelines (i.e., leaks, repairs, etc.). 130-22

Biological

- The DEIR notes no wildlife impact, yet there have been observed nesting owls and hawks in the El Nido Park and cemetery vicinity. 130-23

- For the ROW At-Grade Option and the Trench Option, significant substantial adverse effects are projected either directly or through habitat modifications on local wildlife. Metro should provide better mitigation requirements to protect local wildlife. 130-24

Transportation

- Metro should provide First / Last Mile improvements to the scope of the project. 130-25

- Metro should elaborate on bus connectivity from the proposed Hawthorne Light Rail Station to the new Redondo Beach Transit Center. Explore partnership with South Bay Social District (SBSD - formerly South Bay Galleria) to make connection. 130-26

- Provide some discussion of dedicated connectivity from the proposed C Line extension to the Del Amo Mall. 130-27

- Discuss parking options for Hawthorne Light Rail Station and explore partnership with SBSD. 130-28

Other Issues

- Concerns have been raised by residents regarding incorrect figures and diagrams. Any information needing correction needs to be reviewed to see if those corrections show additional impacts. 130-29

- The “No Project Alternative” shows significant unavoidable impacts in many categories. Where is the significant data to support this? 130-30

- The Hawthorne Elevated Option is most environmentally sound option and should be the option pursued if Metro is going to build the project. The Hawthorne Elevated Option is the option that does not directly impact adjacent residential uses. 130-31

- There may be concerns of the north section and south section of the Hawthorne Elevated Option impacting businesses. Modifications to those sections of the proposed route could be made and evaluated to address those concerns and minimize disruption to commercial uses. Those should be studied if the impacts to businesses would otherwise deter Metro from considering the Hawthorne Elevated Option. 130-32

- There is no level of service data or analysis. The DEIR mentions in the Land Use section that this is consistent with the local General Plans. However, the Redondo Beach Circulation Element requires this level of service analysis. 130-33

- The ridership study should be included as a part of the DEIR since “improving mobility within the South Bay and encourage mode shift” is objective of project. 130-34

- In the absence of selection of a light rail option, or if the no build option is selected, discuss how funds will remain invested into South Bay transit needs. 130-35

- If the ROW Options are not selected, has there been any analysis of how this area could be utilized for alternative forms of transportation, such as bike lanes and for pedestrians. 130-36

- How much money is BNSF investing annually to maintaining the train tracks on the ROW? (Norfolk Southern) 130-37

- What will be done to protect residents in the South Bay from second hand smoke from Fentanyl, meth, etc consumption on the Metro, irrespective of the path it goes? 130-38

- What is metro doing to prevent and reduce the crimes, including violent and sexual crimes, that it exports to communities on its mass transit? https://www.dailynews.com/2023/02/24/crime-skyrockets-on-la-metro-system-including-a-jump-in-drug-deaths/ 130-39

- Why doesn't moving the freight rail closer to Redondo Beach residents, without slowing down the speed of the train to 5mph or below, violate section 10.10 of our General Plan? 130-40

- How does the operation of a metro light rail for 20 hours (verify # of hours) in a day comply with Redondo Beach General Plan Policy 10.10.1, regarding the 130-41

City's operational restrictions during the early morning and late evening hours to reduce adverse noise impacts in residential areas and other noise sensitive areas? 130-41

- What will Metro be doing to protect people's indoor / outdoor cats from being struck by the Metro light rails on the ROW? 130-42

- How does the movement of the heavy freight rail closer to the high-density residential, without reducing its speed to 5 mph in Redondo Beach, comply with RBMC Section 4-24.504, which precludes the operation of any device which creates vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property, or at 150 feet (forty-six (46) meters) from the source if on a public space or public right-of-way? 130-43

- Lighting impacts studied were primarily focused on construction lighting impacts. However, the study doesn't address the lighting on the trains themselves, along the tracks, at intersections/crossings, etc. related to the operations of the light rail. This needs to be evaluated to ensure that proper mitigation is in place. 130-44

IV. Consideration of Other Alternatives Studied in the DEIR – High Frequency Bus Alternative.

If Metro is considering pursuing one of the other Alternatives (other than the three Options), the City of Redondo Beach recommends consideration of the High Frequency Bus (HFB) Alternative. The DEIR acknowledges the HFB Alternative as the environmentally superior alternative, as it would avoid or reduce all impacts to a less than significant level. Although this alternative would not necessarily realize the same level of benefits or fully meet the objectives of the options, it would provide a mass transit service similar to light rail at what is expected to be a fraction of the cost.

The review of the HFB Alternative should be comparable in service to the options. The DEIR noted that the HFB Alternative would take 25 minutes to traverse the same 4.5-mile corridor, compared to 7 minutes for the light rail options; however, the HFB Alternative added several additional stops. To accurately compare the alternatives, the HFB Alternative should have the same bus stop frequency—only adding two stops total in Redondo Beach at the Galleria and in Torrance at the Torrance Transit Center Station. 130-45

If Metro decides to pursue one of the less costly Alternatives rather than the light rail Options, the funding that had been set aside that would no longer be used for this particular project needs to be redirected to improve transit in the South Bay area.

These comments have been reviewed and approved by the Redondo Beach City Council at their March 21, 2023 public meeting. If Metro has any questions regarding this comment letter, please contact Brandy Forbes, Community Development Director for the City of Redondo Beach at 310-318-0637 x2200 or brandy.forbes@redondo.org. Thank you for your consideration of our comments.

Sincerely,

Mayor William Brand

Joined by:

Nils Nehrenheim
Council Member, District 1

Todd Loewenstein
Council Member, District 2

Christian Horvath
Council Member, District 3

Zein E. Obagi, Jr.
Council Member, District 4

Laura Emdee
Council Member, District 5

CC: L.A. County Metro Board
Mike Witzansky, City Manager
Luke Smude, Assistant to the City Manager
Brandy Forbes, Community Development Director
L.A. County Supervisor Holly J. Mitchell
L.A. County Supervisor Janice Hahn

Attachments:

- Redondo Beach Planning Commission Recommended Comments 2/16/2023
- Redondo Beach Public Works & Sustainability Commission Recommended Comments 2/27/2023
- Public Comments received by City Council in discussion of the DEIR
- City of Redondo Beach Comments and Request Letter on Metro C Line Extension to Torrance Project May 17, 2022
- City of Redondo Beach Letter Submitting Comments on Revised and Recirculated Notice of Preparation Dated March 16, 2021
- City of Redondo Beach Support Letter Green Line Alternative 3 Signed July 18, 2018

City of Redondo Beach
Planning Commission
Recommendations to City Council for Comments
Metro C Line Extension Draft Environmental Impact Report
February 16, 2023

EMERGENCY RESPONSE SERVICES

1. Metro should not consider the ROW at-grade option. Life threatening delays could occur at the at-grade crossing at 182nd Street due to frequency of the light rail service stopping traffic and emergency response capabilities. In addition to police and fire, McCormick private ambulance service is located on and travels along 182nd Street regularly—this is a major corridor. ROW at-grade traffic stoppage will cause delays. The ability to get across tracks in a timely manner is critical for these life safety services. 130-46

2. Regarding public services and emergency responders, the DEIR does not go deep enough to address deployment practices and the impacts of these delays. 130-47

3. The Planning Commission recommends that the City Council has for review fire and police data and ambulance frequency to see how much these services use the crossing intersections (182nd Street) by their March 21, 2023 meeting.

SOILS

4. There is a concern with safety with 3 sets of tracks over pipelines where there are unstable soils (including clay soils) along the ROW alignments. There are seemingly unrepairable unstable soils evidenced by a sinkhole in the area, including adjacent to the alignment and spread onto property of Ruxton Place. 130-48

5. The raised elevation route down Hawthorne has the opportunity for engineering over more stable soils where Red Car had been routed for several decades. 130-49

AT GRADE CROSSING

6. Page 3.1-23 of the DEIR did not include in the materials the impacts to 182nd Street traffic. 182nd Street should be considered a major arterial since there are approvals for improvements to Galleria site and the new Transit Center has just been completed in the vicinity. The DEIR should include evaluating impacts of the additional possible high-density residential development per the Redondo Beach Housing Element sites inventory and the cumulative impacts of the ROW alignments with the increased traffic from these developments. 130-50

7. Page 3.1-45 of the DEIR regarding roadways relies on the municipalities to implement measures to deter cut through traffic when 182nd Street is experiencing traffic stoppage due to the ROW at Grade option. The DEIR is undercounting cut through traffic impacts on arterials. 130-51

8. The DEIR claims no impact on bicycle safety, yet riding bicycles across rail tracks is a hazard due to tire size and uneven surfaces. At this point there is only one set of tracks to cross at 182nd Street, but the proposed ROW at-grade option would have two additional sets of tracks, compounding the safety hazard. 130-52

9. Was there sufficient analysis of transportation impacts on Inglewood and 182nd Street as a result of the frequency of trains and resulting restriction of traffic in ROW at-grade option? 130-53

NOISE AND VIBRATION

10. The significant unavoidable impacts of ROW options regarding noise will be in perpetuity for operations. Metro should not move forward with those options. And even the Trench Option would only be LTSM if other agencies take action for Quiet Zone, relying on other agencies to do the mitigation. The Planning Commission does not believe the benefits of these ROW project options outweigh the significant unavoidable impacts. 130-54

11. Noise and vibration metrics make no reference to the noise standards in residential districts per the Redondo Beach 130-55

Municipal Code. The DEIR needs to respect the local municipalities' regulations. 130-55

12. Considering there are already vibration impacts as a result of the existing freight operations, are the proposed mitigation measures for ROW options proven sufficient for the lifetime of the project? 130-56

OTHER COMMENTS

13. There is a concern about impacts to quality of life and safety/security of more than 1000 residential households along the ROW alignment options (see all categories above). 130-57

14. The "No Project Alternative" shows significant unavoidable impacts in many categories. Where is the significant data to support this? 130-58

15. The Hawthorne Option is most environmentally sound option and should be the option pursued if Metro is going to build the project. The Hawthorne Option is the option that does not directly impact adjacent residential uses. 130-59

16. There is no level of service data or analysis. The DEIR mentions in the Land Use section that this is consistent with the local General Plans. However, the Redondo Beach Circulation Element requires this level of service analysis. 130-60

17. The Planning Commission recommends that City Council look at what the mitigation measures are that are necessary to bring to LTSM to see if those measures are sufficient.

18. The ridership study should be included as a part of the DEIR since "improving mobility within the South Bay and encourage mode shift" is objective of project. 130-61

19. The DEIR notes no wildlife impact, yet there have been observed owls and hawks in the El Nido Park and cemetery vicinity. 130-62

Submission 130

Public Works Department
Engineering Services Division

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel:
fax:

TRANSMITTAL MEMO

DATE: March 3, 2023

FROM: Lauren Sablan, Public Works & Sustainability Commission Liaison

TO: Brandy Forbes, Community Development Director

SUBJECT: RECOMMENDATIONS FOR COMMENTS ON METRO C LINE EXTENSION DRAFT ENVIRONMENTAL IMPACT REPORT

Per the request of City Council, the Public Works & Sustainability Commission reviewed the Metro C Line Extension Draft Environmental Impact Report (DEIR) and provided input on the DEIR during the February 27, 2023 Public Works & Sustainability Commission Meeting. Attached are the recommendations as approved by the Public Works & Sustainability Commission.

ATTACHMENT:

- Recommendations to City Council for Comments Metro C Line Extension Draft Environmental Impact Report February 27, 2023

City of Redondo Beach
Public Works & Sustainability Commission
Recommendations to City Council for Comments
Metro C Line Extension Draft Environmental Impact Report
February 27, 2023

1. The PWC prefers the Hawthorne option for the following reasons:
   A. Noise and Vibrations
      - For the Proposed Project (right of way at grade) and the Trench Option, the projected noise levels are in excess of City's noise ordinance during construction and during operation (RBMC 4-24.301)
      - For the Proposed Project (right of way at grade) and the Trench Option, the projected noise levels during operation occur prior to 7 AM and after 10 PM and so are in violation of City's noise ordinance (RBMC 4-24.301, 4-24.503)
      - For the Proposed Project (right of way at grade) and the Trench Option, the projected vibration levels listed to have significant impact violates City ordinance (RBMC 4-24.504)

130-63

   B. Geology
      - DEIR 3.8-3.12 Subsidence and settlement - The Draft EIR identifies less than significant issues with subsidence that may be in conflict with other known reports.

130-64

   C. Air quality
      - For the Trench Option, air quality risk is listed as significant and unavoidable.
   D. Safety
      - For the Proposed Project (right of way at grade) and the Trench Option, Commission did not observe adequate discussion of safety issues related to brittle buried pipelines in the right of way.

130-65

      - Commission did not observe adequate discussion of safety issues related to derailment.

130-66

   E. Biological
      - For the Hawthorne Option and the Trench Option, significant substantial adverse effects are projected either directly or through habitat modifications on local wildlife. Metro should provide better mitigation requirements to protect local wildlife.

130-67

   F. Transportation

- Metro should provide First / Last Mile improvements to the scope of the project.
- Metro should elaborate on bus connectivity from the proposed Hawthorne Light Rail Station to the to the new Redondo Beach Transit Center. Explore partnership with SBSD to make connection.
- Provide some discussion of dedicated connectivity from the proposed C Line extension to the Del Amo Mall.
- Discuss parking options for Hawthorne Light Rail Station and explore partnership with SBSD.

2. In the absence of selection of a light rail option, or if the no build option is selected, discuss how funds will remain invested into South Bay transit needs.

130-68

130-69

130-70

130-71

130-72

Submission 130

Comments from Holly Osborne

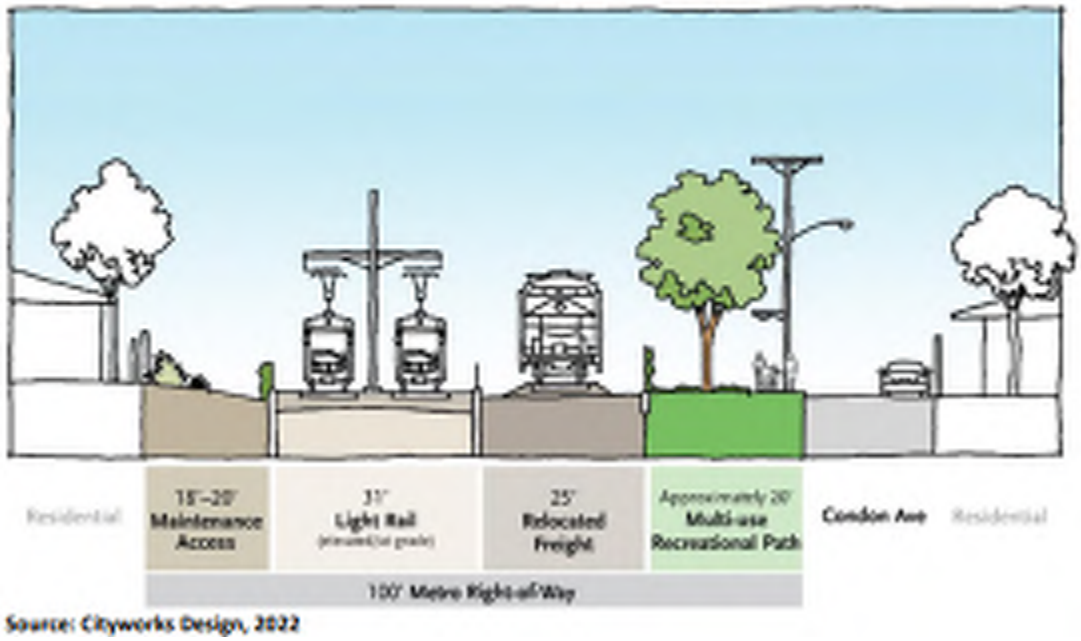
DEIR Areas of Concern: Width of ROW is inadequate for proposed project

Problem: The ROW is nominally 100 ft, but it narrows to 75 ft at 170th St. in Lawndale, and does not widen again until after crossing Artesia Blvd. The narrow width of the ROW of 75 ft is not compatible with **3 sets of train tracks** and **multiple pipelines**. Metro's diagrams sketching the transition of the ROW from 100 ft to 75 ft are incomplete, and imply that Metro will take properties, when Metro said repeatedly on the walks that they would not impact residential properties. 130-73

DEIR References: Fig. 2.3-4 page2-9; Fig. 2.3-5, page 2-10; Fig. 2.3-6, page 2-11.

Figure 2.3-4 shows the layout of the proposed project at 165th St. in Lawndale, where the ROW is nominally 100 ft wide.

Figure 2.3-4. Proposed Project – Looking South Between 165th Street and 170th Street



Source: Cityworks Design, 2022

130-74

1)The maintenance access is to get at the petroleum pipelines underneath.

2) The furthest pipeline is about 12 feet; for clearance one needs about a foot more than that, so about 13 ft of maintenance access is needed; so, an access region of 18-20 ft is good.

3) The ROW is supposed to be 100 ft; here they have 20+31+25+20 = 96 ft. (So, they are missing 4 ft. It is not indicated where the extra 4 ft is expected to be allocated.)

3a) Scenario 1: The freight train was at the center (which would have been at 50 ft from the **west** edge); according to the diagram it is now at 20+12.5=32.5 feet from west edge. **This would imply a 17.5 ft shift to the west**

3b) Scenario 2: The freight train was at the center (which would have been at 50 ft from the **east** edge); it is now at 20+31+12.5=63.5 feet from east edge. **This would imply a 13.5 ft shift to the west**

The DEIR says on page 2-12,

"Between Manhattan Beach Boulevard and 172nd Street, the existing freight track would be relocated to the west up to **14 feet** within the Metro ROW. In this segment, the freight trains would continue to cross streets at-grade as they do today."

130-74

(This is within the shift calculated above; so the text and figures are consistent, although more-so with Scenario 2)

4) The 20 ft. "path" is an illusion. (The bicycle path in North Redondo is 16 ft wide. Could it support a big tree like that, and cyclists, and some pedestrians?)

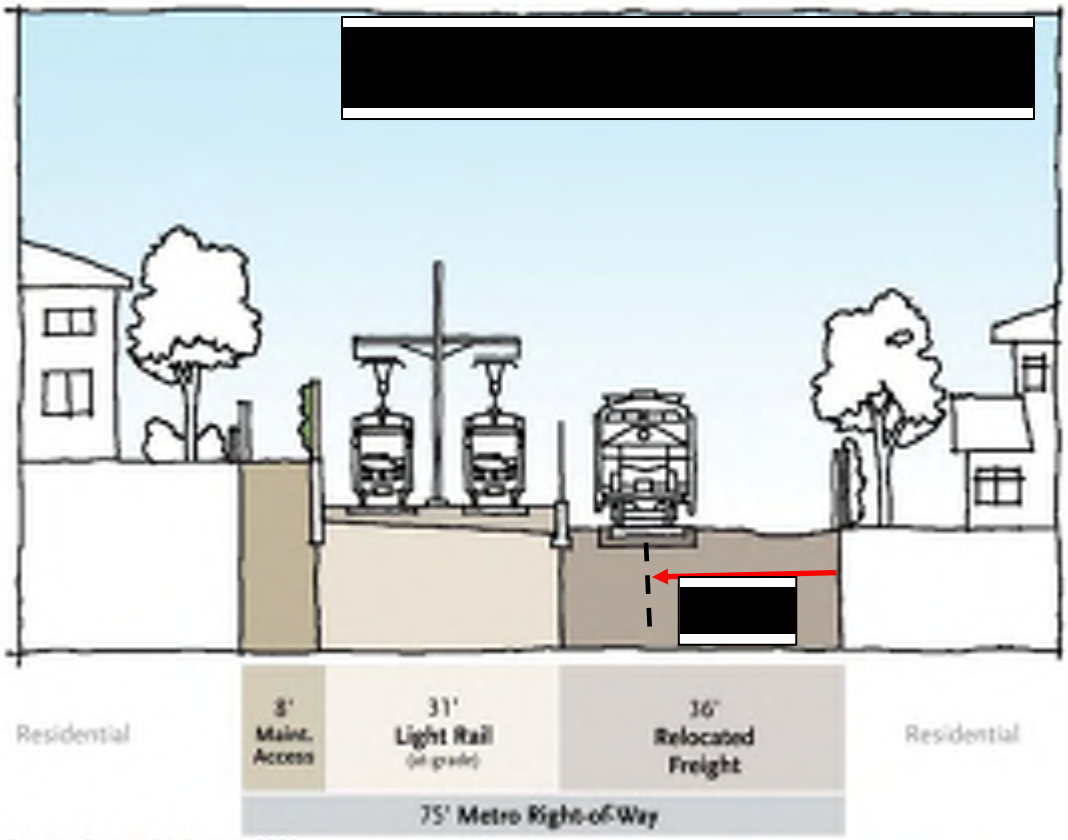
130-75

- - - ----

Next, consider the layout at 170th street, in Figure 2.3-5. We were told at the walks that the shift of the freight train track is now only 3 ft from center, to the west. That would make the distance **22** ft from the edge; so the 22 ft has been indicated on the diagram.

130-76

Figure 2.3-5. Proposed Project – Looking South Between 170th Street and Artesia Boulevard



Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

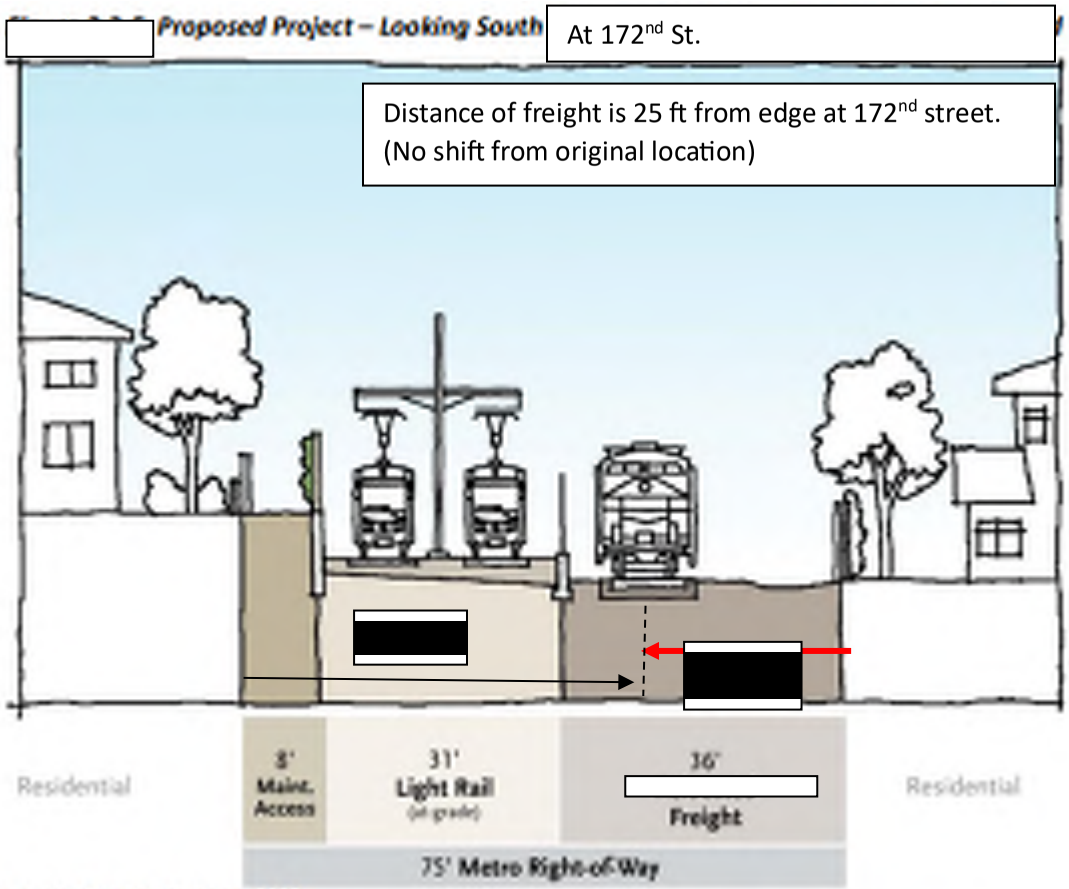
The Maintenance Access is now only 8 ft. I have measured the distance. The furthest pipes are 12 ft from the eastern wall. So, is Metro going to stack the pipes on top of each other, or what**? (See pipeline discussion following)**. Or are they going to take someone's property? (An earlier version of the diagram showed an 81 ft wide total ROW, with a 14 ft Maint. access in the August 2022 diagrams. They later realized they did NOT have 81 ft.)

Next, consider **the layout at 172nd street**, in an altered version of Figure 2.3-5.

According to the DEIR page 2-12: "Between 172nd Street and Artesia Boulevard, the freight track would remain in its current location."

I am repeating the diagram, but this time the freight train **has no shift**. It has to line up **with the bridge**. (*I am relabeling, but not rescaling the drawing. I do not have the software to do that.)*

That means the freight train is 25 ft from Western wall. If the freight train is back to where it was originally, does that means it is now closer to the light rail? Or does the light rail shift too, and result in even less maintenance access? See **separation requirements discussion**.



"

130-77

***Pipeline Discussion and Questions**: Reference: UTILITY ACCOMMODATION POLICY, BNSF Railway

Question for metro: Please address how the moved pipeline fits with the criteria in the reference, realizing that there are multiple pipelines:

https://www.bnsf.com/bnsf-resources/pdf/about-bnsf/utility.pdf

130-78

See page 2-3 of above reference. Pipelines:
i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track.

ii.. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet. If less than minimum depth is necessary because of existing utilities, water table, ordinance or similar reasons, the line shall be rerouted.
iii. Locations where it will be difficult to attain minimum depth due to wet or rocky terrain shall be avoided. Any location change from plan must be approved by BNSF.

130-78

***Separation Requirements Discussion:** **Reference:** "Shared-Use Corridors Survey of Current Practice and Recommendations for the Future"

Question for metro: Please address how the separation between the freight tracks fits with these guidelines.

https://onlinepubs.trb.org/onlinepubs/circulars/ec058/08_04_sela.pdf

Note that according to the above reference, page 309

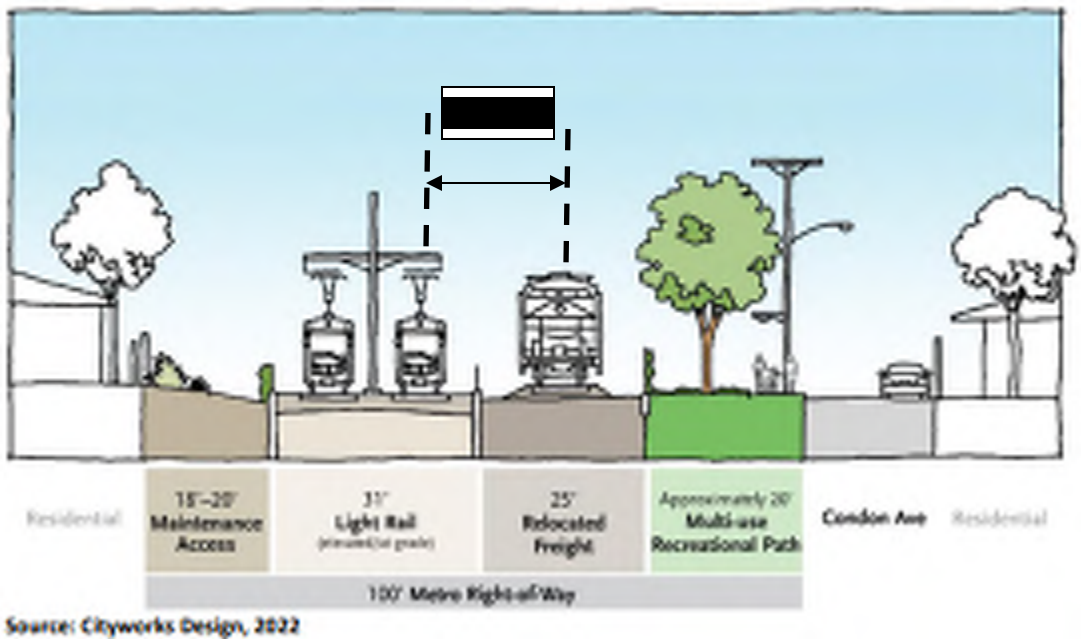
'Distance separation such as more than 25 ft between freight track and LRT track centerlines is normally desired by the FRA'

In the diagrams from Green Line presentations **in 2018, Metro was careful to always observe this 25 ft separation**. Now, it appears to be about 18 ft. Yes, the referenced document discusses that case, but is Metro relaxing safety requirements by operating the freight tracks and LRT tracks closer than the recommended 25 ft? **(Metro needs to address that**. **Is BNSF in agreement?**)

I have indicated what I think the separation is on the diagram in Figure 2.3-4 below: 18 ft. (It is definitely less than 25 ft, if this diagram is at all to scale; plus I was told the distance is 18 ft by one of the Metro engineer contractors.)

130-79

Figure 2.3-4. Proposed Project – Looking South Between 165th Street and 170th Street



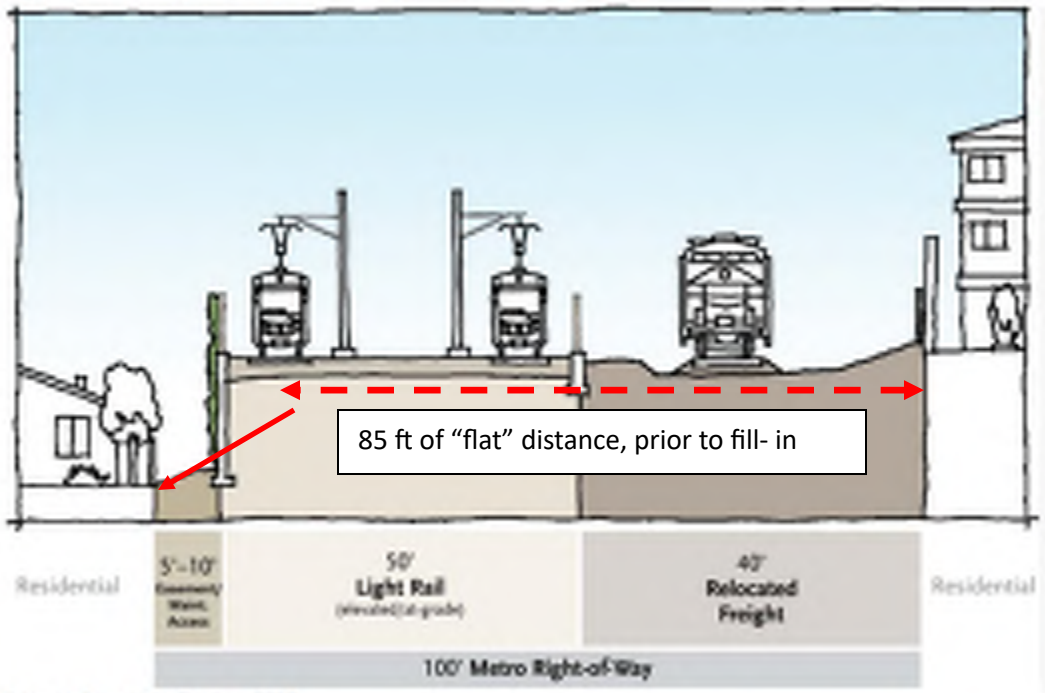
Source: Cityworks Design, 2022

Continuing on, South of Artesia.

Immediately south of Artesia, the ROW is still 75 ft, with the Great Room café on the West, and a Strip mall on the right. But I do not have a decent sketch to work with. (**Metro needs to provide a sketch** indicating the set-up of the proposed project **immediately** after crossing the Artesia bridge.)

Metro has provided a diagram for **further down** the ROW, near Breakwater Village. More questions are introduced. See Figure 2.3-6, below.

Figure 2.3-6. Proposed Project – Looking South of Artesia Boulevard



Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

Here are the questions:

1) Why does the light-rail set up look so different after crossing the bridge, than it did before the bridge. (See Figures 2.3-4, 2.3-5 and 2.3-6) What physically happened?
2) The actual "flat width" of the ROW here is currently about 85 ft as indicated by the red dashed arrow. Then there is a steep embankment down to the houses on the west, as indicated by the downward solid red arrow. (Those homeowners can currently access the ROW by climbing up the embankment.)

130-80

130-81

3) The left most LRT track would be "resting on air" without the fill dirt. Is the fill dirt described in the DEIR? (Where is it addressed?)
4) Notice how Meto has labeled the area in the home-owners backyard as "Easement/Maintenance access" So, **who is providing the "easement**?" Is Metro providing the homeowner with an easement, or is Metro "appropriating" the homeowner's backyard?
5) Metro needs to describe the height of the retaining wall.

130-82

130-83

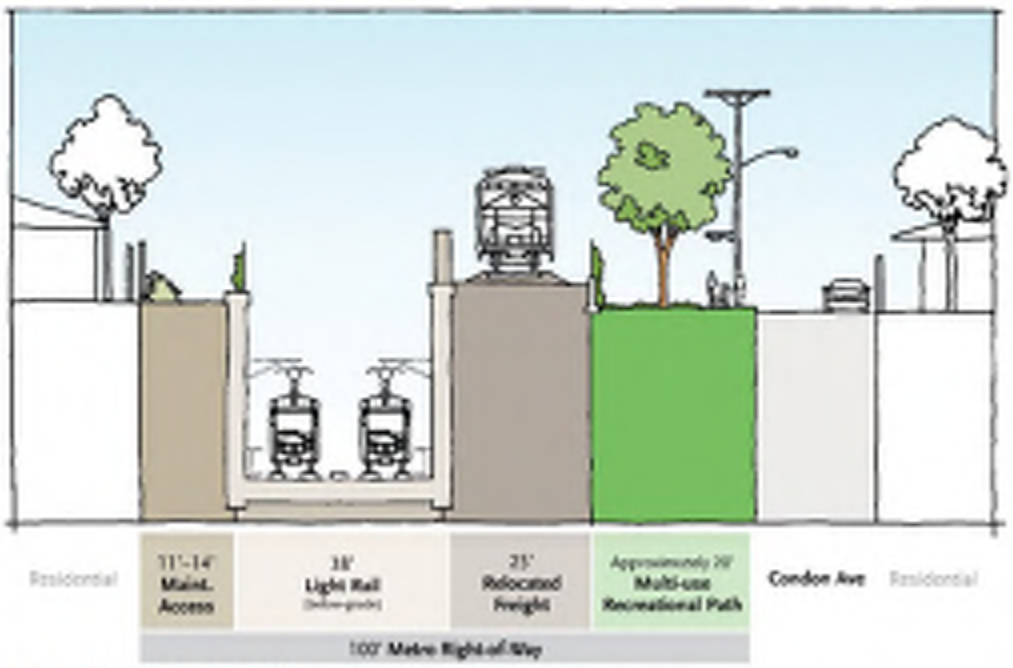
130-84

More comments:

The whole analysis needs to be repeated with the Trench Option.

130-85

Figure ES-8. Trench Option - Looking South Between 162nd Street and 168th Street



Source: Cityworks Design, 2022
Note: Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

Metro needs to provide:

1) Accurate Diagrams at 170th
2) Accurate Diagrams at 172nd (where the freight train is back to its original position)
3) Accurate Diagrams after crossing Artesia.

130-86

Submission 130

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING
MARCH 21, 2023

N.1 DISCUSSION AND POSSIBLE ACTION ON THE SUBMITTAL OF OFFICIAL COMMENTS TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) REGARDING THE METRO C (GREEN) LINE EXTENSION TO TORRANCE PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

PUBLIC COMMUNICATIONS

Submission 130

From: [redacted]
To: CityClerk
Cc: Brandy Forbes; Bill Brand
Subject: 3/21/23 Blue folder Item N.1 Metro Letter
Date: Tuesday, March 21, 2023 1:40:57 PM
Attachments: City Council DEIR 32123.pdf

---

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Dear City Clerk,

Attached please find my comments on the latest version of the city's DEIR response letter in PDF format.

Also please ensure all 5 CM's plus the mayor have the following link to the EPA's webpage about Particulate Matter Pollution, as I refer to relevant facts discussed on this page in my comments:

https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm

I appreciate all of your help!

Thank you kindly,
Niki Negrete-Mitchell, D3
[redacted]

Niki Negrete-Mitchell, D3 - City Council 3/21/23 Submission 130

Thank you for adding the additional comments, the letter reads well and covers a lot of ground. I want to commend all of you for placing your concerns on the residents so highly as a priority. It makes a huge difference and is much appreciated.

Air Quality: This week I'm focusing on air quality. The letter now only states signficant and unavoidable impacts for ROW trenched with no other comment.
The DEIR acknowledges "cumulative impacts" and that they strive to protect human health. I cannot overstate how much overly extreme, uncontrollable amounts of loose, fine powdery dirt, technically referred to as PARTICULATE MATTER, gets kicked up by just one maintenance or recreational vehicle that passes though the ROW behind my house. It's a literal brown cloud, like a mini haboob dust cloud that they get in the desert. My backyard is impossible to keep clean just due to one passing RT train so when the occassional vehicle kicks up that much dirt it is unbearable. Imagine 5 - 7 years of HEAVY construction utilizing up to 40 vehicles at a time up and down the ROW and what that will do..

Please add to the letter under **Air Quality**: Particulate matter along the ROW will most certainly bring the air quality to an unlivable standard. In the case of this project, the reference to "temporary" means 5 years beginning with 101 dump trucks for 18 months and then subsequently, up to 40 pieces of heavy equipment kicking up an insurmountable amount of dirt which will cause health problems at such a close proximity to human lives. 130-87

From EPA.gov: Exposure to such particles can affect both your lungs and your heart. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including, irregular heartbeat, heart attacks, aggravated asthma, decreased lung function, increased respiratory symptoms like difficulty breathing.
I'm asking you to please take this to heart. Personally, I already have an irregular heartbeat and get short of breath, and I'm not the only neighbor who sees this.

Biology: Referring to the owls and hawks as "nesting" is important, the DEIR distinguishes this. Naming the species is helpful. (Great Horned Owls, Red Tail Hawks)

We have witnessed parent birds of prey training their babies to hunt above our backyard. At night I can hear two parent owls calling out to up to two babies at a time in the tree canopy and every year there are new hoots to hear. They're distinguishable by their differences in tone. They perch separately in different trees for hunting vantage points. They call one another and answer each other repeatedly. They are nocturnal. The hawks hunt in daylight. 130-88
Their hunting keeps the ecosystem balance in check. If they go away other predators will move in, most likely more coyotes.

In closing: I'd like to convey to all of you - I fully comprehend the materials I am commenting on and that all of my comments are made as a REALIST. As realists, Is it even possible for anybody no matter what credentials they may have, to guarantee that crowding THREE rails into a narrow corridor in between 1,100 homes and with passengers in such close
proximity to liquid petroleum fuel tankers 12-25' away from densely occupied housing above 7 highly pressurized petroleum pipelines at some points rounding a curve and others 30 feet above occupied trenched light rails "safe"? 130-89

Please reach out to me with any questions or comments. I am HAPPY to work with ANYBODY.

Submission 130

From: Mark Nelson (Home Gmail)
To: GreenlineExtension; CityClerk; Holly J. Mitchell; CityClerk; eharbison@lawndalecity.org; communications@bchd.org; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov
Subject: Metro DEIR Comments
Date: Sunday, March 19, 2023 7:46:02 PM

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

CEQA COMMENTS ON METRO'S DEFECTIVE DRAFT EIR FOR GREEN LINE EXTENSION
The following comments demonstrate that there is **substantial evidence** (CEQA guidelines section 15384a) of damages and regulatory noncompliance by Metro in the Green Line extension using the freight right-of-way. This conclusion is based on Redondo Beach Municipal Code (RBMC), evidence from Beach Cities Health District's multimillion dollar investment in Blue Zones and other peer-reviewed studies as cited by the National Institutes of Health (NIH) research findings. 130-90

1. Project alternatives that use the existing freight right-of-way violate RBMC 10-2.2502 (Planning Design) 130-91
2. Project alternatives that use the existing freight right-of-way violate RBMC 4-24.301 (Noise) 130-92
3. Project alternatives that use the existing freight right-of-way create health damages 130-93
4. Project alternatives that use the existing freight right-of-way damage child development 130-94

These comments and damages that are demonstrated with substantial evidence must be included in the Final EIR, adjustments must be made to project, and no use of the freight right-of-way can be selected by Metro without non-compliance with RBMC and damages to both adults and generations of children. 130-95

[1] GREEN LINE ALTERNATIVE ALONG THE RIGHT-OF-WAY VIOLATES RBMC 10-2.2502
There is **substantial evidence** that the proposed Green Line preferred option in the existing freight right-of-way, coupled with planned 24/7/365 intermittent operation violates Redondo Beach Municipal Code (RBMC) 10-2.2502 Planning Commission Design Review (PCDR). The RBMC PCDR states that it's purposes include: "protect property values" and "ensure compatibility" with the existing neighborhoods. Clearly, 24/7/365 rail operations are not consistent with the existing residential neighborhoods. Peer-reviewed research has found that rail damages surrounding property values, thereby failing compliance with RBMC. 130-96

Peer-reviewed research demonstrates that train noise can also damage property values. This should come as no surprise and can also be seen from property value analysis. 130-97

Vehicular Noise Pollution: Its Environmental Implications and Strategic Control
DOI: 10.5772/intechopen.85707
"All types of noise altogether affect the same irrespective of the sources and cause headache to the high blood pressure and other heart diseases. **Some noise types like** aircraft and **train noise also have negative effects on property prices**."

[2] GREEN LINE ALTERNATIVE ALONG THE FREIGHT RIGHT-OF-WAY VIOLATES RBMC 4-24.301 130-98
There is **substantial evidence** that the proposed Green Line preferred option in the existing freight right-of-way, coupled with planned 24/7/365 operation violates Redondo Beach Municipal Code for noise generation. The noise receiving zoning from the proposed alternative in Redondo Beach would be predominantly residential, with a maximum, not to exceed nighttime noise limit of 65dBA and daytime limit of 70dBA (presumed ambient level plus 20 dBA.

4-24.301 Maximum permissible sound levels by land use categories
"No person shall operate, or cause to be operated, any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level when measured on any other property to exceed: …the noise standard of the receiving land use district plus twenty (20) dB for any period of time

130-98

[3] GREEN LINE ALTERNATIVE ALONG THE FREIGHT RIGHT-OF-WAY VIOLATES DAMAGES HEALTH
There is **substantial evidence** that the proposed Green Line preferred option in the existing freight right-of-way, coupled with planned 24/7/365 intermittent operation will increase the risk of death and illness of nearby residents from chronic stress according to the Beach Cities Health District's multimillion dollar Blue Zones project research, findings, and other peer-reviewed studies and publications.

130-99

Lessons from the Blue Zones
https://www.ncbi.nlm.nih.gov/books/NBK298903/

"… widen its main street and raise the speed limit, which, Buettner [Blue Zones CEO] said, creates stress, danger, noise pollution, and air pollution." Obviously 24/7/365 train activity exceeds a widened main street's negative health impacts as stated by Blue Zones.

How Stress Makes Us Sick
https://www.bluezones.com/2019/05/how-stress-makes-us-sick-and-affects-immunity-inflammation-digestion/
"…this stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks in offspring."

Stress is Often Referred to as the "Silent Killer"
https://www.bluezones.com/2012/03/maximize-health-and-longevity-using-these-stress-management-strategies/
"… causes many harmful, often overlooked effects … pain and strain … sleep habits … physical suffering … headache, upset stomach, or back pain … stress can reduce the ability of your immune system"

130-100

Even the Metro Threat to Build in the Freight R-O-W Shortens Lives of Residents
https://www.bluezones.com/2020/10/fighting-chronic-stress-from-current-events-you-are-not-alone/
"Although people often underestimate the influence of the mind on the body, a growing catalog of research shows that high levels of stress over an extended time can drastically alter physical function and affect nearly every organ system."

Metro Will Destroy the Blue Zones Solution of Home Sanctuary for Generations
https://www.bluezones.com/2012/05/create-a-sanctuary-in-your-home/
Blue Zones recommends creating a quiet calm home sanctuary which cannot be accomplished with 24/7/365 noise that creates stress and violates RBMC.

130-101

How living near a railroad can harm your health: From chronic stress to an increased risk of cancer, scientists say that constant exposure to trains takes a toll on the human body
https://www.nationalgeographic.com/science/article/health-risks-living-near-railroads-east-palestine-trains
National Geographic discusses how rail creates noise and increased risks that create chronic stress and health damages.

130-102

Effects of Exposure to Road, Railway, Airport and Recreational Noise on Blood Pressure and Hypertension

130-103

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8431620/
Transportation noise can induce annoyance, sleep disturbance with awakening, cognitive impairment, physiological stress reactions, endocrine imbalance and cardiovascular disorders

130-103

The Effect of Aircraft, Road, and Railway Traffic Noise on Stroke – Results of a Case–Control Study Based on Secondary Data
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6122263/
For railway noise, there was a positive linear exposure–risk relation: Per 10 dB the stroke risk increased by 1.8% for railway traffic noise. The maximum risk increase of 18% for railway traffic noise was found in the exposure category ≥65 to <70 dB. NOTE 65-70 dB is modest for rail, along with accompanying vibration.

130-104

Transportation Noise and Risk
https://ehp.niehs.nih.gov/doi/10.1289/EHP11248
Transportation noise exposure is believed to be detrimental to human health through stress reactions with activation of the hypothalamic–pituitary–adrenal axis, followed by increased levels of stress hormones. In addition, nighttime noise exposure can impact sleep quality and duration, which are crucial for physiological and mental restoration.

130-105

A study of self-reported health problems of the people living near railway:
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7114011/
Noise ... can cause both auditory and nonauditory health effects. Nonauditory effects of noise can cause tinnitus, headache, auricular plenitude, dizziness, and gastric, visual, sleep, and mood disorders, endocrine imbalance, and cardiovascular disorders.

130-106

[4] GREEN LINE ALTERNATIVE ALONG THE FREIGHT RIGHT-OF-WAY DAMAGES CHILD DEVELOPMENT
There is **substantial evidence** that the proposed Green Line preferred option in the existing freight right-of-way, coupled with planned 24/7/365 intermittent operation will damage the development of residents' children from chronic stress according to the Beach Cities Health District's multimillion dollar Blue Zones projects research and findings.

130-107

How Stress Makes Us Sick
https://www.bluezones.com/2019/05/how-stress-makes-us-sick-and-affects-immunity-inflammation-digestion/
"…this stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks…"

Cc: Lawndale, Redondo Beach, and Torrance Councils and Planning Commissions as a Public Comment

Submission 130

From: Kevin Mitchell
To: CityClerk; Brandy Forbes; Bill Brand
Subject: 3/21 Blue folder items N.1
Date: Tuesday, March 21, 2023 3:01:24 PM
Attachments: C_Line_routing_032123.pdf

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Please find attached PDF for presentation at this evening City Council meeting. This will be regarding the Metro DEIR as it relates to the Hawthorne Option.

Metro has presented a route that creates numerous unnecessary hardships for business at the north and south ends of the Hawthorne route. This document presents what I believe to be better alternatives and brings in to question Metro's due diligence regarding this option.

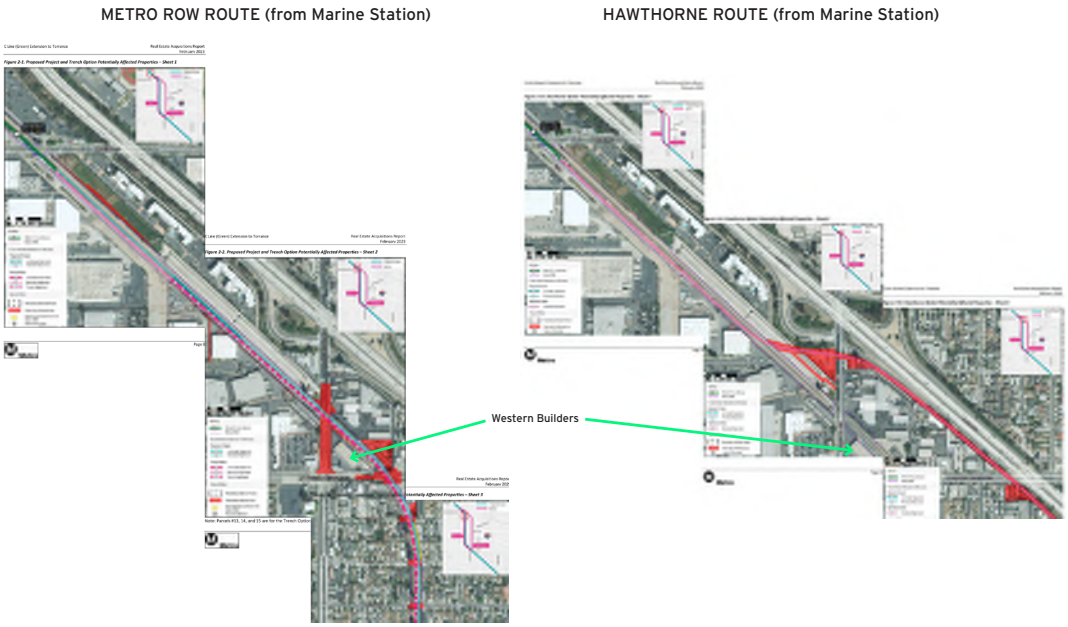
I request that PDF is displayed publicly at my time at the podium.

Thank you,
Kevin Mitchell

EXAMINING THE C LINE HAWTHORNE ROUTE

A closer examination of the C Line Hawthorne route shows major flaws both in the North and the South.

1) **North:** the currently proposed route from Marine Station to Manhattan Beach Blvd. destroys multiple businesses and disregards an easy path that does no damage to businesses in the area.



130-108

2) **Compare:** north routes of the ROW option vs. the Hawthorne option. Both options indicate elevated trains leaving from the Marine Station. The ROW route stays on the ROW as it crosses Inglewood Ave. to run behind Westwood Builders on the existing ROW path to then cross Manhattan Beach Blvd. and continue on the ROW. The Hawthorne route takes a hard turn to cross over the existing self-storage business, then runs over a Chevron station, crosses Inglewood Ave. to then run over two more businesses (Ron Roger's Auto Services Center and EMI Signs) to get to the edge of the 405. The question is why.

Looking North from the ROW north of Inglewood.

Looking West from Inglewood Blvd. at Chevron.

130-109

Looking East from Inglewood Blvd., Ron Rogers Auto.

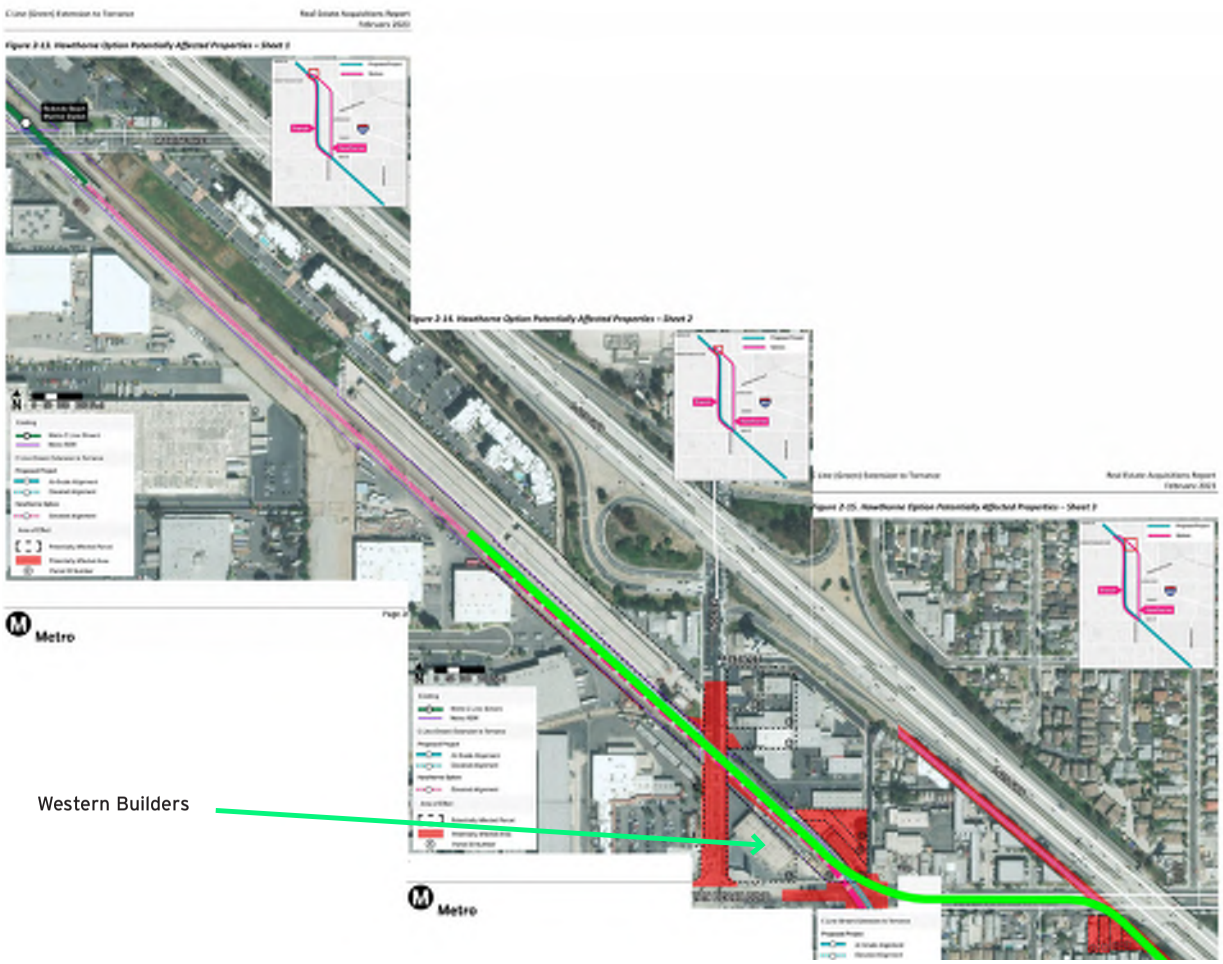
Looking East from Condon Ave. at EMI Signs.

130-109

3) A simple solution: by running the same route as the ROW to Manhattan Beach Blvd., Metro could avoid damage to businesses and enjoy the same cost as the ROW route. From there, a simple turn down Manhattan Beach Blvd. to then get to the 405 corridor.

AN ALTERNATE HAWTHORNE ROUTE (from Marine Station)

The green path indicates a suggested revision to Metro's planned route



130-110

4) Manhattan Beach Blvd.: offers a wide corridor and large median to receive the Metro train to travel unimpeded to the 405. One business, Manhattan Auto Body Shop, which has been slated for disruption for the Hawthorne Option, will be effected as this is unavoidable to connect to Hawthorne Ave.

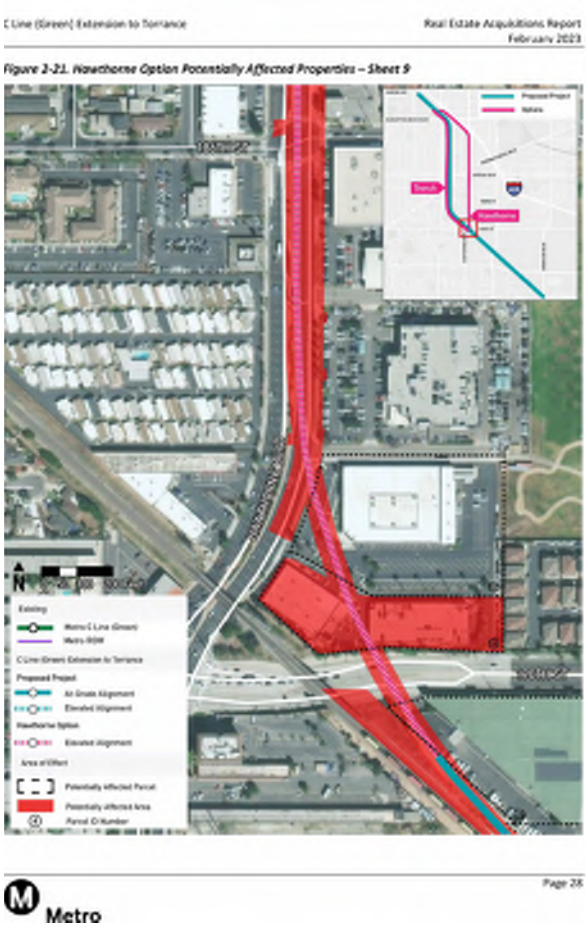
Looking West on Manhattan Beach Blvd.

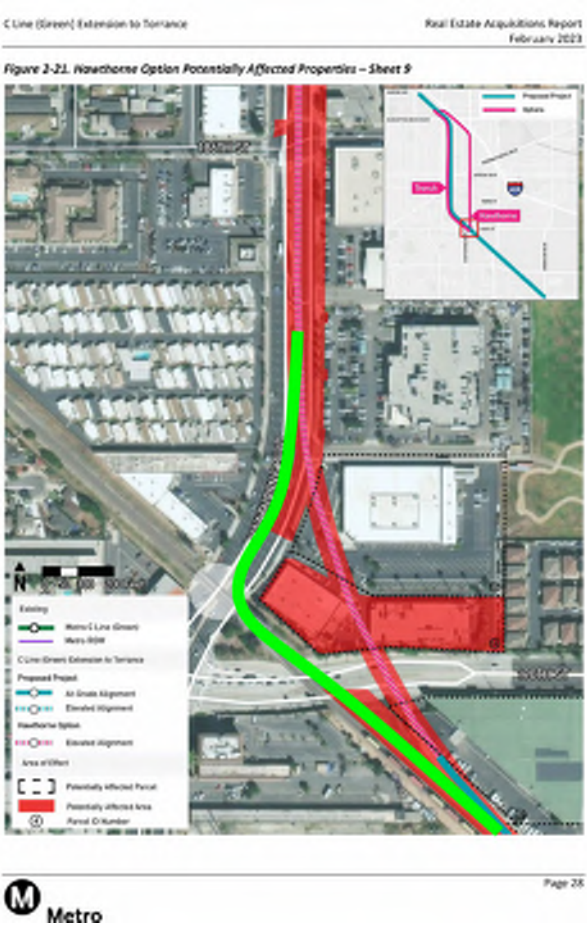
Looking East on Manhattan Beach Blvd.

130-111

Looking South from Manhattan Beach Blvd. at Manhattan Auto Body Shop. Indicated for disruption on REAR.

5) South End of Hawthorne Option collides with the newly built Volvo Dealership which is avoidable.: To connect with the southern ROW crossing at 190th, the route crosses over into the Volvo Dealership splitting their parking structure and showroom. The dealership is openly upset with this route and have thrown their weight behind Torrance's position to use the ROW. The route should be modified.





130-112

6) By changing the route to avoid the Volvo dealership: A more equitable solution is possible. Some re-engineering will be necessary to allow for the trains to merge at the ROW overpass on Hawthorne and 190th, but can avoid severe business interruptions and allow the dealership to remain unmolested.

Looking South at Hawthorne Blvd. and ROW crossing before 190th.

130-113

Submission 130

no2row.com

Kevin Mitchell
Redondo Beach resident of 25 years
March 14, 2023

Destination is Most Important Factor for the C Line Expansion project

Metro has been touting how the new C Line will connect the South Bay with greater Los Angeles. They are openly stating in their presentations that their goal is to connect the South Bay with North Hollywood while avoiding Downtown Los Angeles. So from the Torrance Transit Center, you're going to take the C Line to the K Line to the E Line to the D Line to the B Line.

During yesterday's SBCCOG transportation meetings, Mayor Butts of Inglewood was soliciting funds for a project to connect SoFi, The Forum, and Hollywood Park area with the K Line at their Inglewood station. The traffic jams out of SoFi are becoming legendary. Not sure of all the details, but this serves as an illustration of the need to consider destinations as the primary driver for ridership. No one cares about going to North Hollywood if you can't access Dodger Stadium. No one wants to go to El Segundo if you can't access LAX.

Unfortunately, Metro keeps promoting this idea of connectedness without the due diligence of asking what it is that is being connected. They know full well, people do not want to ride a train to then have to board a bus. Buses are a city's least desirable form of transportation and riders do not give up their cars for buses.

Redondo Beach has a very important community development project in the works with the South Bay Social District, formally The Galleria. New retail, new live/work spaces, new hotel, and a new fascia on Hawthorne Blvd. and Artesia Blvd.

Stuart Miller, as a spokesperson for The Galleria communicated to Metro in a letter dated December 22, 2022 that, "The proposed Green Line extension route along the ROW offers no significant destinations, while the new South Bay Social District will be built just a matter of feet away from the proposed station location on Hawthorne Boulevard."

The E Line provides a relevant comparison. Beginning is at the Santa Monica Pier, it travels through the West side to Culver City and USC/Exposition Park then into LA past Staples/Crypto Arena and LA LIVE to then connect with the B Line to N. Hollywood or Union Station.

The E Line uses the wide meridians of Colorado and Exposition to bring riders to relevant locations like Bergamont Station, the Amazon Studios Media Hub in Santa Monica and on to the Culver City Ivy Station and then USC and Downtown. Primarily the train is buttressed by wide streets and not residential backyards.

The South Bay needs revitalization to be relevant as an urban destination. The South Bay Social District is central to this need. A Hawthorne Blvd. station can help bring this much needed revitalization by attracting ridership to the front door. Currently, Hawthorne Blvd. suffers from neglect and a lack of vision from the surrounding municipalities. Lawndale's C Line 'no build' stance creates a 'no win' scenario where ROW residents, by default, will be burdened with a high-frequency train line in their backyards. Torrance has also proven itself to be beligerent about this project demonstrating a clear lack of vision and a willingness to victimize adjacent communities to demonstrate their disdain.

130-114

It has become clear, Metro will be putting in a train.

Hawthorne Blvd. should become the 'preferred option' that all three cities should get behind.

Submission 130

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING
March 14, 2023

N.1. DISCUSSION AND POSSIBLE ACTION ON THE SUBMITTAL OF OFFICIAL COMMENTS TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) REGARDING THE METRO C (GREEN) LINE EXTENSION TO TORRANCE PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

- Email Communications

Submission 130

From: Vickie Kroneberger
To: Lina Carrillo; Latrice Williams
Cc: Brandy Forbes
Subject: FW: Comments re: Metro Green Line Extension in Redondo Beach [N.1?]
Date: Tuesday, March 14, 2023 12:36:20 PM

Is this responsive to Agenda Item N1 for this evening? Can you prepare Blue Folder for Public Communications for this item with the email below, and add any others you may have received? Need by 3p please.

From: Nancy Skiba [redacted]
Sent: Wednesday, March 8, 2023 1:12 PM
To: CityClerk <CityClerk@redondo.org>
Subject: Comments re: Metro Green Line Extension in Redondo Beach

You don't often get email from [redacted] Learn why this is important

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Beach Cities Health District in Redondo Beach has spent millions of dollars supporting and promoting Blue Zones. Blue Zones has made numerous findings that chronic stress is the silent killer and causes intergenerational health damage. There are many studies linking excessive intermittent noise, such as the proposed Metro line through Redondo Beach to chronic stress and its many health damages, including early death.

The DEIR is defective and fails to consider the negative health impacts found by BCHD's Blue Zones program. The DEIR must be halted and amended to include that specific health damages found by BCHD's Blue Zones program. As a proposed new health damaging project, any route causing additional 24/7/365 damaging intermittent noise and vibration cannot be pursued without intergeneration health damages.

130-115

This stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks in offspring. Although people often underestimate the influence of the mind on the body, a growing catalog of research shows that high levels of stress over an extended time can drastically alter physical function and affect nearly every organ system. How living near a railroad can harm your health: From chronic stress to an increased risk of cancer, scientists say that constant exposure to trains takes a toll on the human body. Effects of Exposure to Road, Railway, Airport and Recreational Noise on Blood Pressure and Hypertension: transportation noise can induce annoyance, sleep disturbance with awakening, cognitive impairment, physiological stress reactions, endocrine imbalance and cardiovascular disorders. Transportation noise exposure is believed to be detrimental to human health through stress reactions with activation of the hypothalamic–pituitary–adrenal axis, followed by increased levels of stress hormones. In addition, nighttime noise exposure

can impact sleep quality and duration, which are crucial for physiological and mental restoration. The references above are demonstrative and not fully inclusive of the Metro-ignored Blue Zones impacts to health caused by the proposed Metro Green Line extension through Redondo Beach Neighborhoods. 130-115

Therefore, please do not build a Metro Green Line Extension near homes in Redondo Beach ! Please build the Green Line Extension on Hawthorne Boulevard to protect families and their homes/neighborhood. 130-116

Sincerely,

Nancy Skiba

From:	Vickie Kroneberger
To:	Latrice Williams
Subject:	FW: Item N.1 Blue Folder Items
Date:	Tuesday, March 14, 2023 3:00:03 PM
Attachments:	RuxtonGeo draftEval.png DEIR CityCouncil 31423.pdf image001.png image002.png
Importance:	High

Can you include this email and attachments to N.1 and re-send to me? I'm working on all the other Blue Folders that came in just under the wire.
Thanks in advance!

From [redacted]
Sent: Tuesday, March 14, 2023 2:48 PM
To: CityClerk <CityClerk@redondo.org>
Subject: Fwd: Item N.1 Blue Folder Items

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Hi,
Please use this email instead, I forgot to attach another image for my Biology Resource comments

Subject: Item N.1 Blue Folder Items

Hello City Clerk,

For Item N.1 Blue Folder I'm attaching a PDF document titled Ruxton Geo draftEval, and the following link to the 2017 Galleria Draft EIR goes with it. Please ensure all members have this, and I've included screenshots below: https://www.redondo.org/civicax/filebank/blobdload.aspx?BlobID=34511

Also attached are my oral comments in written form with proposed edits to the DEIR letter being discussed. Please distribute to all members plus the mayor accordingly.

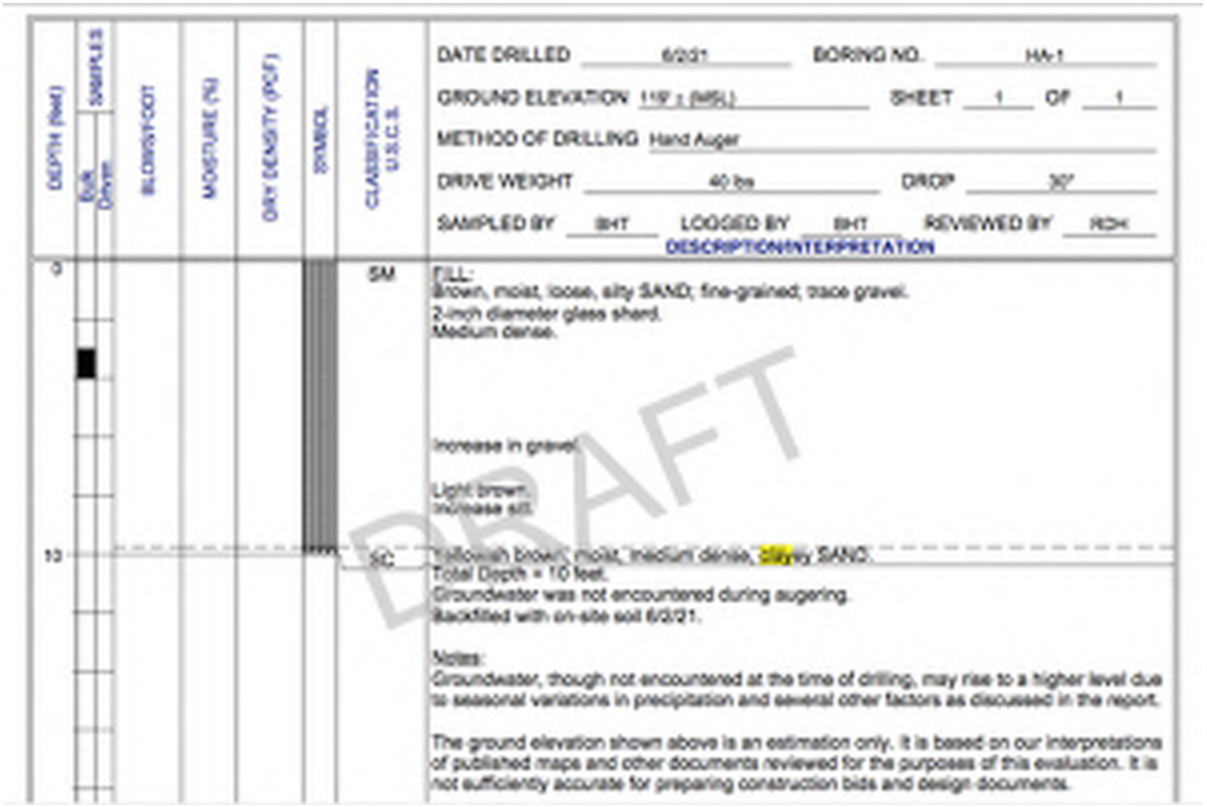
Please let me know if it's better to print hard copies for them and if so, how many would I need to bring? I know cm Obagi will be remote and Mayor Brand may or may not be present.

Thank you!

[redacted]

Screenshots from Ruxton Geo Eval:

Submission 130



DATE DRILLED 6/2/21 BORING NO. HA-1
GROUND ELEVATION 118' ± (MSL) SHEET 1 OF 1
METHOD OF DRILLING Hand Auger
DRIVE WEIGHT 40 lbs DROP 30"
SAMPLED BY BHT LOGGED BY BHT REVIEWED BY RDH

DEPTH (feet)	SAMPLES Bulk	SAMPLES Driven	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	DESCRIPTION/INTERPRETATION
0							SM	FILL: Brown, moist, loose, silty SAND; fine-grained; trace gravel. 2-inch diameter glass shard. Medium dense. Increase in gravel. Light brown. Increase silt.
10							SC	Yellowish brown; moist, medium dense, clayey SAND. Total Depth = 10 feet. Groundwater was not encountered during augering. Backfilled with on-site soil 6/2/21. Notes: Groundwater, though not encountered at the time of drilling, may rise to a higher level due to seasonal variations in precipitation and several other factors as discussed in the report. The ground elevation shown above is an estimation only. It is based on our interpretations of published maps and other documents reviewed for the purposes of this evaluation. It is not sufficiently accurate for preparing construction bids and design documents.

DRAFT

130-117

SAMPLE LOCATION	SAMPLE DEPTH (ft)	DESCRIPTION	PERCENT PASSING NO. 4	PERCENT PASSING NO. 200	USCS (TOTAL SAMPLE)
B-5	12.5-13.5	POORLY GRADED SAND	100	2	SP
B-6	12.5-13.5	SILTY SAND	100	15	SM
B-6	20.5-21.5	POORLY GRADED SAND	100	4	SP

DRAFT

PERFORMED IN GENERAL ACCORDANCE WITH ASTM D 1140

FIGURE B-3

NO. 200 SIEVE ANALYSIS TEST RESULTS

1720 RUSKIN LANE
REDONDO BEACH, CALIFORNIA

211481001 | 11/21

Ninyo & Moore
Geotechnical & Environmental Sciences Consultants

130-117

2 &1/2 foot tall Great Horned Owl perched on a low wire above my back wall on ROW.

130-118

Submission 130

130-118

Niki Negrete-Mitchell, D3

Geology/soils

I've sent the PDF file of the Ruxton sinkhole performed by Ninyo & Moore, on behalf of Shell Pipeline Co. plus a link to the Galleria DEIR for comparison to Metro DEIR to the Blue Folder. 130-119

Also there was an undocumented old ROW sinkhole near 190th, and 20 years ago a condemned house near Man Bch Bl due to clay soils foundational damage 20 yrs ago. Old owner says he doesn't have the documentation. 130-120

After 2.5 years private home spaces finally repaired, but we don't know if it's done thoroughly, letter needs to be udated to reflect that. 130-121

Noise and Vibration

"Quiet zone" only establishes no bells at grade crossing, does not quiet down moving trains passing every 6 - 12 minutes 20 hrs day 4am-past midnight - that needs to be clear in the DEIR. Vague reference to "safety measures" in presentation. 130-122

On table 3.6-11 no ambient noise measurement was taken South of Artesia Bl on Ruxton Ave, or south of 182nd St on Firmona Ave, Fisk Ln and Ct or Spreckles Ct. Torrance addresses on 186th St are labeled as Redondo Beach. Inaccurate study not sufficient 130-123

Biological: (There is a lot of concern from residents on this, I'm adding clarified language) The DEIR notes no wildlife impact, yet there have been observed **Nesting Great Horned Owl and Red Tail Hawk families** in the El Nido Park and cemetery vicinity. 130-124

For **both the Proposed Project and Trench ROW Options** (Hawthorne is far enough from the tree canopy in El Nido), significant substantial adverse effects are projected either directly or through habitat modifications on local wildlife. Metro should provide better mitigation requirements to protect local wildlife. **Nesting owls and hawks which feed on invasive rodents (gophers, rats and mice) would be forced to leave their homes and food source on both ROW options** 130-125

Transportation:

- (This is to clear all of the confusion on connectivity from Hawthorne Bl without appearing confused ourselves) **DEIR should clarify for the Hawthorne Bl station there is an ample opportunity for riders to connect to any further destination via the sheer abundance of buses that stop and pick up at Artesia.** 130-126
- **In the rare case that riders need to go to the RB Transit Center, the DEIR should clarify every bus stops at Artesia before looping over to there and riders can easily shuttle over.** 130-127
- **The DEIR should clarify Hawthorne Bl station will be designed once decision is made boasting enhancements for accessible and safe pedestrian usage with city's input.** 130-128

Re: Del Amo - Torrance already has a shuttle to Del Amo from the Torrance TC. Statement above that connection to Del Amo can easily be made by boarding one of the many southbound buses. 130-129

5 GEOLOGIC AND SUBSURFACE CONDITIONS

Submission 130

The site is located in the west portion of the Los Angeles Basin in an area mapped as being underlain by dune and drift sand deposits (Dibblee, et. al., 1999). The exploratory borings in the sidewalk area encountered fill that generally consisted of brown, moist, loose to medium dense, silty sand to the total depth explored. Borings B-5 and B-6 encountered fill underlain by dune sand deposits. The fill encountered in borings B-5 and B-6 generally consisted of reddish yellow, moist, loose silty sand and was encountered to depths of approximately 9.5 and 15.5 feet in B-5 and B-6, respectively. The fill encountered in borings B-5 and B-6 were underlain by dune sand deposits, which were generally comprised of light brown and reddish brown, moist, loose to medium dense, poorly graded sand and silty sand. The removal of additional sidewalk panels did not expose additional voids at the surface. Voids were not encountered in our exploratory borings. More detailed descriptions of the subsurface materials are presented in the boring and test pit logs in Appendix A. The locations of our excavations are presented on the aerial view of the site on Figure 2.

Groundwater was not encountered in our exploratory excavations at the site. Fluctuations in the level of groundwater may occur due to variations in ground surface topography, subsurface stratification, rainfall, irrigation practices, groundwater pumping, and other factors which may not have been evident at the time of our field evaluation.

6 RECOMMENDATIONS

130-130

Based on discussions with Hamilton and Shell, it is understood that the removal and replacement of the retaining wall backfill in the affected area has been requested. Prior to excavation of retaining wall backfill, we recommend that the retaining wall in the subject area be underpinned/stabilized by installing push piers and/or helical piers placed below the retaining wall footings, or other applicable methods. The push piers and/or helical piers should be extended through the fill soils to sufficient depth to derive support in the underlying dune sand deposits. Voids in the area of the retaining wall footing may be filled with a combination of aggregate and expanding low-density polymer. We recommend that specialty contractors experienced with polymer injection and foundation underpinning evaluate this method of repair. The repairs should be performed by a qualified specialty contractor utilizing appropriate methods and materials.

Although the details of installation may vary depending upon the selected method of underpinning, push piers and/or helical piers generally consist of small-diameter steel piers that are driven or rotated down, usually hydraulically, into competent subsurface materials. Our analysis indicated that a design capacity of 25 kips per pier maybe utilized for underpinning design. We anticipate that the bearing material (dune sand deposits) will be encountered at depths of approximately 10

May 17, 2022

Los Angeles County Supervisor
Hon. Holly J. Mitchell
500 West Temple Street, Ste. 866
Los Angeles, CA 90012

Los Angeles County Supervisor
Hon. Janice Hahn
500 West Temple Street,
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project Comments and Request

Dear Supervisor Mitchell:

On behalf of the City of Redondo Beach, please accept this letter as unified support of an elevated Hawthorne Boulevard alignment for the Metro C Line (fka Green Line) Extension to Torrance Project which would run along the historic Red Car route. We urge your honors not to gravitate to the Metro ROW alignment merely because it is the lowest cost alternative. As we detail below, the elevated Hawthorne Blvd. alignment is the most equitable, environmentally sound and the only alternative that promises to connect residents of Central Los Angeles County with the economic powerhouse coming to Redondo Beach along Hawthorne Blvd.

130-131

I. Hawthorne Blvd alignment is the superior to the ROW alignment in all regards except as to cost, which should not drive monumental generational investments.

As part of its decision-making process, Metro is considering and studying through the DEIR, two potential alignments–the Metro railroad right-of-way (ROW) alignment, currently used by heavy rail, and the elevated Hawthorne Boulevard roadway alignment.[1] We hope that as Metro Board Members, you will take our feedback to heart as you render your decision on the C Line extension.

As a preliminary matter, we want you to know that L Catterton (the real-estate arm of LVMH) is about to invest nearly half a billion dollars in a mixed retail, 300-unit inclusionary apartment units, office space and a 150-room hotel at the same intersection that would serve as the Redondo Beach stop for the Hawthorne Blvd. alignment. Between the mall

130-132

[1] Metro officials have told us that they are no longer considering an at-grade pathway down Hawthorne Blvd.

and other uses, L Catterton projects about 750 new, permanent jobs to come to the site. Only the elevated Hawthorne Blvd. alignment would deliver residents from the Willowbrook/Rosa Park station to all of the economic, family and medical centers along Hawthorne Blvd. by delivering them to its intersection with Artesia Blvd. The ROW alignment would deliver these residents to a residential neighborhood. If the County does not seize this monumental, once-in-a-generation opportunity to send the C Line down the most utile path, the C Line could be destined to demise for nonuse. 130-132

If located along Hawthorne Blvd., the C Line would also deliver residents from Redondo Beach, Lawndale, Torrance and Hawthorne conveniently to the Crenshaw/LAX Transit Project. If, however, the C Line is extended into our residential neighborhood along the ROW, the C Line would not serve as a central hub to move the masses efficiently to LAX. It would be a pity for government to have spent hundreds of millions of dollars improving LAX and installing a people mover, only to build a C Line extension that does not maximize ridership. 130-133

The City of Redondo Beach is united behind elevated Hawthorne Boulevard alignment since it addresses many of our residents' concerns regarding noise, vibration, resident/child safety, and other factors, as well as having an expeditious, speedy route to the Torrance Transit center which would likely bolster its usership at a time of Metro ridership decline. The Hawthorne Blvd. alignment would also revitalize local businesses through higher visibility and the creation of a vibrant destination for riders.

II. <u>The City is united behind the Hawthorne Blvd. alignment and against the ROW.</u>

The City Council unanimously voted to reaffirm our recommendation of the elevated route along Hawthorne Blvd. We are very concerned for our mixed-income senior residents at the Breakwater Village. Breakwater Village was built along the Metro ROW in the early 2000's. It boasts 191 units covenanted for seniors. It includes 20 affordable units, including Section 8 housing. On May 11, 2022, we heard from elderly members of the Redondo beach community who talked about re-leveling the pictures on their wall every week due to the vibrations from the BNSF freight train that passes by Breakwater Village twice daily. 130-134

If you adopt the ROW alternative, Metro will relocate the BNSF freight train 15 feet closer to Breakwater Village. The residents are terrified about more cracks appearing on their property, the devaluation of their "nest eggs," and not being able to live out their golden years in peace and quiet. Imagine years – not months or weeks – of Metro construction within feet of your home. Peace and quiet is precisely what our seniors at Breakwater Village bargained for when they invested in their retirement homes there.

The same is true for the mixed-income residents of the Ruxton Place and Ruxton Ridge, that are home to 27 and 28 units, respectively. Metro staff declined to enter Ruxton Place. Had they done so, they would have seen firsthand the sink hole created by Shell's drilling on the Metro ROW. For over a year now that sinkhole has been fenced off; residents of the affordable units there do not have regular access to their front doors because the 130-135

sinkhole persists.[2] The land subsidence that occurred at the Ruxton Place is merely symptomatic of the potential, serious hazards that could arise from heavy machinery and construction on the ROW so close to pre-existing, heavy residential developments. To date, Metro has not articulated confidence that the geology on the ROW would permit the C Line to be extended with no damaging effect on the dense residential developments adjacent to the ROW. 130-135

On the other side of the Metro ROW from Breakwater Village are several single-family residential homes that front Condon Avenue. Due to an extreme grade change between those properties and the proposed elevation of the light rail for the Metro C Line ROW alignment, a major retaining wall of 15 to 20 feet in height would be required just 5 feet from the rear property lines of those residential lots. In many cases those homes are set just 20 feet from the rear property line, and in some instances just 5 to 10 feet. This major retaining wall would tower over the rear yards of these properties. As well, the height of that proposed retaining wall would be the height of most of these homes that are just a single story. In addition to the noise and vibration concerns that the proximity of the light rail would have on these the homes, the retaining wall would significantly reduce the light and air in the rear yards of these residential properties. 130-136

It's for these reasons and those stated below that we implore you to say "No" to the ROW. As noted previously in the Redondo Beach comments on the Notice of Preparation (NOP) of the Draft EIR in the March 16, 2021 letter (attached), the Metro railroad right-of-way (ROW) option is expected to have numerous devastating impacts on the 480+ Redondo Beach private homeowners who live directly adjacent to the ROW (some sharing property lines). Those adverse effects would persist whether the rail is at grade or made subterranean at certain roadways like 182nd Street (near Firmona Ave). 130-137

Based on the multi-year timeline needed to build the light rail within feet of where many of them sleep nightly, the negative impact that this will have on so many lives, including our seniors', simply cannot be understated. The City of Redondo Beach has expressed significant concerns about using the ROW for the C Line extension based on our understanding of the proposed project to date, including: 130-138

- Failure to equitably use tax dollars for the benefit of the maximum number of Angelenos from all over the County by directing the C Line extension down the alignment that would reach the greatest number of residents and garner higher ridership than implementing the ROW alternative;

- Failure to provide communities from the Willowbrook/Rosa Parks Metro stop areas to the South Bay job centers, medical offices and the economic powerhouses located along Hawthorne Blvd., including the soon to be 130-139

[2] We are thankful that staff from each of your offices have gotten to know about this issue. Jennifer LaMarque helped us get Shell's attention to the sinkhole in 2021, and Karishma Shamdasani visited the site and listened to considerately residents on May

totally revitalized South Bay Galleria, which will host about 750 new jobs, 300 new apartment units, 150 hotel rooms, office space and a modern, family-oriented mall; 130-139

- Concerns about drilling and excavating land used for numerous oil pipelines, for the construction of the partially subterranean light rail tracks; 130-140
- That there would be no time-savings associated by building the below-grade options on the ROW versus the elevated option on Hawthorne Blvd.; 130-141
- The below grade ROW alternative would be constructed at about a 30-foot grade differential from the adjacent train track that runs heavy loads of hazardous oil down the ROW twice a day;
- Metro has not analyzed the suitability of the land on the ROW to have a heavy, hazardous-material carrying train running next to below-grade light rail. In fact, in 2020, Shell conducted drilling along the ROW near the Ruxton, that cause land subsidence in that residential development for our affordable housing residents; 130-142
- Noise and vibration from construction and operation. 130-143

On April 11, 2022, two Redondo Beach Council Members and I, Mayor Brand, met with more than 60 concerned community members as part of the *Walk with Metro* event. At that meeting, Metro presented new facts that escalated existing concerns regarding the ROW alternative, including the need to re-align the freight line (that hauls oil, cars, jet fuel, and other industrial materials) further west, closer to existing homes.[3] 130-144

On May 11, 2022, Council Members Obagi and Loewenstein, and Community Development Director Brandy Forbes met with two groups of over 100 residents total at Breakwater Village and the Ruxton developments, respectively. At those meetings, Metro staff attempted to assuage residents' concerns about devaluation of their homes by pointing to increased value in Culver City and other areas around the Metro stops. But, Culver City and other areas are distinguishable in that there were opportunities there and in Pasadena to build new development around the Metro stops that were designed to block out the noise and other disruptions posed by trains passing every 6 minutes.

[3] Asked why they could not push the train tracks further east, one official answered that, around 182nd, that would put it too close to El Nido Park. But, putting it closer to homes should not be more ok than putting it closer to a park. On May 11, an engineer stated that pushing the freight train east would require Metro to take private property to the east of the ROW. Clearly, there are no good cost-effective options down the ROW 130-144

In Redondo Beach however, the developments at Breakwater Village and Ruxton were built less than twenty years ago with no contemplation of Metro trains passing by every six minutes. Their relative young age shows that these buildings will not be replaced anytime soon. In addition, they already have sustained cracks and damages due to their proximity to the freight train that passes by only twice a day. Yet, in the ROW alignment, Metro proposes to move the fuel carrying trains closer to our residents' homes. That is not ok. 130-145

III. The City still has many questions that Metro has not answered.

The City requests that the following questions are addressed, at a minimum in the DEIR

1. What are the standardized noise levels being used (federal or state guidelines)? 130-146
    a. If the noise levels exceed certain levels, will Metro provide noise-proofing to surrounding homes like LAX does in El Segundo? This should be considered for both during construction and post-construction impacts. 130-147
    b. Are the "ambient noise levels" greater for the freight train for the current position or the new position proposed after the freight rail realignment? 130-148
2. Since the freight line will be re-aligned, closer to the existing homes, what are the potential impacts of a derailment? If there is a derailment, what would the costs and impacts be to the City? 130-149
3. Are Police/Fire/EMT response times taken into account for the crossing on 182nd and the rail line, both during construction and after? 130-150
4. If the ROW alignment goes below grade at the crossing on 182nd and other intersections, how would the rail line retaining wall be structured to support the weight of the heavy freight on grade immediately next to the deep below-grade alignment (the representative on the tour mentioned needing to go as far as 30 feet or more below grade) for the Metro line to prevent soil subsidence issues we have seen elsewhere in the City? 130-151
5. Since the berms for the freight lines will be brought closer to private property, in some places, as close as five feet, what is the plan for providing extra retaining walls, addressing sound, vibration, and accommodating proper drainage? 130-152
6. Will personal transportation improvements, including a bike path and pedestrian walkway still be implemented? And, if so, where in Redondo Beach? 130-153
7. Has the soil and or geology on the ROW been studied to determine that the ROW land could tolerate a heavy freight train carrying oil directly adjacent to a pair of 30' below-grade light trail tracks? And to tolerate the differential vibrations of both 130-154

These comments have been reviewed and approved by the Redondo Beach City Council at their May 17, 2022 public meeting. If you or Metro have any questions regarding this comment letter, please contact Brandy Forbes, Community Development Director for the City of Redondo Beach at 310-318-0637 x2200 or brandy.forbes@redondo.org. Thank you for your consideration of our comments.

Sincerely,

Mayor William Brand

Joined by:

Nils Nehrenheim
Council Member, District 1

Todd Loewenstein
Council Member, District 2

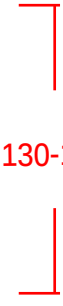
Christian Horvath
Council Member, District 3

Zein E. Obagi, Jr.
Council Member, District 4

Laura Emdee
Council Member, District 5

CC: L.A. County Metro Board
Mike Witzansky, City Manager
Luke Smude, Assistant to the City Manager
Brandy Forbes, Community Development Director
Delores Roybal Saltarelli, Project Manager, LA County Metro

130-155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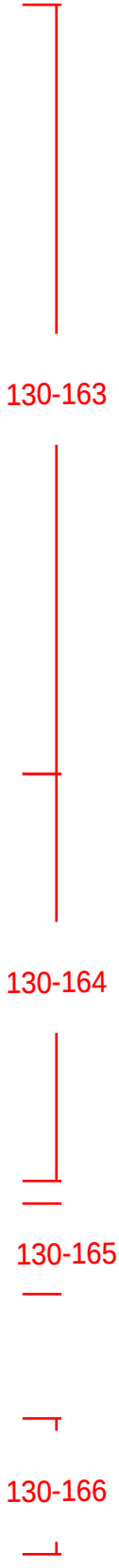
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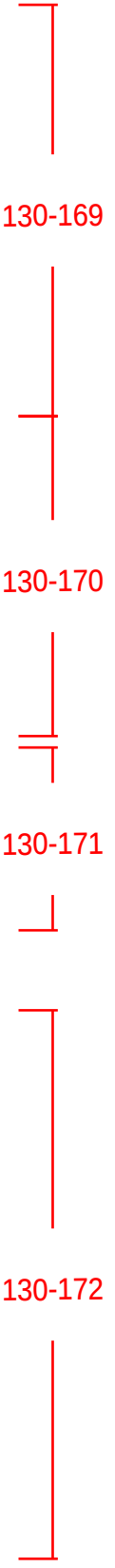
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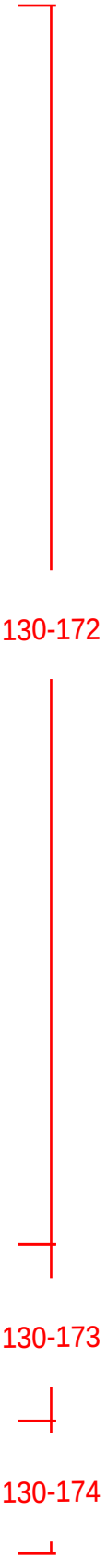
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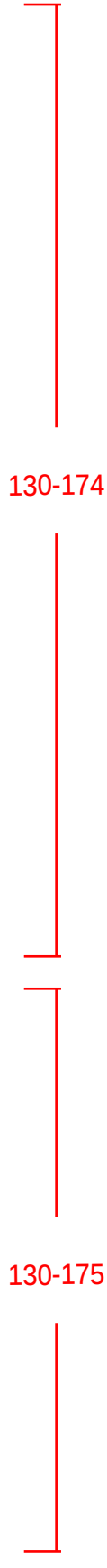
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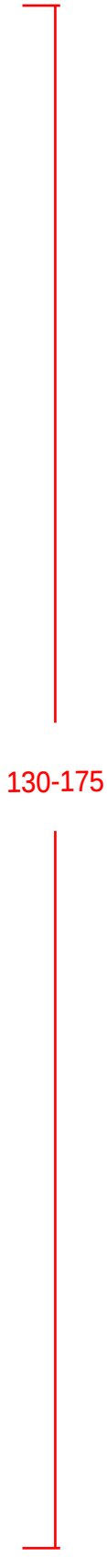
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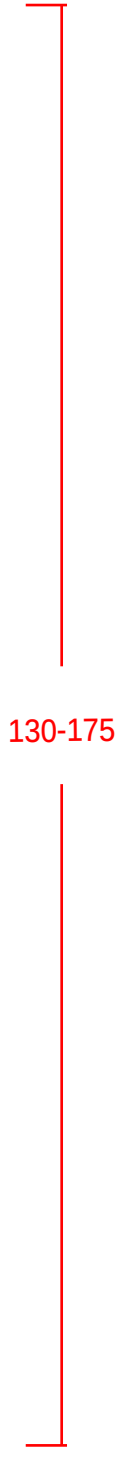
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130-176

Submission 131

From: John Schreiber [redacted]
Sent: Wednesday, March 22, 2023 2:18 PM
To: GreenlineExtension
Cc: jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; [redacted] fourthdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; [redacted]
Subject: Metro C Line Extension DEIR Comments
Attachments: IMG_4368.jpg; IMG_4277.jpg

Dear Metro and Metro Board Members,

I am submitting one of multiple comments on the proposed C Line (Green Line) Extension and want to first state -- I strongly urge you as a board to choose the Hawthorne Boulevard elevated option over the ROW options. 131-1

I want to specifically address multiple issues with the findings of the Draft Environmental Impact Report and in this email I want to address **AESTHETICS.**

I think the Draft EIR did a wholly inadequate analysis of "aesthetics" down the ROW in both Lawndale and North Redondo. Page 3.3-69 of the Draft EIR claims:

"The proposed project would not substantially degrade the visual character of the area… and its change to visual quality would be neutral…. The existing visual quality in this area is considered to be low… " because we are "accustomed to the use of the existing Metro ROW by freight trains."

How can you justify this as a fair analysis of our views and aesthetics? This analysis assumes we have never-ending views of a freight train when in fact, we only get TWO trains per day coming down the existing tracks. Metro would add 200-300 light rail trains per day. I do not see how you can rate this as "NEUTRAL" in the Draft EIR. 131-2

For the other 99 percent of the day I have views of green grass, trees, nesting birds and wildlife. From my yard, I can see the snow-capped mountains of the San Gabriels. If the proposed ROW option is chosen, that view will be replaced with a giant, sloped concrete wall as the train transitions down hill.

Please see the attached photos for the views and aesthetics of my back yard at 163rd and Condon Ave. You can clearly see the mountains and on clear days even the Hollywood sign out in the distance. The ROW option would completely block this view.

The ROW option would also eliminate mature trees and other greenery that gives this part of the neighborhood a sense of calm and disconnect from the urban environment. Even if Metro plans to add a walking path and new landscaping, it will take decades for new trees to reach the height of the current trees we enjoy. 131-3

I encourage your planners to revisit this neighborhood on a clear day and try to tell us our existing visual quality is "low." Redo this analysis and in the meantime, I encourage everyone to choose the Hawthorne Blvd. option. 131-4

Thanks,

John Schreiber
[redacted]

--
John Schreiber
Freelance Photojournalist
[redacted]

Submission 131

Submission 131

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Submission 132

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

March 23, 2023 EMAIL

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, California 90012

Dear Ms. Sheridan:

Notice of Availability
of a Draft Environmental Impact Report for the Green Line Extension to Torrance

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Availability of a Draft Environmental Impact Report for the Green Line Extension to Torrance. Metro proposes to implement a light rail transit Project that would extend the C Line (Green) from the existing Redondo Beach (Marine) Station to the Torrance Transit Center. The Draft EIR evaluated the Proposed Project, which would be an elevated or at-grade alignment within the existing Metro-owned right-of-way (ROW) for the entire 4.5-mile length. Two options are considered for the northern segment of the Project area between the Redondo Beach (Marine) Station and 190th Street: 1) Trench Option, which travels along the Metro ROW with the light rail located within a below grade trench, and 2) Hawthorne Option, with the light rail in an elevated configuration traveling parallel to the I-405 Freeway and within the median of Hawthorne Boulevard.

Metropolitan owns and operates facilities within and adjacent to the proposed Project Limits. Metropolitan's West Basin Feeder between Sta. 288+00 to 290+00 and Sta. 296+00 to 299+00 are located along Manhattan Blvd. and adjacent to I-405 within the Metropolitan easement along and or within the Project boundary. Metropolitan is concerned with potential impacts to these facilities and rights-of-way that may result from implementation of the proposed Project. 132-1

Metropolitan must be allowed to maintain its rights-of-way and access to its facilities and properties at all times, in order to repair and maintain the current condition of those facilities. In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Metropolitan will not permit procedures that could subject the pipes to excessive vehicle, impact, or vibratory loads. Any future design plans associated with this Project should be submitted to the attention of Metropolitan's Substructures Team. Approval 132-2

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Submission 132

of the Project should be contingent on Metropolitan's approval of design plans for portions of the proposed Project that could impact its facilities. 132-2

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by contacting Metropolitan's Substructures Team at EngineeringSubstructures@mwdh2o.com. To assist Metro in preparing plans that are compatible with Metropolitan's facilities and rights-of-way, enclosed is a copy of Substructure's review of the available plans in the DEIR. Please note that Metropolitan's facilities and rights-of-way must be fully shown and identified as Metropolitan's on all designs or plans submitted. 132-3

Additionally, appropriate property rights must be obtained from Metropolitan for any project activities within Metropolitan's property, such as the granting of a road easement or license. The granting of property rights may be subject to Metropolitan's Board of Director's approval. No work must be done including potholing or any studies within Metropolitan's property prior to the execution of an appropriate agreement. Please contact Metropolitan's Real Property Group regarding the process for obtaining access or property rights at RealEstateServices@mwdh2o.com. Metropolitan recommends that the EIR include reference to Metropolitan's property and granting of an agreement, and also acknowledge Metropolitan as a potential responsible agency "expected to use the EIR in their decision-making" per CEQA Guidelines Section 15124(d)(A). 132-4

Metropolitan encourages projects within its service area to include water conservation measures. While Metropolitan continues to build new supplies and develop means for more efficient use of current resources, projected population and economic growth will increase demands on the current system. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed Project. 132-5

We appreciate the opportunity to provide input to your planning process and look forward to receiving future plans and documentation for this Project. If we can be of further assistance, please contact Liz Florence at (213) 217-7193 or at eflorence@mwdh2o.com.

Very truly yours,

DocuSigned by:
Sean Carlson
A67ED56B82914E6...

Sean Carlson
Manager, Environmental Planning

lf:rdl
(Metro_C-Line Extension DEIR_ Comment Letter_3-23-2023)

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C71471C Submission 132

Enclosures:

1) Substructures Memo Job No. 2020-20-001 and attachments:
    a. Drawing TC-102
    b. DrawingTC-202
    c. Drawing T-704
    d. Drawing GX-120
    e. Drawing GX-220

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C714716

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Date: March 22, 2023

To: Liz Florence, Associate Environmental Specialist
Environmental Planning

From: Francisco Flores, Manager
Substructures Team

Subject: West Basin Feeder
Sta. 288+00 to 290+00 and
Sta. 296+00 to 299+00
Substructures Job No. 2020-20-001

Refence is made to your email dated February 9, 2023, forwarding a link for MTA's proposed Green Line extension (Line C) project connection from existing Redondo Beach (Marine) station to the Torrance Transit station in the South Bay area of Los Angeles County. Included in the link to the DEIR documents were prints of the conceptual plans (Pages 1 through 213).

We have reviewed the submitted conceptual plans, and our comments and requirements are as follows:

1. The location of our 45-inch-inside-diameter precast concrete West Basin Feeder pipeline, as shown on Pages 46 (Drawing TC-102), 76 (Drawing TC-202), 130 (Drawing T-704), 143 (Drawing GX-120), and 152 (Drawing GX-220), is generally in agreement with our records. However, we request that our pipeline and accompanying 10-foot-wide permanent easement right-of-way also be shown and identified as Metropolitan's on all pertinent sheets of your plans. Enclosed is a copy of our Right-of-Way Map 1418-5 for your information and use.

   We request that the final alternative detail plans and sections showing the exact locations of the proposed trench/new piles/at-grade proposal in relation to our pipeline be submitted for our review and written approval. In addition, all the pipeline appurtenances such as manholes within the footprint of the proposed project must shown and identified as "protect in place".

   Metropolitan's Drawings A-2755 and B-8289 are enclosed, to convert elevation from NGVD29 to NAVD88 datum, use the following formula:

132-6

132-7

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Submission 132

$$Elevation_{NAVD88} = Elevation_{NGVD29} + 1.45 \text{ feet}$$

Trench Option

2. The proposed "grade-separation" design, as shown on Pages 76 (Drawing TC-202), 81 (Drawing T-204), and 152 (Drawing GX-220), will require relocation of Metropolitan's existing pipeline at Manhattan Beach Boulevard. However, we will need to further evaluate design criteria for the alignment for the final length, depth, and size due to utility conflict constraints. Please note that our air release and vacuum valve structure may need to be redesigned and introducing a new air release and pumpwell manhole structures if the proposed alignment results in a new high or low point. 132-8

   This proposal to relocate portion of our pipeline could run up to millions of dollars. All costs associated with the modification design, protection, and inspection of our facilities to accommodate this project must be borne by the project proponent. Please note that general cost estimate includes Metropolitan's design, inspection, administration and any required shutdown and dewatering. The cost may vary, depending on the actual site conditions. The relocation must be designed and constructed in accordance with Metropolitan's standard specifications and design criteria. 132-9

   In order for Metropolitan to determine a detailed scope, we require a deposit in the amount of $100,000 to apply toward the cost of our review of your project plans, establish a utility agreement, and to prepare a detailed cost estimate for the proposed protection and modification design of our facility. Please note that general cost estimate includes Metropolitan's design, inspection, administration and any required shutdown and dewatering. The cost may vary, depending on the actual site conditions.

   Regarding the schedule of work, the relocation of our pipeline would typically take 12 to 18 months from preliminary to final design and construction, and shutdowns and dewatering of our pipeline would only take place between the months of November and March. 132-10

Elevated and/or At-Grade Options

3. To evaluate the feasibility of the proposed options, we will need a comprehensive and substantial technical analysis be submitted for our review and written approval to demonstrate and ensure that there will be no adverse impacts that would compromise the operation, continuity, and long-term reliability of our water conveyance system. As such, we are requesting the following information for our review: 132-11

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Submission 132

- Based on Page 130 (Drawing T-704), please provide a site-specific geotechnical report with borings where the 8-foot-diameter CIDH pile at your Station 438+50 is the closest one to our pipeline, which runs along the Manhattan Beach Boulevard. 132-12

- Please include a vertical section normal to the pipeline alignment while crossing the 8-foot-diameter CIDH pile at your Station 438+50. Please also show the foundation stratigraphy using the closest borings, section of the pipeline, and horizontal clearance between the CIDH pipe and the pipeline. 132-13

- If groundwater drawdown is required to construct the 8-foot-diameter CIDH pile at your Station 438+50, the cone of depression expands and deepens during pumping until the flow in the aquifer is equal to the pumping rate. When the cone stops expanding, equilibrium exists and its configuration in terms of its radius and depth should be determined. If our pipeline alignment crosses the cone of depression, then settlement/lateral deflection profiles along the affected reach of the pipeline are required, as referenced in Metropolitan's Geotechnical Guidelines, copy attached. 132-14

- A contingency plan must be in place in the event of encountering perch water/running soil/unstable soil during the CIDH excavation at your Station 438+50 since the proposed pile at this location is closet to our pipeline. Please note that encountering running soil during the CIDH excavation would potentially undermine the pipeline, thereby adversely affecting its structural integrity and compromising the reliability and continuity of Metropolitan's conveyance and distribution system. 132-15

4. Our pipeline is a precast concrete pipe installed within a jacked casing from Station 297+13 to Station 297+53 with a 10-foot-wide concrete encasement at each end of the jacked casing, as shown on our Drawing A-2755, copy enclosed.

   The plans show that the proposed future at-grade rail tracks may cross over and outside the existing concrete encasement designed to carry the railroad loads. Outside the existing concrete encasement, our pipeline is not designed to carry the proposed railroad loads; therefore, a permanent concrete protective slab or a bridge structure must be placed over our pipeline to protect from excess loads. 132-16

   Please submit the live load per American Railway Engineering Association (equivalent Cooper E-xx loading) for the railway at-grade proposal.

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Submission 132

5. Cast-in-driven hole piles and piles support structures may impose vertical and/or lateral load on our pipeline. The structural calculations of the piles adjacent to our pipeline must be submitted for our review and written approval.

132-17

Furthermore, a settlement and/or lateral deformation study may be required for pile installations within 50 feet of our pipeline. The use of driven piles within 20 feet of the centerline of our pipeline is not permitted. Before construction commences, our pipeline must be located by potholing, under Metropolitan's supervision.

6. If the proposed grading exceeds 2 feet of cut or fill over our pipeline, a soil report showing the predicted settlement of our pipeline at 10-foot intervals must be submitted. This data must be carried past the point of zero change in each direction and the actual size and varying depth of the fill must be considered when determining the settlement/rebound.

132-18

Any grading that could result in a significant settlement of the pipeline will not be acceptable. If the pipeline settles or rebounds, deflection at the pipe joints will occur. This could result in cracking or chipping of the cement mortar and cement grout joint filler. It could also result in cracking or chipping of the mortar coating. This will allow corrosion to begin at the bells and spigot joints. Excessive settlement/rebound will cause the wall of the pipe to fail catastrophically.

7. Excavation for the proposed project could affect Metropolitan's facilities. Therefore, we request that the contractor submit an engineered shoring design to Metropolitan for review and acceptance a minimum of 30 days before the scheduled start of excavation. Excavation must not begin until the shoring design is accepted by Metropolitan. The submittal must include all required trenches, pits, and related calculations. The use of driven piles within 20 feet of the centerline of our pipeline will not be permitted. Before beginning construction, our pipeline and appurtenances should be located by potholing

132-19

under Metropolitan's supervision. There must be a minimum of 2- and 5-feet of clearance between our pipeline and the edge of the drilled hole for temporary and permanent piles, if applicable. There must be a minimum of 1-foot of clearance between any part of the shoring and Metropolitan's pipeline.

8. Procedures and specifications of construction equipment to be used for the removal and placement of soil in proximity to Metropolitan's pipeline must be submitted to Metropolitan for review and approval a minimum of 30 days prior to starting work in the vicinity of Metropolitan's pipeline. The submittal must include the equipment and procedures to be used for the placement and compaction of soil over and adjacent to Metropolitan's pipeline and meter vault. Metropolitan will not permit procedures, which could subject the pipe and meter vault to excessive

132-20

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C71471C Submission 132

vehicle, impact, or vibratory loads. Procedures for the removal and placement of soil over our pipeline must be such that excessive unbalanced loads are not imposed on the pipeline. 132-20

Storing of equipment or spoils over the footprint of our pipeline is not allowed. 132-21

Vehicles that impose a load no greater than that imposed by an AASHTO H20 vehicle may be used when the cover is between 4 feet and 11 feet. When the cover over Metropolitan's pipeline is less than 4-feet Metropolitan's pipeline loading restrictions must apply. 132-22

No vibratory compaction equipment in vibratory mode must be used within 25 feet of the centerline of our pipeline. 132-23

9. We request that a stipulation be added to your plans and/or specifications to notify Daniel Diaz of our Water System Operations Team at (323) 276-7623 or cell (760) 792-2573, at least two working days prior to starting any work (including potholing) in the vicinity of our facilities. 132-24

We are returning prints of the Pages 46 (Drawing TC-102), 76 (Drawing TC-202), 130 (Drawing T-704), 143 (Drawing GX-120), and 152 (Drawing GX-220), stamped "REVIEWED — CORRECTIONS NOTED — RESUBMITTAL REQUIRED." 132-25

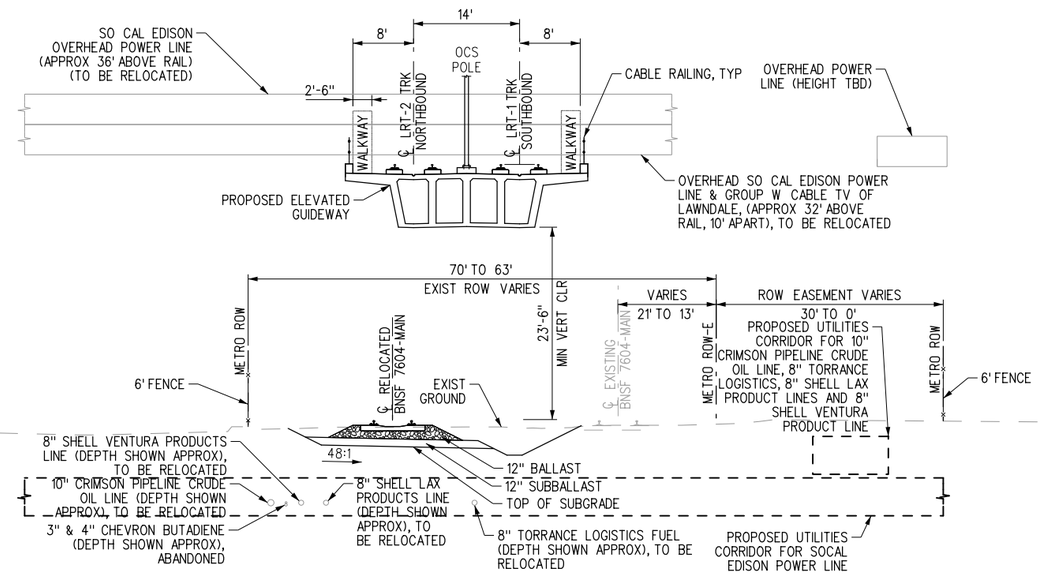
If you have any questions regarding this matter, please contact Ken Chung at 77670.

Francisco Flores

KC
DOC m2020-20-001

Enclosures (8)

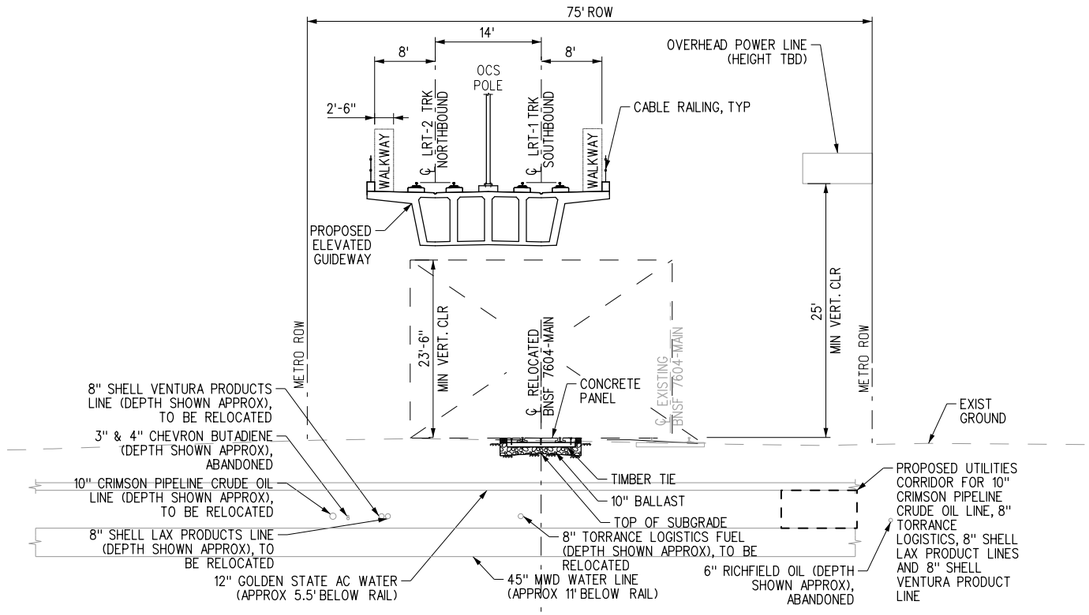
cc: D. Diaz w/plans
Substructures File w/plans



CROSS SECTION - ELEVATED GUIDEWAY W/ CROSSING OVERHEAD UTILITIES NORTH OF MANHATTAN BEACH BLVD

SCALE: 1"=10'

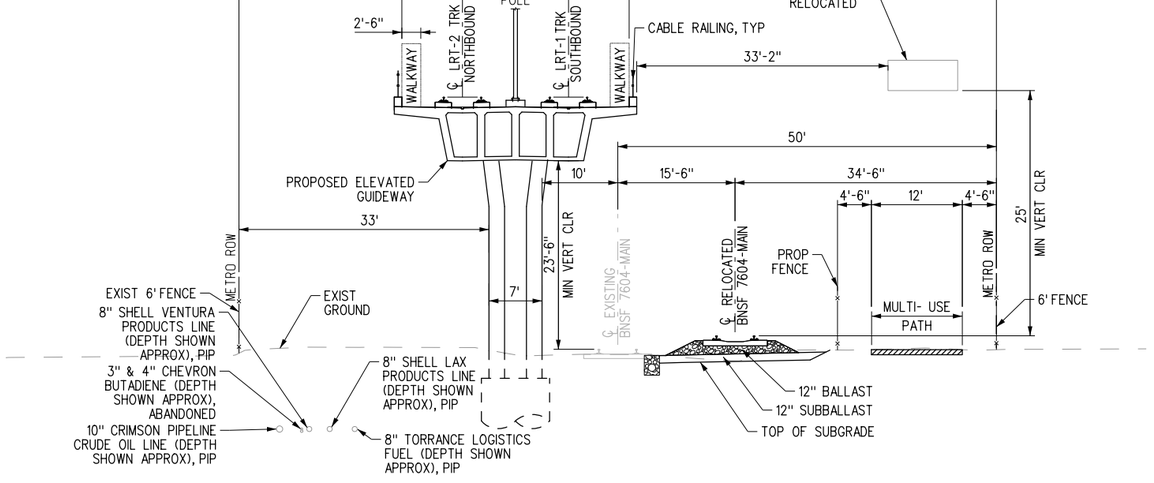
D1 T-103 T-403



CROSS SECTION - ELEVATED GUIDEWAY AT MANHATTAN BEACH BLVD

SCALE: 1"=10'

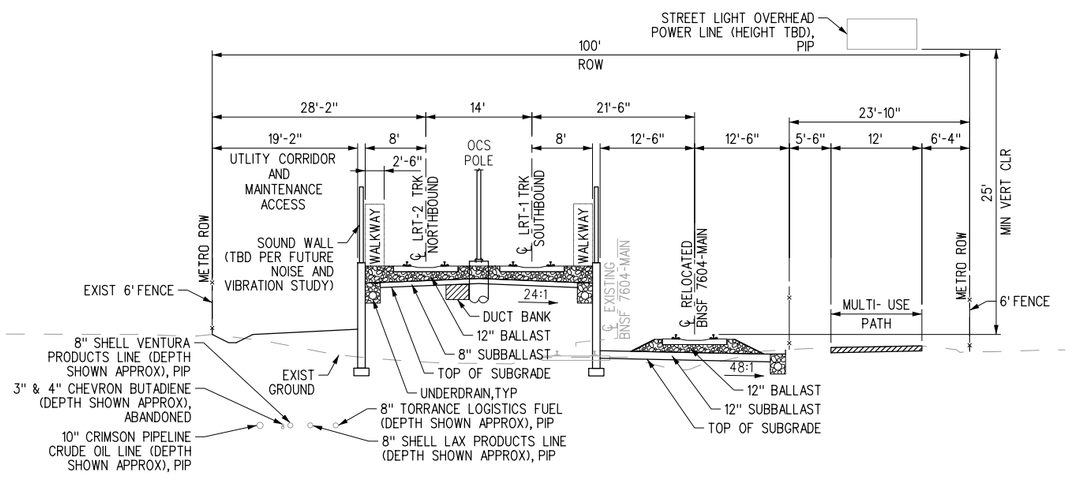
E T-104 T-404



CROSS SECTION - RETAINED FILL NORTH OF 161ST ST

SCALE: 1"=10'

F T-105 T-405



CROSS SECTION - RETAINED FILL SOUTH OF 162ND ST

SCALE: 1"=10'

G T-105 T-405

NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
2. ALL STRUCTURES, INCLUDING ELEVATED GUIDEWAY AND RETAINING WALLS ARE SHOWN CONCEPTUALLY, SEE STRUCTURES DRAWINGS FOR FURTHER DETAILS.

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY	J. GONZALEZ
DRAWN BY	B. EUN LLOVET
CHECKED BY	G. THOMPSON
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
PROPOSED PROJECT
TYPICAL SECTIONS
SHEET 2 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-102
REVISION	SHEET NO.
SCALE	AS SHOWN

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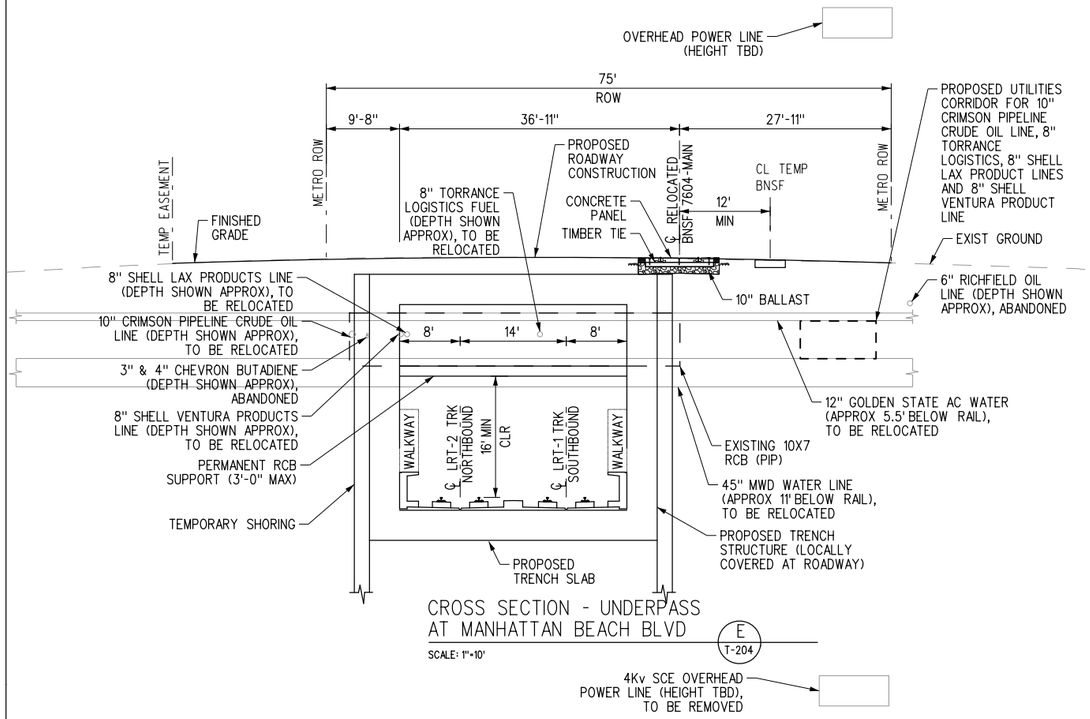
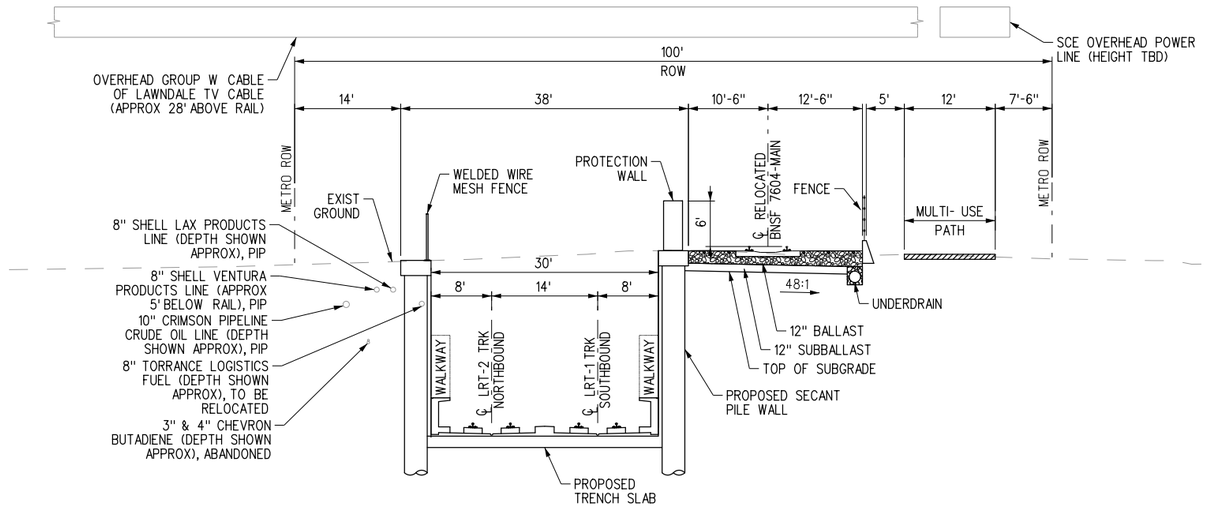


CROSS SECTION - UNDERPASS AT MANHATTAN BEACH BLVD (E, T-204)

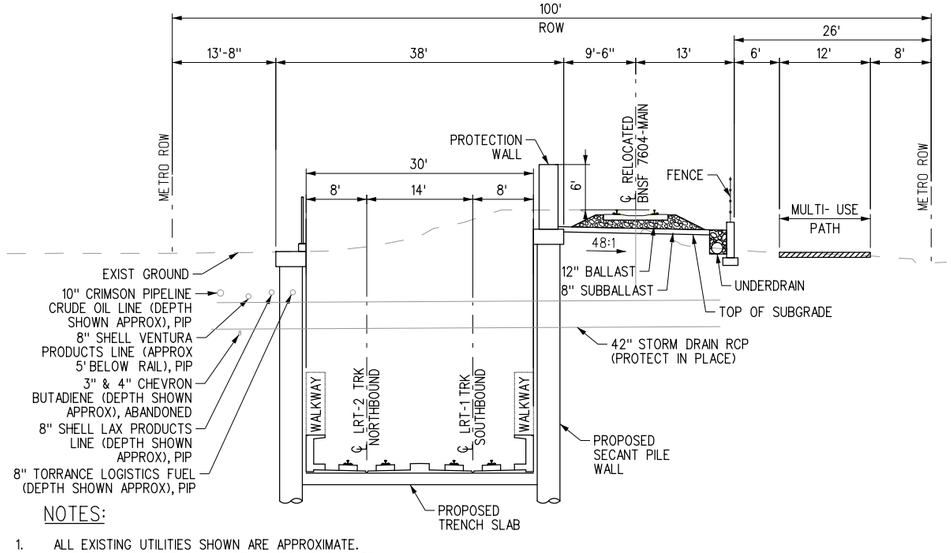
SCALE: 1"=10'

4Kv SCE OVERHEAD POWER LINE (HEIGHT TBD), TO BE REMOVED



CROSS SECTION - TRENCH SOUTH OF 162ND ST (F, T-205)

SCALE: 1"=10'

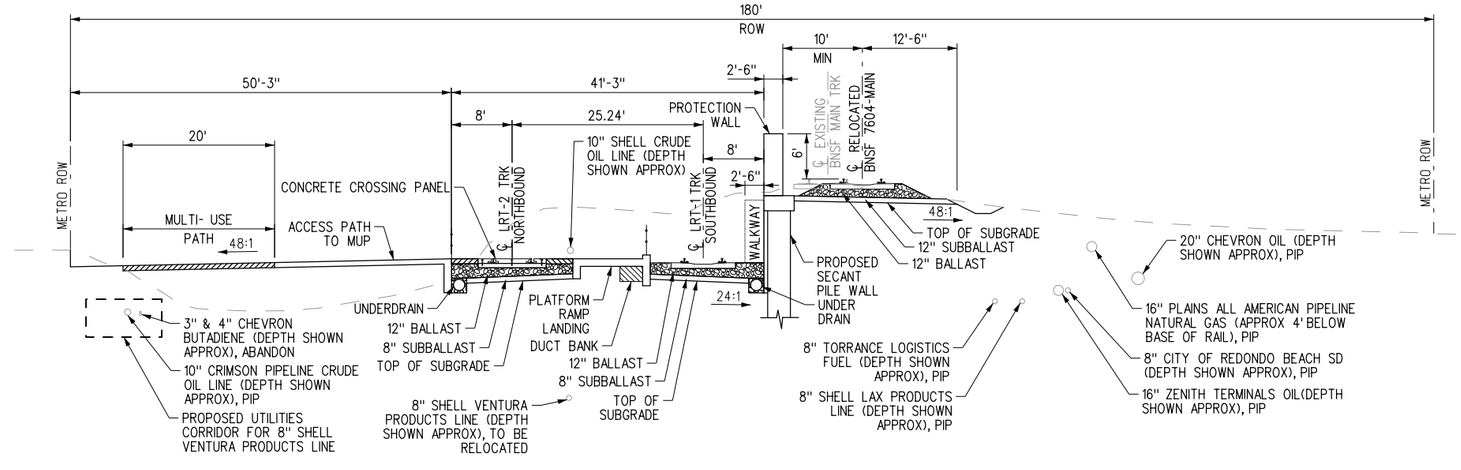


NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
2. ALL STRUCTURES, INCLUDING ELEVATED GUIDEWAY AND RETAINING WALLS ARE SHOWN CONCEPTUALLY, SEE STRUCTURES DRAWINGS FOR FURTHER DETAILS.

CROSS SECTION - TRENCH SOUTH OF 162ND ST (G, T-206)

SCALE: 1"=10'



CROSS SECTION - SOUTH OF REDONDO BEACH TRANSIT CENTER STATION (H, T-210)

SCALE: 1"=10'

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

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DESIGNED BY	J. GONZALEZ
DRAWN BY	B. EUN LLOVET
CHECKED BY	G. THOMPSON
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
TRENCH OPTION
TYPICAL SECTIONS
SHEET 2 OF 3

CONTRACT NO.	AE63445001
DRAWING NO.	TC-202
REVISION	SHEET NO.
SCALE	AS SHOWN

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HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-703
MATCH LINE STA - LRTS 428+00

MATCH LINE STA - LRTS 440+00
SEE DRAWING T-705

CURVE 204
R = 6014.00'
Lc = 418.78'
Ls = 120.00'
Eq = 0.75"
Eu = 0.03"
V = 35 MPH

CURVE 104
R = 6000.00'
Lc = 417.46'
Ls = 120.00'
Eq = 0.75"
Eu = 0.03"
V = 35 MPH

CS LRTS 430+37.93
CS LRTN 430+35.22
ST LRTS 431+57.93
ST LRTN 431+55.22
TS LRTS 438+51.87
TS LRTN 438+49.15
SC LRTS 439+51.87
SC LRTN 439+49.15

PLANNED INTERSTATE 405 IMPROVEMENTS (BY OTHERS)

PLANNED INTERSTATE 405 IMPROVEMENTS (BY OTHERS)

POTENTIAL I-405 WIDENING BY OTHERS

PROPOSED BRIDGE 2-1

CALTRANS ROW

EX. DBL 13'-3"x8'-9" RCB STORM DRAIN
LACFCD
(181-12-D1.8)

EX. DBL 13'-3"x8'-9" RCB STORM DRAIN
LACFCD
(181-12-D1.8)

S CONDON AVE

MANHATTAN BEACH BLVD

TPSS

TRACK LEGEND
- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- PROPOSED PROJECT ALIGNMENT
- ROW
- POTENTIAL BUILDING IMPACT
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE

PLAN

HORIZONTAL 1"=40'
VERTICAL 1"=10'

6'-5"
EXISTING OVERHEAD POWER LINES TO BE RELOCATED TO MEET MINIMUM VERTICAL REQUIREMENTS OF 34'
+0.30%
TOP OF RAIL
PROPOSED LRT TRACK
PVI STA 428+21.86
EL 101.39
PVT STA 429+36.86
EL 101.74
PROJECTED LEVEL OF HIGHWAY I-405
EXISTING GROUND
MANHATTAN BEACH BLVD
15'-0"

PROFILE SOUTHBOUND LRT

NOT FOR CONSTRUCTION

REV.	DATE	BY	SUB	APP.

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DESIGNED BY J. ESPADERO
DRAWN BY D. VILARINO
CHECKED BY A. BOONE
APPROVED BY M. E. ALFONSO
DATE 07/22/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years | AECOM

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 428+00 TO LRTS 440+00
SHEET 4 OF 15

CONTRACT NO. AE63445001
DRAWING NO. T-704
REVISION | SHEET NO.
SCALE AS SHOWN

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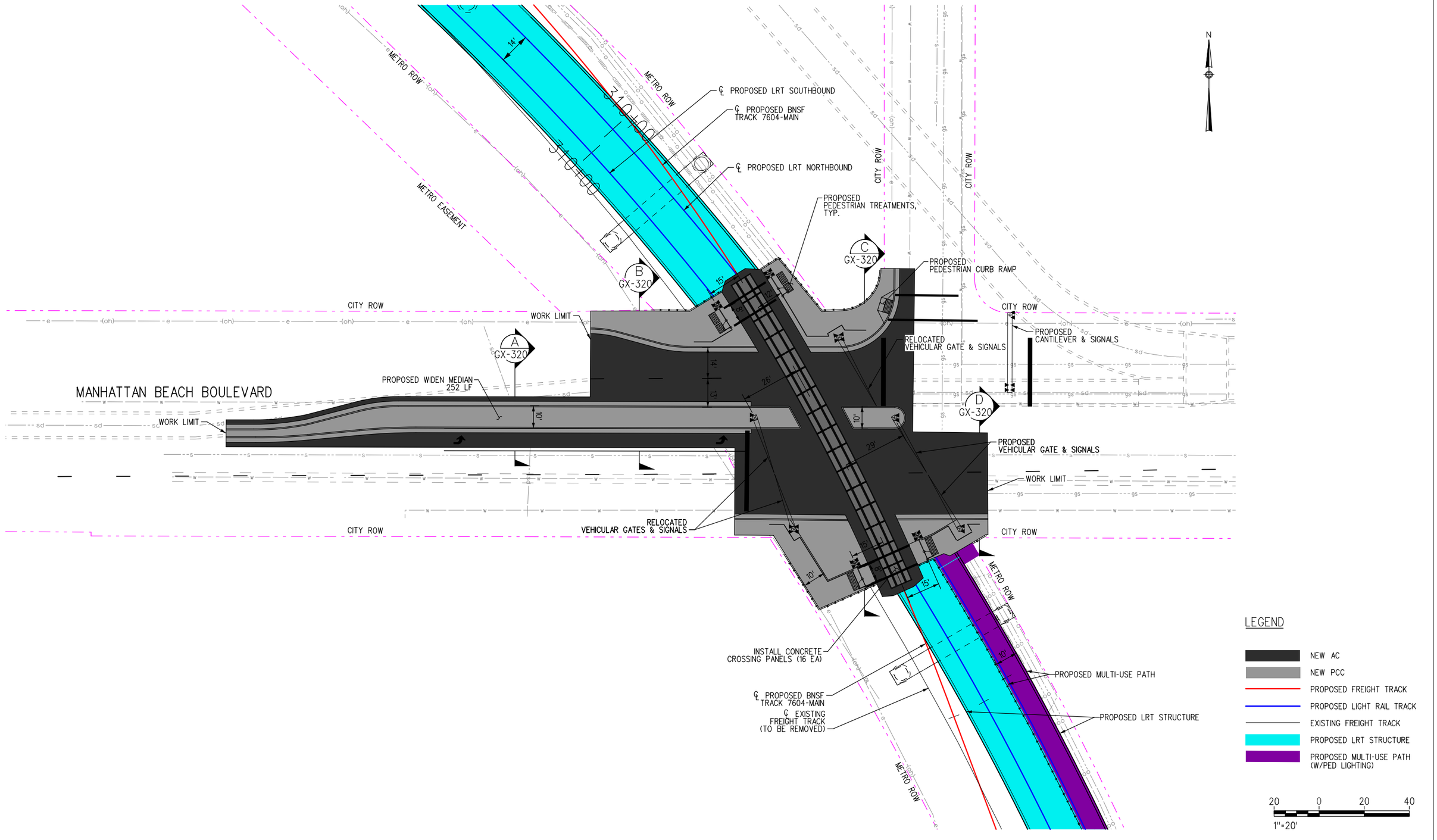
Submission 132



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REV.	DATE		BY	SUB.	APP.

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DESIGNED BY	J. TAMAYO
DRAWN BY	J. TAMAYO
CHECKED BY	J. GONZALEZ
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

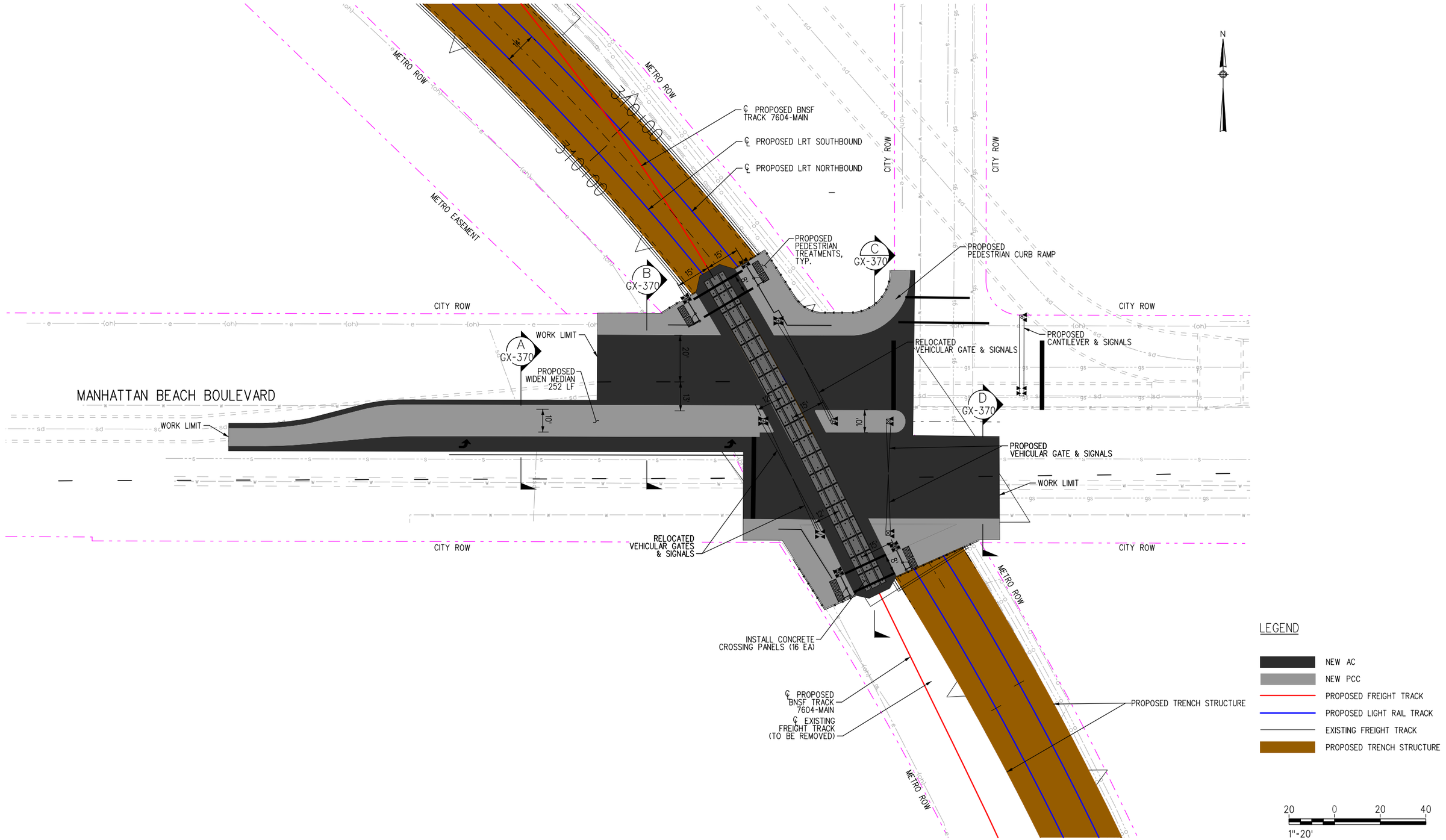
SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
PROPOSED PROJECT
MANHATTAN BEACH BOULEVARD GRADE CROSSING PLAN

CONTRACT NO.	AE63445001
DRAWING NO.	GX-120
REVISION	
SHEET NO.	
SCALE	AS SHOWN

Submission 132



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NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

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DESIGNED BY	J. TAMAYO
DRAWN BY	J. TAMAYO
CHECKED BY	J. GONZALEZ
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
TRENCH OPTION
MANHATTAN BEACH BOULEVARD
GRADE CROSSING PLAN

CONTRACT NO.	AE63445001
DRAWING NO.	GX-220
REVISION	SHEET NO.
SCALE	AS SHOWN

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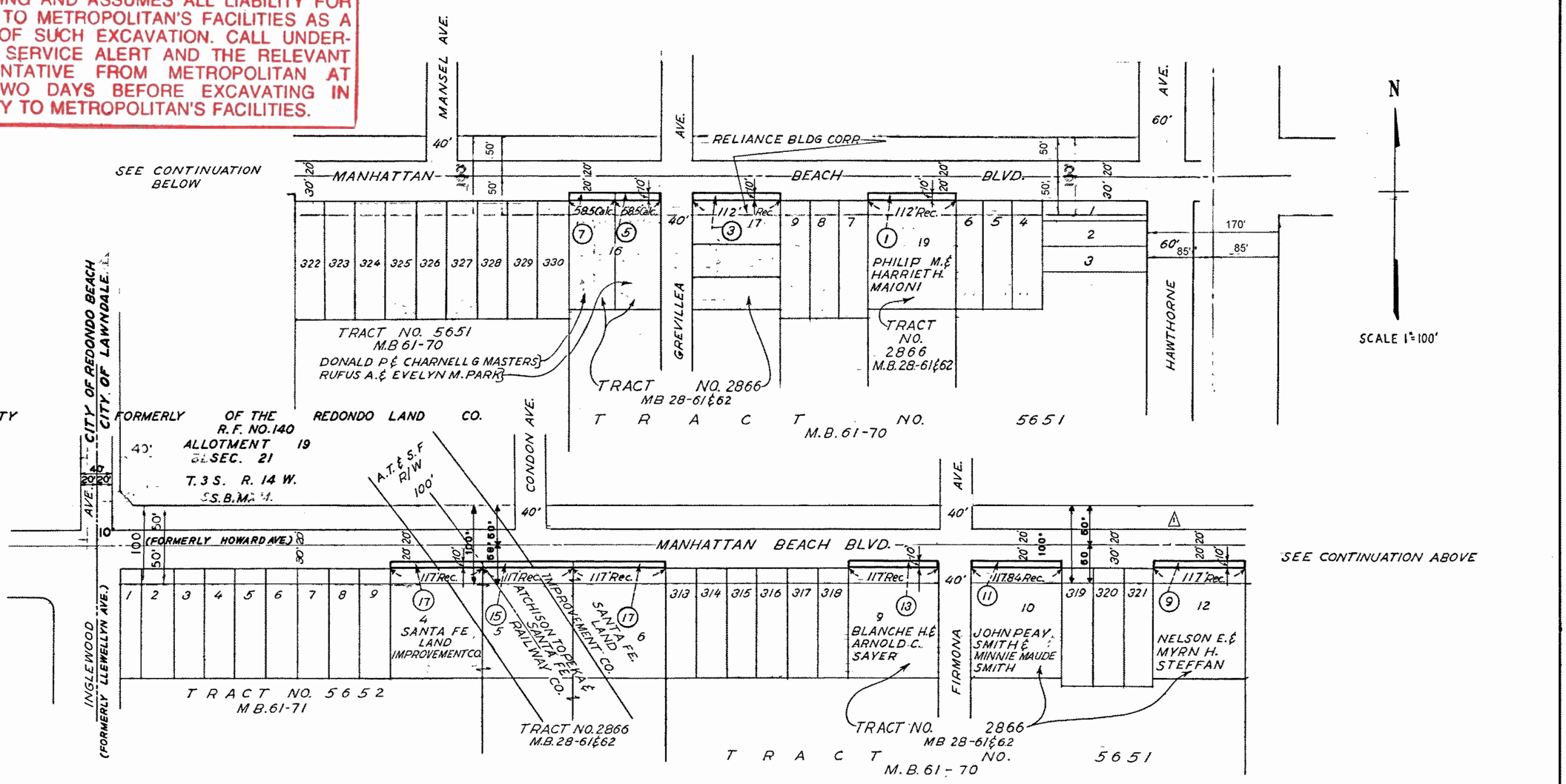
Submission 132

FORM 58-10 3-48 100

METROPOLITAN WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE SUBSTRUCTURE INFORMATION HEREIN PROVIDED. THE USER ASSUMES RESPONSIBILITY FOR VERIFYING SUBSTRUCTURE LOCATION BEFORE EXCAVATING AND ASSUMES ALL LIABILITY FOR DAMAGE TO METROPOLITAN'S FACILITIES AS A RESULT OF SUCH EXCAVATION. CALL UNDERGROUND SERVICE ALERT AND THE RELEVANT REPRESENTATIVE FROM METROPOLITAN AT LEAST TWO DAYS BEFORE EXCAVATING IN PROXIMITY TO METROPOLITAN'S FACILITIES.



PERMANENT EASEMENTS

PARCEL NO.	AREA IN ACRES	OWNERSHIP
△ (19)	0.006	WESTWOOD BUILDING MATERIALS

PARCEL NO.	AREA IN ACRES	OWNERSHIP
(1)	.026	PHILIP M.& HARRIET H. MAIONI
(3)	.026	RELIANCE BLDG. CORP.
(5)	.013	RUFUS A.& EVELYN M. PARK
(7)	.013	DONALD P.& CHARNELL G MASTERS
(9)	.027	NELSON E.& MYRN H. STEFFAN
(11)	.027	JOHN PEAY SMITH & MINNIE MAUDE SMITH
(13)	.027	BLANCHE H.& ARNOLD C. SAYER
(15)	.027	ATCHISON TOPEKA & SANTA FE RAILWAY CO.
(17)	.054	SANTA FE LAND IMPROVEMENT CO.

CITY OF LAWNDALE

△ THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

RIGHT OF WAY MAP

DISTRIBUTION SYSTEM

HAWTHORNE AVE TO INGLEWOOD AVE.

DRAWN W.R.K. COMPUTED
TRACED W.R.S. CHECKED
REVISED W.R.K. 11-13-56

APPROVALS

CONST'N ENGINEER			
DESIGN ENGINEER			
SUP'T OF CONST'N			
CHIEF ENGINEER			

DATE AUGUST 1948

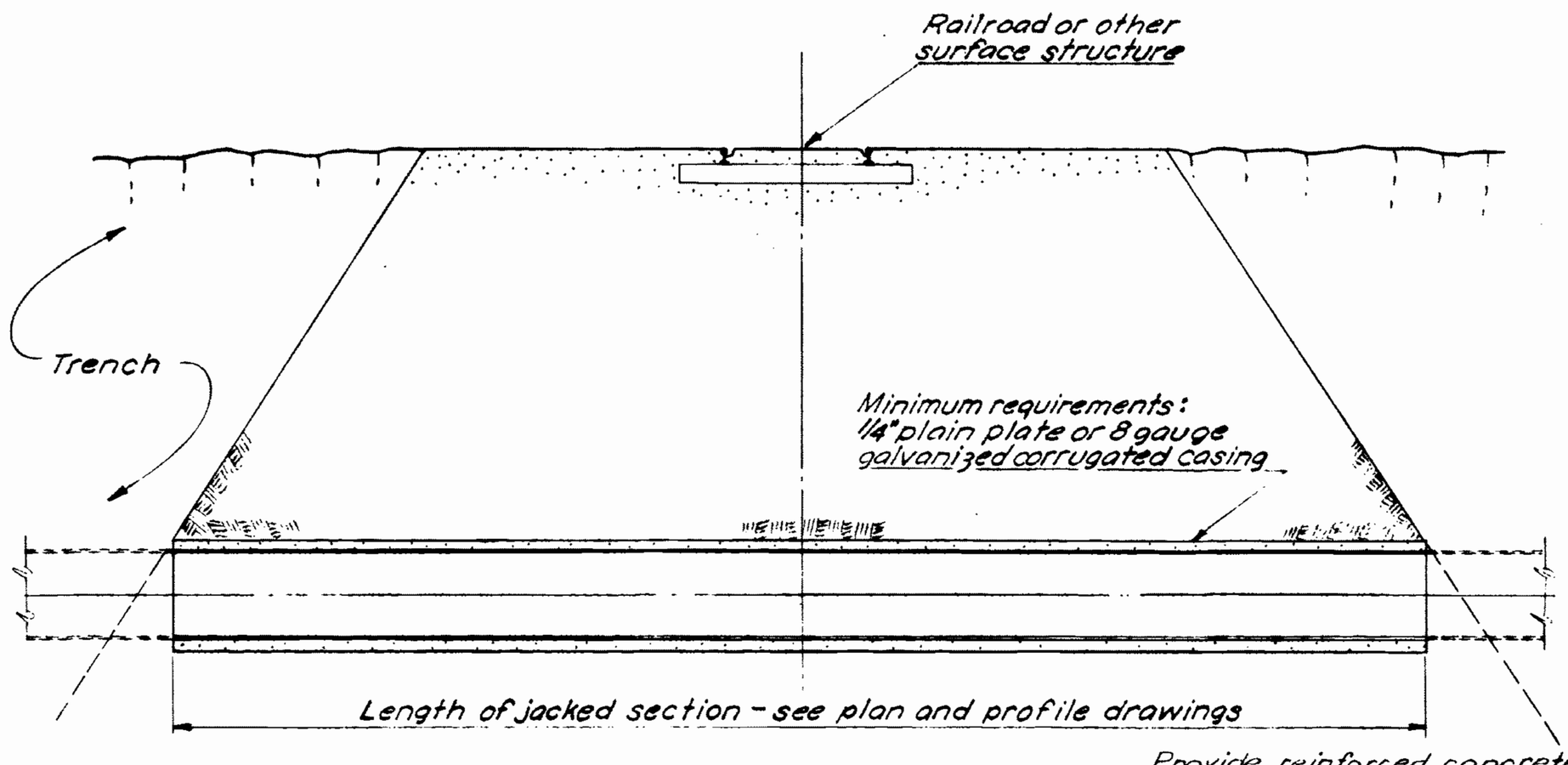
1418-5

REVISED: R.J.K. 11-7-61

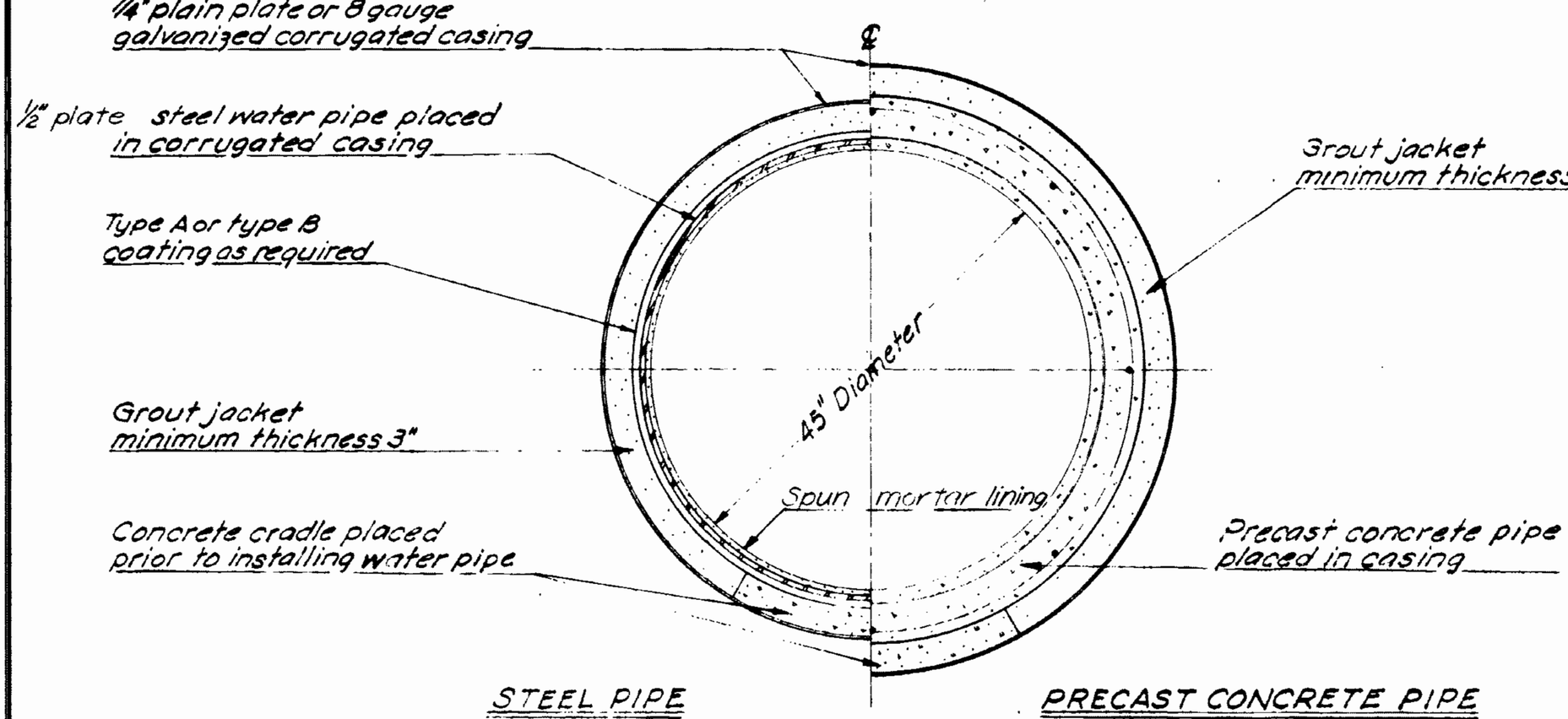
MICROFILMED
SEP 18 1973

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C71471C

Submission 132



LONGITUDINAL SECTION



STEEL PIPE

PRECAST CONCRETE PIPE

CROSS SECTION

METROPOLITAN WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE SUBSTRUCTURE INFORMATION HEREIN PROVIDED. THE USER ASSUMES RESPONSIBILITY FOR VERIFYING SUBSTRUCTURE LOCATION BEFORE EXCAVATING AND ASSUMES ALL LIABILITY FOR DAMAGE TO METROPOLITAN'S FACILITIES AS A RESULT OF SUCH EXCAVATION. CALL UNDERGROUND SERVICE ALERT AND THE RELEVANT REPRESENTATIVE FROM METROPOLITAN AT LEAST TWO DAYS BEFORE EXCAVATING IN PROXIMITY TO METROPOLITAN'S FACILITIES.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

COLORADO RIVER AQUEDUCT
DISTRIBUTION SYSTEM

WEST BASIN FEEDER

JACKED INCASEMENT
TYPICAL SECTIONS

DRAWN M.E.S.
TRACED M.E.S.
CHECKED A.M.W.
RECOMMENDED [illegible]
APPROVED [illegible] CIVIL ENGINEER

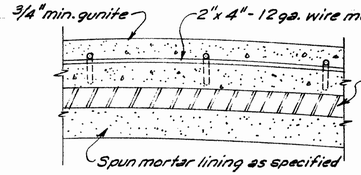
LOS ANGELES - AUG. 1948 | A-2755

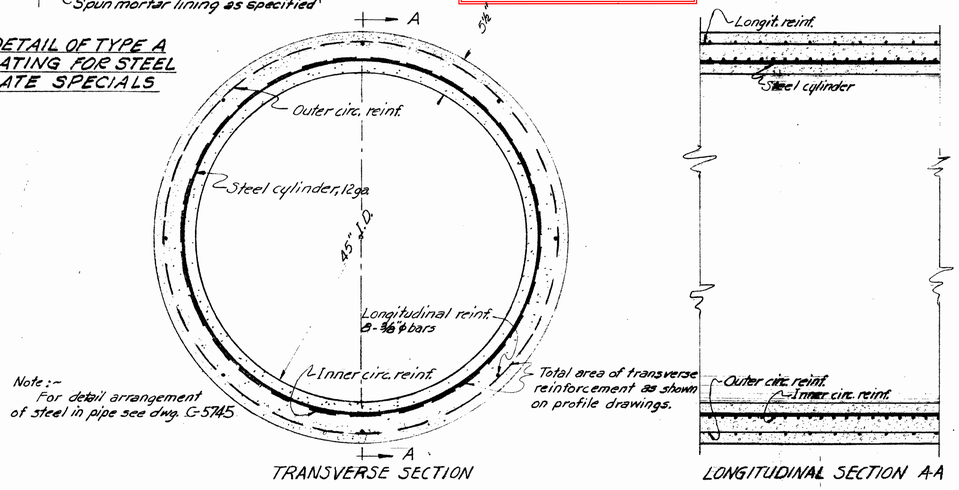
ORIGINAL - DO NOT DESTROY

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C71471C

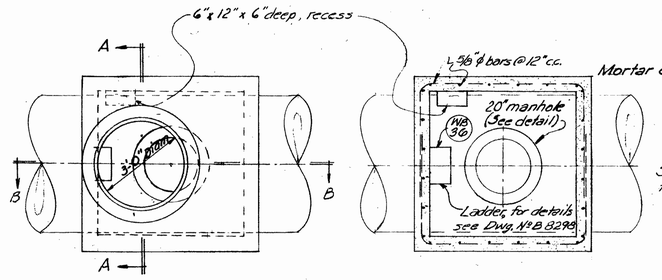
METROPOLITAN WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE SUBSTRUCTURE INFORMATION HEREIN PROVIDED. THE USER ASSUMES RESPONSIBILITY FOR VERIFYING SUBSTRUCTURE LOCATION BEFORE EXCAVATING AND ASSUMES ALL LIABILITY FOR DAMAGE TO METROPOLITAN'S FACILITIES AS A RESULT OF SUCH EXCAVATION. CALL UNDERGROUND SERVICE ALERT AND THE RELEVANT REPRESENTATIVE FROM METROPOLITAN AT LEAST TWO DAYS BEFORE EXCAVATING IN PROXIMITY TO METROPOLITAN'S FACILITIES.

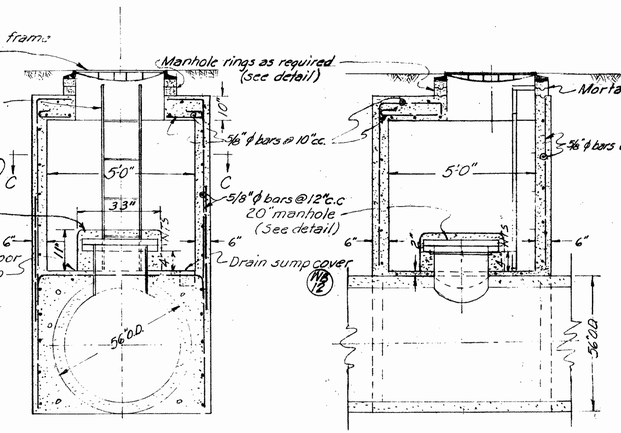
DETAIL OF TYPE A COATING FOR STEEL PLATE SPECIALS

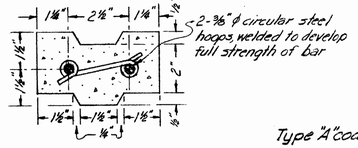




TYPICAL PIPE SECTIONS



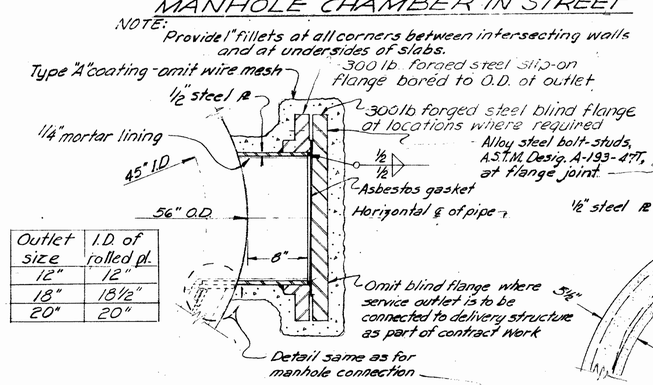




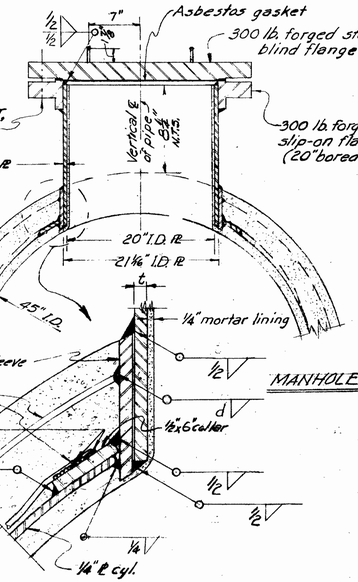
For structural details see Dwg. E-2762

MANHOLE CHAMBER IN STREET

NOTE: Provide 1" fillets at all corners between intersecting walls and at undersides of slabs.

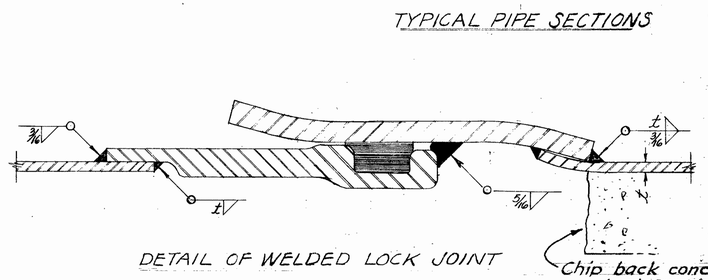


Outlet size	I.D. of rolled pl.
12"	12"
18"	18 1/2"
20"	20"

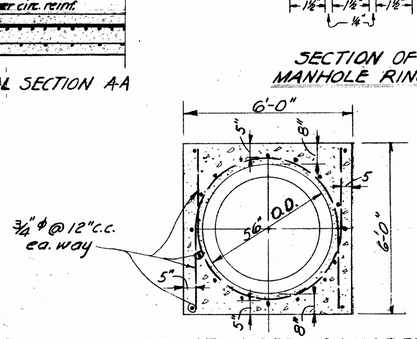


TYPICAL OUTLET

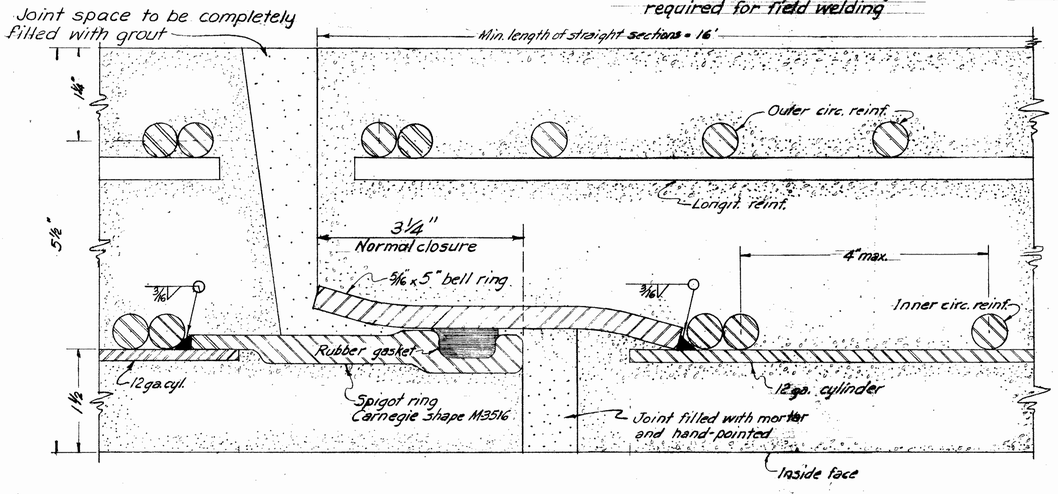
TYPICAL NOZZLE REINFORCING



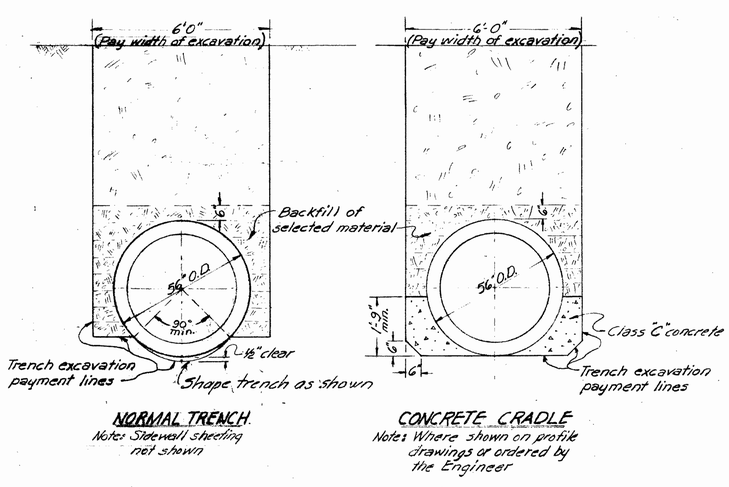
DETAIL OF WELDED LOCK JOINT



REINFORCED CONCRETE INCASEMENT



LOCK JOINT



TYPICAL TRENCH SECTIONS

Revised to show structure as constructed

No	DATE	DR'N	CK'D	Revision	REC.	APPR.
2	9/15/50	M.S	W.N.B	Revised as Constructed	[illegible]	R.W.D
1	5/24/49	M.S	W.N.B	Revised Manhole	R.W.D	R.B.D

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

COLORADO RIVER AQUEDUCT DISTRIBUTION SYSTEM

WEST BASIN FEEDER

PRECAST CONCRETE PIPE CYLINDER & BAR REINFORCEMENT SECTIONS AND DETAILS

DRAWN G.C.P. 10-1-47 RECOMMENDED R.W.D. R.B.D. CIVIL ENGINEER

TRACED G.C.P.

CHECKED W.N.B. 10-1-47 APPROVED J. Jacobs CHIEF ENGINEER

LOS ANGELES - JULY 1948 B-8289

DocuSign

Certificate Of Completion

Envelope Id: A6245D3BF7304CC3905FC9C36C71471C
Status: Completed
Subject: Complete with DocuSign: Metro_C-Line Extension DEIR_Comment Letter_3-23-2023.pdf
Source Envelope:
Document Pages: 16
Signatures: 1
Certificate Pages: 2
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Envelope Originator:
Rebecca A. De Leon,
700 N Alameda St
Los Angeles, CA 90012
rdeleon@mwdh2o.com
IP Address: 144.166.53.173

Record Tracking

Status: Original
3/23/2023 1:38:07 PM
Holder: Rebecca A. De Leon,
rdeleon@mwdh2o.com
Location: DocuSign

Signer Events	Signature	Timestamp
Sean Carlson scarlson@mwdh2o.com Team Mgr-Environ Planning Metropolitan Water District Security Level: Email, Account Authentication (None)	DocuSigned by: Sean Carlson Signature Adoption: Pre-selected Style Using IP Address: 155.190.3.8	Sent: 3/23/2023 1:42:51 PM Viewed: 3/23/2023 3:30:41 PM Signed: 3/23/2023 3:31:26 PM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
In Person Signer Events	**Signature**	**Timestamp**
Editor Delivery Events	**Status**	**Timestamp**
Agent Delivery Events	**Status**	**Timestamp**
Intermediary Delivery Events	**Status**	**Timestamp**
Certified Delivery Events	**Status**	**Timestamp**
Carbon Copy Events	**Status**	**Timestamp**
Elizabeth Florence eflorence@mwdh2o.com Security Level: Email, Account Authentication (None)	COPIED	Sent: 3/23/2023 3:31:28 PM Viewed: 3/23/2023 3:33:37 PM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
Rebecca A. De Leon, rdeleon@mwdh2o.com Admin Analyst Metropolitan Water District Security Level: Email, Account Authentication (None)	COPIED	Sent: 3/23/2023 3:31:29 PM Resent: 3/23/2023 3:31:30 PM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
Witness Events	**Signature**	**Timestamp**
Notary Events	**Signature**	**Timestamp**

Submission 132

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	3/23/2023 1:42:51 PM
Certified Delivered	Security Checked	3/23/2023 3:30:41 PM
Signing Complete	Security Checked	3/23/2023 3:31:26 PM
Completed	Security Checked	3/23/2023 3:31:29 PM

Payment Events	Status	Timestamps

Submission 133

From: Lilli K <[redacted]
Sent: Wednesday, March 22, 2023 6:02 PM
To: Dyan Beven; GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; [redacted]; councilmember.yaroslavsky@lacity.org
Subject: RE: 3.6-4.1.1 Construction Impacts Significant and Unavoidable Impact.
Attachments: IMG_3044 (2).jpg; IMG_3045.JPG; IMG_3046 (2).jpg

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From: [redacted]
Sent: Wednesday, March 22, 2023 7:56 PM
Cc: anajarian@glendaleca.gov <anajarian@glendaleca.gov>; fdutra@cityofwhittier.org <fdutra@cityofwhittier.org>; firstdistrict@bos.lacounty.gov <firstdistrict@bos.lacounty.gov>; HollyJMitchell@bos.lacounty.gov <HollyJMitchell@bos.lacounty.gov>; [redacted]; mayor.helpdesk@lacity.org <mayor.helpdesk@lacity.org>; FourthDistrict@bos.lacounty.gov <FourthDistrict@bos.lacounty.gov>; [redacted]; councilmember.yaroslavsky@lacity.org <councilmember.yaroslavsky@lacity.org>; GreenlineExtension <greenlineextension@metro.net>
Subject: Re: 3.6-4.1.1 Construction Impacts Significant and Unavoidable Impact.

Please consider the negative impact of this extension's proposed ROW location's vibrations to our community. See attached photos of Firmosa Ave. homes for visual of the negative impact due to very close proximity to homes and children's outdoor activities at home. The large trains will ramble along practically in families' backyards creating noise and vibrations all day long at these homes and many more. This will negatively impact quality of life for this area's residents for years to come. 133-1
Sincerely,
Lillian Katzenmeyer
[redacted]

From: KBDSelect 1106 [redacted]
Sent: Friday, March 17, 2023 8:01 PM
To: [redacted]
Subject: Fwd: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #5

---------- Forwarded message ---------
From: **RightOfSay/RBQoL** <[redacted]
Date: Fri, Mar 17, 2023 at 2:29 PM
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #5
To: <greenlineextension@metro.net>
CC: <anajarian@glendaleca.gov>, <fdutra@cityofwhittier.org>, <firstdistrict@bos.lacounty.gov>,

Submission 133

<HollyJMitchell@bos.lacounty.gov>, [redacted] <mayor.helpdesk@lacity.org>, <FourthDistrict@bos.lacounty.gov>, <[redacted], <councilmember.yaroslavsky@lacity.org>

After having a chance to review the Draft Environmental Impact Report, please consider the following as our fifth DEIR group response for the record. We are responding in joint installments submitted by group members. This installment is regarding Vibration.

When the freight train passes by on its once per day round trip, the several liquid petroleum tankers are full of jet fuel on the trip north, get emptied at their destination and returns headed south after dropping the fuel off. The jet fuel is highly flammable, and so would be the emptied tankers. 133-2

The DEIR states the "proposed project", both ROW alignments, would require shifting the freight to the west bringing it 7 - 25 feet closer to residential properties on the west side of the ROW. What are the safety protocols to guarantee no more structural damage will occur to our homes with the added wear and tear of 200 - 300 new commuter trains over 20 hours per day? 133-3

There is very significant seismic vibration as the train passes daily. Glasses, dishes, bottles, shake and move toward the edge of the shelves. They have to be moved back. Walls shake both indoor and outdoor showing cracks from wear and tear, artwork moves and either falls or needs adjusting. A heated chemical bath in a crock pot rattles vigorously. See video which clearly demonstrates this happening, link here: https://youtu.be/OtvWR7xzcYM 133-4

The DEIR states:

3.6-4.1.1 Construction Impacts

Significant and Unavoidable Impact. The Proposed Project would be located in a fully built-out urban environment and construction activities would occur in close proximity to sensitive land uses, including residences, parks, religious uses, and schools throughout the corridor, and may occur during daytime or nighttime hours.

Construction of the Proposed Project would take place over the course of approximately five years.It is anticipated that several construction phases would occur simultaneously along the Proposed Project alignment, accommodating activities requiring lengthy construction times such as utility relocation. 133-5

Construction of the Proposed Project would take place over the course of approximately five years.

VdB in vibration definition as taken from MetroCouncil.org:

Level: Vibration is expressed in ***vibration decibels*** *(VdB). The level of vibration represents how much the ground is moving. The threshold of human perception to LRT and freight rail vibration is approximately 65 VdB and annoyance begins to occur for frequent events at vibration levels over 70 VdB.*

According to well documented studies, we have known geology issues of loose dirt, sand, silt and sandy clay which raises concerns that vibration from the proposed construction is highly risky to surrounding buildings. More significant seismic vibration activity coupled with longevity of construction, then subsequent frequency of operations activity 20 hours per day will most certainly be unbearable to residents and puts the infrastructure of our homes at risk. 133-6

Table 3.6-12 demonstrating the higher than predicted vibration levels that are well above the defined level of over 70. This plus 20 hours per day light rail every 5 - 12 minutes cannot be allowed.

Table 3.6-12 Measured Train Pass-by Vibration Levels at 50 feet

Date	Time	Location	Train Consist	Ground Type	Train Speed (mph)	Measured Level (VdB)	Predicted Level (VdB)	Level Difference	Comment
11/18/20	11:37 AM	Condon Ave	2+40	Flat	20	75.9	76.7	0.8	Good Agreement
11/18/20	3:04 PM	El Nido Park	2+12	Berm	20	89.0	76.7	-12.3	Higher than predicted
11/19/20	12:45 PM	El Nido Park	2+17	Berm	20	91.5	76.7	-14.8	Higher than predicted
11/1/20	2:55 PM	Condon Ave	2+8	Flat	21	76.5	77.1	0.6	Good Agreement

Source: AECOM, 2020

There is confusion in the DEIR about "inconsistent (vibration) readings" at El Nido Park. That happened because the earlier northbound tankers are full of liquid petroleum (flammable), then later on the trip back south the tankers have been emptied so the weight difference would cause different levels of vibration.
It's stunning to us that there isn't even a question about this risk. The threat it poses can't be proven. Metro would be rolling the dice at our communities' peril. The only real mitigation is to build the elevated profile on Hawthorne Blvd.

133-7

Too much humanity is at stake. Please take this to heart and decide accordingly. Thank you for your attention to this matter.

Respectfully,

Redondo Beach and Lawndale members of Right of Say/RBQOL

Submission 133

Submission 133

Submission 134

Silvia Jacobs

From: Angelica [redacted]
Sent: Thursday, March 23, 2023 11:20 AM
To: GreenlineExtension
Cc: jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] FourthDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; [redacted] paul.Krekorian@lacity.org
Subject: Response to DEIR – No to Metro Row (C Line Extension)
Attachments: PXL_20230323_160448870.jpg

To: Metro and Metro Board of Directors

During the Metro meeting at Lawndale High School on Wednesday, February 15, 2023. It was stated that Metro did not anticipate taking any private homes. However, after carefully reviewing the blueprint plans for the Metro Row during the open house, I noticed that the area between Manhattan Beach Blvd and Artesia Blvd. showed Metro planning to take property from residents on the West side of the tracks in order to accommodate the additional two Metro trains. This was confirmed by the engineer at the open house who was kind enough to answer my questions. After careful review of the Draft Environmental Impact Report (DEIR), I also noted that on page 2-12 (page 83), Section Freight Track Modifications, it states that, "Between Manhattan Beach Boulevard and 172nd Street, the existing freight track would be relocated to the west up to 14 feet within the Metro Row."

Please confirm where exactly Metro is planning to take private property in order to make room for the Metro trains and how many square feet for both the Proposed Project and Trench option. Just on the West side of the tracks or also on the East side? Will whole homes be taken or just backyards?

Attached Figure 2.3-5 of the Proposed Project Looking South Between 170th Street and Artesia Boulevard is not at all accurate if you compare with the photos I've also attached. There isn't sufficient room on either side so as a homeowner next to the Metro Row, I would like to know how my family's financial future will look in a few years. The rising cost of homes and interest rates will not make it easy for the homeowners that will be impacted by this project. For a lot of us, these homes were purchased many years ago and with a lot of hard work and effort. So please take into consideration that this Proposed Project will literally be tearing up a community and causing undue financial hardship to blue collar hardworking home owners, especially for those of us who are minorities who have already been struggling with generations of systematic red lining, for those that are retired, for those who thought they only had to purchase a home only once and now face a struggling economy and higher interest rates, for those who are barely making ends meet with their current mortgage and for countless other reasons.

134-1

Please see attached photo of space between the tracks and residences in Lawndale.

Please select the Hawthorne option which has a significantly less impact on surrounding residents and homeowners.

134-2

- Angelica Vicente, Concerned Lawndale Homeowner next to Metro Row

Submission 134

Submission 135

From: Angelica <[redacted]
Sent: Thursday, March 23, 2023 11:14 AM
To: GreenlineExtension
Cc: jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] FourthDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com; paul.Krekorian@lacity.org
Subject: Response to DEIR – No to the Metro Row (C Line Extension)
Attachments: PXL_20230323_160434951.jpg

To: Metro and Metro Board of Directors

After careful review of the Draft Environmental Impact Report (DEIR), my family, my neighbors, and I are against the Metro Row construction and operation in our backyards for the following concerns and questions:

On page 3.6 - 86 (page 525), Section 3.6 - 4.3.1 Construction Impacts, states that the, "Overall, the Proposed Project would have a **significant and unavoidable impact for both damage and annoyance impacts**. Furthermore, under Building Damage paragraph in same section, "**Even with implementation of mitigation measures, the Proposed Project would have a significant and unavoidable impact related to vibration damage during construction**."

If the impact is significant and unavoidable, who will be responsible for damage to residential homes? Would Metro cover any damage caused by vibration caused by the construction of the Proposed project or trench option? 135-1

If Metro is going to cover the costs of construction damage to residential properties, how would residents/homeowners apply or submit a claim to Metro?

Is Metro also covering the cost of vibration damage once trains are in operation?

Is there anything that can be done to decrease vibration frequency once the trains are in operation next to the freight train?

What safeguards will be placed or taken to ensure once the Metro light rail trains are in full operation and constantly passing through (200-300 times a day) that the constant vibration of these trains will not disturb or compromise the integrity of the petroleum and gas pipelines under the Metro Row? 135-2

In one of the attached photo, you can observe how close the tracks are to residences.

Also, on page 3.6-94 (page 533), Table 3.6-24 Summary of Proposed Project Operational Ground-borne Vibration Annoyance Impacts states that only 23 residences are impacted West of the Row between 160th and Artesia. This is not an accurate number, there are 28 houses between just 170th and Artesia. Unless Metro is planning to take some of those homes for the Row, 23 seems to be an inaccurate count of residences. Please confirm the number of the residences impacted in this whole 135-3

table. Or if they are accurate, please specify what residences will be taken and become part of the Row. 135-3

Thank you for your time and hope that you take into consideration our community's well-being and quality of life.

- Angelica Vicente, Concerned Lawndale Resident

Submission 135

Submission 136

Silvia Jacobs

From: Angelica <[redacted]
Sent: Wednesday, March 22, 2023 10:09 PM
To: GreenlineExtension
Cc: jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] FourthDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com; paul.Krekorian@lacity.org
Subject: Response to DEIR for Metro Row (C Line Extension)
Attachments: PXL_20230306_183619332.jpg; PXL_20230306_183424137.jpg

To: Metro and Metro Board of Directors

After careful review of the Draft Environmental Impact Report (DEIR), my family, fellow residents, and I are against the Metro Row construction and operation in our backyards and just a few yards away to an elementary school in Lawndale for the following major safety concerns: 136-1

On page 3.9 - 35 (page 662), Section 3.9 - 4.2.1 Construction Impacts, Oil and Gas Pipelines, states that the "Proposed Project would have a **less than significant** impact during construction involving the release of hazardous materials into the environment." Yet the DEIR also states in this same section that, "Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch Exxon Mobil jet fuel, and 20-inch Chevron gas lines run within the Metro Row. **Oil and gas pipelines may pose a hazard to human health and safety or to the environment if oil or gas are released**. Release could occur through spills during construction or rupture of a pipeline during construction."

Based on this DEIR section, if there is a risk and a potential for leaks during construction and it may pose a threat, why is the construction over these oil and gas pipelines in a residential area considered "**less than significant**"? Wouldn't this also be a potential risk to the construction workers? 136-2

What safeguards will be placed or taken to ensure that once in full operation, and with the constant vibration of these Metro light rail trains constantly passing through (200-300 times a day), do not disturb or compromise the integrity of these pipelines?

How often will the pipelines be inspected for vibration damage? Residents on the Row can feel homes and things shake with just the BNSF freight train. 136-3

How about safeguards for unforeseen events such as derailments, earthquakes, etc.?

For these potential unforeseen events, what would be the potential consequences to the surrounding homes and residents be, given the close proximity to the trains and the underground and exposed pipelines along the Metro Row? 136-4

Also, once in operation, will the speed of these Metro trains be moderated when passing next to the BNSF freight trains also carrying hazardous materials? 136-5

Please see attached photos of the petroleum pipeline warning signs along the Metro row on 170th in Lawndale. The first picture is facing South of 170th. The homes can also be seen along the wall and/or their yards on the left. The second picture is facing West at 170th intersection. 136-6

Thank you for your time and hope that you take into consideration our community's safety and well-being.

- Angelica Vicente, Concerned Lawndale Resident

Submission 136

Submission 136

Submission 137

From: Joan A. Marks [redacted]
Sent: Tuesday, March 21, 2023 4:41 PM
To: GreenlineExtension
Attachments: 0_Torrance Democratic Club--C-Line Extension Using Right of Way Letter of Support.docx

The Metro Board
One Gateway Plaza
Los Angeles, CA 90012-2952
Sent via email to: greenlineextension@metro.net

Dear Metro Board,

Thank you for the opportunity to comment on the Metro's C-Line Extension. I'm a resident of Torrance, and I'm writing to **express support for the C-Line Extension that utilizes the existing railroad right of way (ROW) between the Marine Station in Redondo Beach to the Mary Giordano Regional Transit Center in Torrance, also known as the Proposed Project.** 137-1

As evidenced by the Board's Draft Environmental Impact Review (EIR), the Proposed Project that utilizes the ROW is the least impactful to Torrance residents, businesses, and current and future surface street traffic. It is also the least costly option that also provides the fastest pathway to starting construction. The Proposed Project has the best chance of being completed in time for the 2028 Olympics, which, with a robust and well connected Metro system, can be an economic and cultural boon for Torrance's economy. Lastly, the Proposed Project will connect the two transit centers that have already been built in the Cities of Redondo and Torrance– transit centers that were built for the purpose of connecting to the Metro line expansion. 137-2

I am opposed to the option of extending the C-Line along Hawthorne Boulevard. This option requires elevation, causing significant disturbance and devastation to neighborhoods and businesses along that popular corridor. Furthermore, the option requires the Metro Board using eminent domain, which is unnecessary considering the Board has the rights of way for the Proposed Project. Locating light rail on Hawthorne Boulevard, whether elevated or at grade, would negatively impact Torrance residents and would be devastating to Torrance commercial properties that line Hawthorne Boulevard. 137-3

The Torrance Transit team estimates that the majority of riders on the new C-Line Expansion will travel in and out of Torrance, with projected daily trips of up to 16,000! I hope that the City's significant ridership contribution will contribute heavily in your decision to support the Proposed Project–the same position unanimously approved by the Torrance City Council. 137-4

Thank you for the opportunity to share my position. I appreciate all the hard work the Metro employees do every day.

Sincerely,

Joan A. Marks

[redacted]

From: Moun, Brenda <BMoun@TorranceCA.gov>
Sent: Tuesday, March 28, 2023 11:44 AM
To: GreenlineExtension
Cc: Mach, David
Subject: Letter of Support for C-Line Extension to Torrance
Attachments: Arohi Sharma - Letter of Support for C-Line Extension to Torrance.pdf; Dan Thomas - Letter of Support for C-Line Extension to Torrance.jpg

Ms. Sheridan,

Please see the attached letters of support from commissioners of the City of Torrance Traffic Commission.

Thank you,

BRENDA MOUN, P.E.
Engineering Manager – Public Works Department
City of Torrance | 20500 Madrona Avenue | Torrance CA 90503 | 310.618.3049 | 310.781.6902 fax
BMoun@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19

Submission 138

CITY OF TORRANCE
PUBLIC WORKS DEPARTMENT

Craig Bilezerian
Public Works Director

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

Dear Ms. Sheridan,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the two potential alignments, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Blvd. and is the most cost-effective option. 138-1

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,601 per driver annually. This Project will provide an alternate mode of transportation for those traveling along the I-405 corridor, which will help save passenger commute times and alleviate traffic on roadways. The extension will also provide more equitable access to regional destinations by improving connections to the greater L.A. Metro regional rail system and reduce air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually, making transit a more viable transportation choice. Additionally, the C-Line Extension is estimated to serve 65,000 jobs by 2042, generate between 10,300 – 16,200 new daily transit trips and improve equity by serving 18% of the low-income and 47% of the minority populations in the project area.

The other route options would require major construction in the area and will result further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, most notably major traffic burden at multiple intersections within the City of Torrance. LA Metro has identified six intersections within Torrance which would experience worse traffic conditions than current flow, which will undoubtedly force cars onto less trafficked, more residential streets. 138-2

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption 138-3

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option. 138-3

Thank you for your time and consideration.

Best Regards,

AROHI SHARMA
City of Torrance Traffic Commission, Commissioner

Craig Bilezerian
Public Works Director

CITY OF TORRANCE

PUBLIC WORKS DEPARTMENT

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

Dear Ms. Sheridan,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the two potential alignments, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

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138-4

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138-5

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption

138-6

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

138-6

Thank you for your time and consideration.

Best Regards,

DAN THOMAS
City of Torrance Traffic Commission, Vice-Chair

Submission 139

From: Graham, Barbara M [redacted]
Sent: Monday, March 27, 2023 4:51 PM
To: GreenlineExtension; Sheridan, Georgia
Subject: Metro C-Line Comment Letter - Torrance Refining Company LLC
Attachments: TORC Comment Letter on Metro C-Line Extention Project DEIR.pdf

Dear Metro Representatives and Ms. Sheridan,
Please find attached a Comment Letter from Torrance Refining Company LLC regarding the Los Angeles County Metropolitan Transportation Authority's Draft Environmental Impact Report for the proposed C-Line Extension Project. Thank you for the opportunity to provide these comments on the proposed project.

Kind regards,
Barbara

Barbara Graham
Manager, Community Relations | Torrance Refinery
Direct [redacted] | CR Office [redacted] | Mobile [redacted]

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Torrance Refining Company LLC
3700 W. 190th Street
Torrance, CA 90504
www.torrancerefinery.com

March 27, 2023

VIA EMAIL: greenlineextension@metro.net
SheridanG@metro.net

Georgia Sheridan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

Re: **Torrance Refining Company LLC's Comments on Draft Environmental Impact Report for Los Angeles County Metropolitan Transportation Authority's Proposed C Line (Green) Extension Project**

Ms. Sheridan:

Torrance Refining Company LLC ("TORC") appreciates the opportunity to provide these comments on the Los Angeles County Metropolitan Transportation Authority's ("Metro") Draft Environmental Impact Report ("DEIR") prepared for the proposed C Line (Green) Extension Project ("Proposed Project"). TORC operates a petroleum refinery ("Refinery") located at 3700 W. 190th Street in Torrance, California, immediately adjacent an existing commercial freight rail right-of-way that is currently included as part of the Proposed Project.

TORC has operated the Torrance Refinery ("Refinery") since acquiring the Refinery in 2016 from the former owner and operator, ExxonMobil Oil Corporation. The Torrance Refinery has been operating in the City of Torrance ("City") for almost 100 years.[1]

TORC refines and supplies approximately 20 percent of Southern California's California-compliant fuels, 32 percent of the jet fuel for Los Angeles International Airport, and 40 percent of the North American Emission Control Area marine diesel to the Port of Los Angeles, in addition to other necessary petroleum products to California and surrounding states. These fuels provide part of the critical backbone of the energy infrastructure used every day by over 50 million people across the Western United States. TORC has been a

139-1

[1] TORC joins in and incorporates by reference the comments submitted by Torrance Logistics Company LLC ("TLC"), the operator and owner of multiple pipelines and related infrastructure that are used to convey petroleum products between the Refinery and downstream pipelines, facilities, and customers.

vital and integral part of the City's, Los Angeles County's, and California's economy and community fabric for many years. TORC currently employs approximately 588 Southern California residents and 495 contractors on a daily basis during normal operations, most of whom work in close proximity to the Proposed Project.

139-1

As an operator of a major industrial facility in the South Bay that would be directly impacted by the Proposed Project, TORC has serious concerns that the Proposed Project would cause significant adverse safety, security, access, and other impacts to our employees, operations, contractors, and surrounding community and environment that have not been adequately reviewed and addressed in the DEIR. We are also concerned that the DEIR does not discuss the potential adverse impacts of adding prospective passengers to a rail line previously used only for commercial freight, including passengers' proximity to potential heat, noise, and air quality impacts that would be associated with any unexpected Refinery emergency incident or necessary equipment maintenance activities.

Under the California Environmental Quality Act ("CEQA") and its regulatory CEQA Guidelines, the DEIR is required to advise the public of these significant environmental impacts related to the Proposed Project and assess potentially feasible Project alternatives that can help avoid or substantially mitigate these impacts. *See* 14 C.C.R. ("CEQA Guidelines") § 15126.4(a)(1). Unfortunately, the DEIR does not identify many of the safety, security, access, and other impacts associated with the Proposed Project's proximity to the Refinery, let alone discuss proposed feasible Project alternatives that could mitigate or avoid those impacts. TORC urges Metro to address these deficiencies in order to comply with the requirements of CEQA and the CEQA Guidelines. Until this happens, the DEIR is premature and must be revised to address these issues and impacts and then recirculate for further review and comment by the public.

139-2

We also note that many of the issues and impacts associated with the Proposed Project discussed in detail below have been exacerbated by insufficient discussions between Metro and TORC prior to the release of the DEIR. In our view, this has resulted in a rushed and incomplete DEIR that has not yet assessed and disclosed to the public the full range of environmental consequences and impacts flowing from the Proposed Project. Indeed, as discussed below, the scope and breadth of the remaining outstanding issues and impacts associated with the Proposed Project related to its close proximity to the Refinery makes it difficult to envision that they will all be fully resolved in time to allow Metro staff to make an informed recommendation on preferred Proposed Project options by Spring 2023. In any event, while we believe CEQA certainly requires Metro to address the impacts discussed below before the Proposed Project can proceed, TORC reserves the right to supplement these comments as needed to capture any additional concerns and impacts it may identify in its ongoing review of the DEIR.

I. The Proposed Project Would Require an Easement Through or Acquisition of Refinery Property That Would Cause Significant Adverse Impacts to TORC

While TORC has monitored the public progress of the Proposed Project, it was only in the past month – well after the release of the DEIR – that Metro notified TORC and TLC that Metro would need to either obtain an easement through or acquire a significant section of the Refinery for an access road related to the Proposed Project. The section of TORC property at issue is in the southwest corner of the Refinery, in an area adjacent to a tank farm and containing a critical access road for Refinery vehicles. This area is located approximately within 420 feet of two tanks containing petroleum products and within approximately 1,000 feet of the Refinery's two main flares. When these flares are required to operate (e.g., in an emergency or for necessary equipment maintenance purposes), they emit substantial amounts of radiant heat in the immediate vicinity of this area.

The access road at issue is used every day by Refinery vehicles, employees, and contractors. Refinery vehicles are required to have a turning radius of at least 44 feet to safely navigate this road in either direction. Also, there are active pipelines adjacent to the tank farm in this area, which further restrict vehicles' turning radius. Additionally, the access road must provide a safe path of egress for vehicles, employees, and first responders in the event of an emergency. Accordingly, it is crucial that Refinery and first responder vehicles continue to have unrestricted access to this area for regular Refinery activities and for necessary emergency operations.

139-3

As discussed above, TORC is deeply concerned that the Project's proposal to annex Refinery property that would limit access to this the section of Refinery could adversely impact the Refinery's ability to comply with applicable regulatory requirements regarding emergency response and employee and contractor safety, and could require TORC to spend significant time and resources relocating operating infrastructure away from this area (also creating additional impacts from those corresponding construction efforts). All of these impacts would cause significant hardship to TORC's operations.

In addition to the logistical, emergency response, and safety issues for TORC's Refinery raised above, the proposed easement or acquisition for an access road in this area of the Refinery could also impact TLC's rights-of-way ("ROWs"), which contain multiple pipelines and related infrastructure that are used to convey petroleum products between the Refinery and downstream pipelines, facilities, and customers. Ready TLC employee and contractor access to these pipelines in the ROWs is necessary for legally mandated inspections, maintenance, and to address any leaks that may occur over time. Accordingly, the Project's proposal would limit TLC access to (or the path of) the TLC's pipelines and related infrastructure in the ROWs, and could require the pipelines to be altered or moved. Alteration or relocation of these pipelines and related infrastructure would necessitate an extensive period of construction in and around the impacted area, causing additional noise,

air quality, traffic, and other impacts associated with such construction activities. Additionally, any alteration or relocation would require the pipelines to be shut down for some extended period of time, which would adversely impact TORC and TLC operations and California consumers.

The Proposed Project's annexation of a large section of the existing Refinery's southwestern perimeter for an access road will present a host of logistical and operational challenges for the Proposed Project, TORC, and TLC that have not been addressed at all in the DEIR. Questions of whether and how the Proposed Project, TORC's Refinery, and TLC's pipelines and related infrastructure could accommodate the other's operations are numerous and complex. TORC and TLC believe that Metro should engage an independent third-party expert consultant to study the impacts of the proposed access road annexation and any other encroachment on existing TORC Refinery property and TLC's ROWs. At a minimum, such a study should identify all of the work that would be required to ensure TORC's Refinery's and TLC's ROWs' ongoing compliance with environmental, emergency response, safety, and related requirements, if the Proposed Project were to require an easement or acquisition for an access road or any other encroachment through the affected area. The results of this study should be shared with TORC, TLC, and the public and fully incorporated into any future revised DEIR, along with an analysis of the potential impacts of the work required and the potential alternatives to the Proposed Project that could mitigate or avoid these issues and impacts.

139-3

II. The Project Has Not Addressed Potential Impacts to Passengers from Proximity to Emergency Flares and Other Industrial Equipment on a Rail Line Previously Used Only for Freight

The DEIR also lacks any analysis of potential impacts on prospective rail passengers from proximity to the TORC Refinery's tank farm, emergency flares, and other area industrial operations. As Metro knows, rail line running through this area is currently used only for commercial freight. As noted above, the portion of the rail line immediately adjacent to the Refinery is located within approximately 420 feet of the Refinery's tank farm and within approximately 1,000 feet of the Refinery's two main emergency flares. The nearest tanks contain large volumes of petroleum products. Any future incident that might occur involving the flares and/or these tanks would create safety concerns for persons and equipment in the area, potentially requiring evacuation of the area. Given its proximity, those safety considerations also would have an impact on the Project's proposed adjacent rail line.

139-4

The Refinery flares, which rise 200 feet above the Refinery, are designed to safely combust excess flammable Refinery gas in the event of an emergency or necessary equipment maintenance. When operating, these flares can emit radiant heat of approximately two (2) kilowatts per square meter (kW/m2), requiring Refinery employees and contractors to follow safety precautions to vacate the area during their operation.

Again, the proximity of the proposed adjacent rail line requires that Metro revise the DEIR to address these safety considerations. We are concerned that the DEIR has not even attempted to analyze whether and how passengers on the Project's proposed route nearest to the Refinery may be adversely impacted by an incident at the tank farm and/or potential operation of the flares. Metro must amend the DEIR to assess these potential impacts.[2]

Notably, the City in its EIR for the Del Amo Boulevard extension project did analyze the potential radiant heat impacts of the Refinery's flares. The City included as an important project mitigation a physical barrier at Crenshaw and Del Amo Boulevards that could be lowered to prevent vehicular and pedestrian traffic along the north side of Del Amo Boulevard from getting near the flares if activated. As further mitigation, the project did not include a sidewalk or bike lane on the north side of Del Amo Boulevard, which is closest to the Refinery, to further prevent pedestrian and bike traffic from being exposed if the flares were activated. None of these types of potential mitigation have been considered as part of the Proposed Project.

139-4

Again, as discussed above, TORC urges Metro to engage a third-party expert to assess the potential impacts to rail passengers associated with the Proposed Project's close proximity to the Refinery's tank farm, flares, and other industrial equipment, along with potential alternatives to mitigate or avoid those impacts. The results of this study should be incorporated into a revised and recirculated DEIR for further review and comment by the public before Metro proceeds with the Proposed Project.

III. The Project Has Not Addressed Other Potential Impacts Related to Security, Safety, Land Use, Etc.

In addition to failing to address the issues and impacts addressed above, the DEIR also fails to analyze other potential impacts related to security, safety, land use, etc., due to the Proposed Project's close proximity to the Refinery.

Regarding security, the Refinery is subject to the Chemical Facility Anti-Terrorism Standards and Protecting and Securing Chemical Facilities from Terrorist Attacks Act. Under these regulations administered by Homeland Security, TORC has undertaken certain security precautions to keep the Refinery secure and safe for employees, contractors, and the community. Currently, the DEIR does not analyze the potential security impacts and risks of the Proposed Project's rail line to the Refinery and its ability to comply with these regulations.

139-5

Regarding safety, the Refinery is subject to state and federal Risk Management Practices regulations. Under these regulations, administered by the California Office of Emergency

[2] In the context of this additional impact analysis, Metro also should consider potential safety and other impacts in the event of a train derailment in close proximity to this section of the Refinery.

Services on the state level and the U.S. Environmental Protection Agency on the federal level, TORC has undertaken required impact analyses for certain materials used in its operations. These analyses are used by various local, state, and federal agencies for planning purposes to determine the appropriate level of response needed in the event of an incident. The DEIR does not analyze how these agencies' planning or response may be impacted by the Proposed Project.

Regarding land use, the Refinery is zoned M2-Heavy Industrial under the City's Zoning Ordinance and General Plan. Under the City's zoning, certain setback requirements may be applicable to the Refinery's boundary, which could apply in the area of the Proposed Project's access road. The DEIR does not analyze how the City's zoning requirements could impact applicable setback requirements associated with the proposed access road.

139-5

Again, as discussed above, TORC urges Metro to engage a third-party expert to assess the potential security, safety, land use, and other impacts, along with potential alternatives to mitigate or avoid those impacts. The results of this study should be incorporated into a revised and recirculated DEIR for further review and comment by the public before Metro proceeds with the Proposed Project.

IV. The Proposed Timeline for Selection of a Project Alternative is Unrealistic and Disregards the Time Needed to Address the Important Potential Impacts Discussed Above

Finally, the DEIR notes that Metro staff intend to present a final recommendation on their Proposed Project route(s) alignment by Spring 2023, ostensibly as part of or a prelude to issuance of a Final EIR. TORC believes that the issues identified above are both challenging and complex. But these impacts must be addressed now. They are reasonably foreseeable and significant, and their analysis (and analysis of potential mitigation measures) cannot be "piecemealed" or deferred to a later date. *See* Cal. Pub. Res. Code § 21065; CEQA Guidelines §§ 15126.4(a)(1)(B), 15378(a). While TORC stands ready to work cooperatively and collaboratively with Metro staff in assessing the impacts related to the Proposed Project's proximity to TORC's Refinery property and operations and TLC's ROWs, the full picture of potential impacts from the Proposed Project simply will not be known by this spring. TORC urges Metro staff to undertake a full and fair analysis of all the Proposed Project's potential impacts, and not cut this process short to meet artificial or unrealistic deadlines.

139-6

* * *

Again, TORC appreciates the opportunity to provide these comments on the Proposed Project. Despite the concerns outlined above, we remain ready and willing to engage with Metro staff to address these concerns and assess the full range of the Proposed Project's potential impacts, alternatives, and mitigation measures to alleviate or avoid these impacts.

Very truly yours,

Sara C. Wilson

Sara Wilson
Refinery Manager

cc: John Sakers
Barbara Graham

Submission 140

From: Kurth Family [redacted]
Sent: Tuesday, March 21, 2023 7:14 PM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; FourthDistrict@bos.lacounty.gov; GreenlineExtension; Dierking, Mark; dierkingmark@yahoo.com
Subject: REDONDO BEACH WEST SIDE OMITTED FROM AMBIENT NOISE STUDY. HAWTHORNE BLVD ELEVATED 2e ONLY IF THE GREENLINE IS TO BE BUILT.

METRO BOARD,

The DEIR has a table to show their ambient noise measurements. Listed Below

GUESS WHAT - All of Redondo Beach on the WEST side of the ROW were OVERLOOKED! Metro did not take sound measurements for ANY of our streets from Ruxton, to Firmona Avenue, to Fisk Lane and Fisk Court and along Fisk Lane to Spreckles Court.

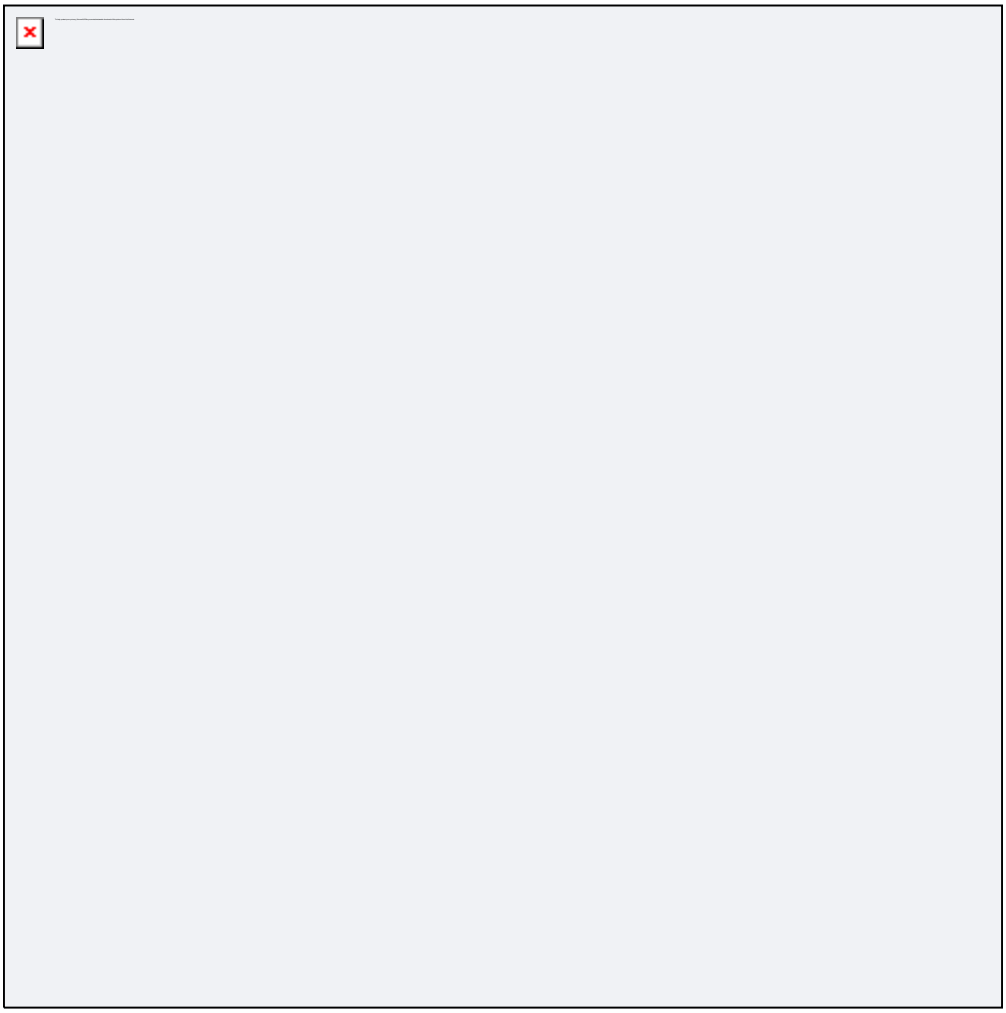
WE ARE THE CLOSEST IN PROXIMITY to the tracks of anywhere! (***RIGHT NEXT TO THE TRACKS)***

METRO DID NOT INCLUDE US IN THE STUDY! We are STILL "the most overlooked and highly impacted" along the ROW

Metro is unbelievable. **YOU SHOULD BE ASHAMED OF YOURSELVES. YOU ARE SO TRANSPARENT.** Ymj%mtr jx%ymfy%fwj%ymj%hqtxjxy***to the tracks***%fwj%gjnsl%j}jr uyji%kwtr % ymj%wjutwy%gjhfzxj%ymj~%fwj%tkk%ymj%xhfqj3Ymj%stnxj%fsi%{ngwfynts%tk%fs%fuuwtfhmnsl%ywfns% hfs%gj%mjfwi%kwtr %gqthpx%f|f~, Sty%yt%r jsynts%ymj%MTWS%GQFXYX%fx%ymj~%hwtxx% 6=7si3 The vibration causes cracks in our ceilings and foundations. **And that is from two trains passing daily.** 140-1

Metro hasn't even studied or engineered the ROW from 182nd to 190th street. The elevated area of the existing track near Fisk Court is to be moved =%yt%65%kjjy%hqtxjw%yt%tzw% uwtujwy~%qnsj%and will have st%xzuutwynsl%|fqp%yt%xyfgnqn;j%ymj%wjgzrqy%ywfhp%7:%kjjy%fgt{j%zx3 That has now been confirmed by your **Technical Team Leader: *Tyler Bonstead*** months ago fsi%flfns, most recently by your Design Engineers in the lobby at a meeting held on Wednesday evening at the Redondo Performing Arts Center on **Feb 22, 2023**.

Zu%yt%87%tk%ymtxj%Gqfhp%Yfspjwx%hfww~nsl%861555%lfqptsx%tk%yt}nh1%{tqfynqj%kzjq%ufxxnsl% tsq~%kjjy%kwtr %tzw%uwtujwy~%qnsj%htzqi%ijwfnq%fsi%uqzr r jy%it|s%ts%ytu%tk%tzw%mtr jx3% TZW%XFKJY^%XMTZQI%GJ%F%R FOTW%HTSHJWS3%%%



DO NOT PUT THE GREEN LINE EXTENSION THROUGH OUR BACK YARDS. ***ELEVATED DOWN HAWTHORNE BOULEVARD IS THE ONLY OPTION.*** 140-2

OVER 1,200 HOMEOWNERS AND FAMILIES FROM LAWNDALE AND REDONDO WILL HAVE THEIR LIVES DEVASTATED. ***THEIR HEALTH AND MENTAL STABILITY WILL BE DESTROYED IF THEY HAVE 192 + TRAINS RUNNING FEET FROM THEIR HOMES 20 HOURS A DAY.*** 140-3

ALSO ENDANGERING THEIR LIVES OF POSSIBLE DERAILMENT OFF THE 15 to 32 VOLATILE FUEL TANKERS PLUMMETING DOWN ON TOP OF THEIR HOMES. 140-4

F%SNLMYR FWJ%\ FNYNSL%YT%MFUUJS3%%

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NY%FQWJFI^%MFUUJSJI%ts%OFSZFW^%67%756<%S%JQ%XJLZSIT%

https://www.cbsnews.com/losangeles/news/train-derailment-in-el-segundo-forces-road-closure/

EL SEGUNDO (CBSLA.com) — A tanker train derailed in El Segundo Thursday, but there were no immediate reports of injuries or spill. At least four cars jumped the track, and their undercarriages were torn out around 2:30 p.m. near Douglas Street and Chapman Way, according to El Segundo police.

140-4

THE RAIL WAS AT GRADE where it derailed. According to El Segundo police, *the train was coming from the nearby Chevron oil refinery, and the cars were carrying liquefied natural gas.* The derailment prompted the suspension of rail service on Metro's Green Line between El Segundo and Redondo Beach and buses were requested to shuttle passengers between the stations.

Firefighters were there to check for possible leaks.

Some areas around the tracks appeared to be flooded. But it was unclear if the derailment was rain-related. Nearby businesses and residents were evacuated as a precaution.

LEAVE THE ROW **AS IS.** USE THE ***ELEVATED HAWTHORN BLVD 2e OPTION*** FOR THE GREENLINE EXTENSION IF IT IS TO BE BUILT. ***NO BUILD*** WOULD BE THE PREFERRED OPTION.

140-5

Sincerely Jan Kurth

Submission 141

From: Lisa Francois [redacted]
Sent: Tuesday, March 21, 2023 8:46 AM
To: greenlineextension@metro.net
Subject: Proposed Metrolink in Lawndale and Redondo Beach

I am writing to express my strong opposition for routing the proposed C (Green) Line extension down the current Metro right of way in front of my new home. I purchased last december for an outrageous price, due to the housing market, and do not want my investment obliterated! It's a modest but quiet working class community, a representation of the American dream. A home that to me is my "slice " of American pie which you now want to squish under a train! Why in the name of sanity, would you destroy this and other residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 141-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. Working people need their rest; this will not be possible with the years of construction and then the train repeatedly passing until midnight! 141-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. We don't want to become Palestine, Ohio! 141-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. There have been other neighborhoods destroyed in the past due to pipeline explosions. 141-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. Access to green space is not only aesthetically pleasing but good for the overall health and wellness of residents. 141-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. I thought the point of commuter trains was to make life easier for people living in busy areas. The future residents of the planned residential development will need the train to be on Hawthorne Blvd and not my neighborhood. 141-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. Remember, you wouldn't want your property values and peace ruined, neither do we! 141-7

Thank you
Lisa Francois
Row homeowner

Submission 142

From: Luis Marroquin [redacted]
Sent: Tuesday, March 21, 2023 12:31 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted]; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 142-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 142-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 142-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 142-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 142-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 142-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 142-7

Thank you,

Sent from my iPhone

Submission 143

From: MIKE KIM [redacted]
Sent: Tuesday, March 21, 2023 4:33 PM
To: GreenlineExtension
Subject: no to ROW

Hello,

Due to recent freight railway catastrophies, there is an emerging bipartisan movement in Congress demanding lasting changes to improve railroad safety demanding a deeper study into the options that ensure rail safety. Please premptively consider the legislation that will emerge from these investigations and look deeper into the C line extension with regards to safety. 143-1

Metro has a third option of an elevated commuter train that would travel up Hawthorne Blvd or an approval for 'no train' with high frequency transit buses in dedicated bus lanes- these would be the best options to safely serve the community. 143-2

respectfully,
Michael Kim

Submission 144

From: [redacted]
Sent: Tuesday, March 21, 2023 2:48 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted] mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org
Subject: DEIR Stakeholder Response - Air Quality

Dear Metro and Metro Board of Directors,

I am a homeowner in Redondo Beach sharing a property line with the ROW. I have grave concerns about Air Quality during 5+ years of heavy construction right behind and up against my property's back wall.

The DEIR acknowledges “cumulative impacts” during construction and that Metro strives to protect human health, yet non of the actual data from readings refers to healthy human tolerance levels..

I cannot overstate how much overly extreme, uncontrollable amounts of loose, fine powdery dirt, technically referred to as PARTICULATE MATTER (Pm10), gets kicked up by just one maintenance or recreational vehicle that passes though the ROW behind my house. It’s a literal brown cloud, like a mini haboob dust cloud that they get in the desert. My backyard is impossible to keep clean just due to just the one passing RT train so when the occasional vehicle kicks up that much dirt it is unbearable.

Imagine 5 - 7 years of HEAVY construction utilizing up to 40 vehicles at a time up and down the ROW after 18 months of 101 dump trucks per day and what that will do..

Particulate matter along the ROW will most certainly bring the air quality way beyond an unlivable standard. In the case of this project, the reference to “temporary” means 5 years beginning with 101 dump trucks for 18 months and then subsequently, up to 40 pieces of heavy equipment kicking up an insurmountable amount of dirt which will cause health problems at such a close proximity to human lives. 144-1

From EPA.gov:
Exposure to such particles can affect both your lungs and your heart. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including:

- *premature death in people with heart or lung disease*
- *nonfatal heart attacks*
- *irregular heartbeat*
- *aggravated asthma*
- *decreased lung function*
- *increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing.*

https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm

I’m asking you to please take this to heart. Personally, I already have an irregular heartbeat and get short of breath, and I’m not the only neighbor who sees this.

Please recommend and vote for the options with fewer health impacts, which is Hawthorne Blvd Elevated. If funding is a problem then we would have to got to the High Frequency Buses alternative. 144-2

Thank you for your consideration.

Monique Negrete-Mitchell
[redacted]

Submission 145

From: Otto Asencio [redacted]
Sent: Tuesday, March 21, 2023 12:28 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; [redacted]; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 145-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 145-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 145-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 145-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 145-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 145-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 145-7

Thank you,

Sent from my iPhone

From: Ray Hollar <[redacted]
Sent: Tuesday, March 21, 2023 1:08 PM
To: GreenlineExtension
Subject: Re: Second try, plus 170th/182 trench option cost ... Re: Cost Estimates Summary: Details Request

Mr. Dierking and staff,
That is very unfair.
Below, you said you would "work on that and get back to you." I held back hoping you would: you did not.
Secondly, Metro staff showed the [construction] cost estimates chart at every presentation and on a big chart for display before every public meeting for months.
Please supply backup for your construction costs. Failure to supply is its own message.
Ray Hollar

146-3

-----Original Message-----
From: GreenlineExtension <GreenlineExtension@metro.net>
To: Ray Hollar [redacted]
Sent: Tue, Mar 21, 2023 12:38 pm
Subject: RE: Second try, plus 170th/182 trench option cost ... Re: Cost Estimates Summary: Details Request

Cost is not part of the environmental review process per CEQA. Metro is preparing more detailed cost and funding information to share with the Metro Board later this summer to inform their selection of a Locally Preferred Alternative. We will have this information for you then.

Mark Dierking
Community Relations Manager – Gateway/South Bay

From: Ray Hollar [redacted]
Sent: Tuesday, March 21, 2023 11:53 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Second try, plus 170th/182 trench option cost ... Re: Cost Estimates Summary: Details Request

Unless I missed it, you did not get back to me.
Ray Hollar

P.S. Are you going to show a cost estimate for the 170th/182nd streets trench alternative?

146-2

-----Original Message-----
From: GreenlineExtension <GreenlineExtension@metro.net>
To: Ray Hollar [redacted]
Sent: Mon, Feb 13, 2023 1:50 pm
Subject: Re: Cost Estimates Summary: Details Request

We will work on that and get back to you.

CLET Team

From: Ray Hollar [redacted]
Sent: Saturday, February 11, 2023 2:49 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Cost Estimates Summary: Details Request

The Cost Estimates Summary shows over $7,000,000 of estimated costs in only 6 charts.

Submission 146

146-1

Where can I find details, backup for the cost estimates in the Cost Estimates Summary?

Thank You,
Ray Hollar

Submission 147

From: Tatiana Gomez [redacted]
Sent: Tuesday, March 21, 2023 5:45 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 147-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 147-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 147-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 147-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 147-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 147-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 147-7

Thank you,

Sent from my iPhone

Submission 148

From: [redacted]
Sent: Tuesday, March 21, 2023 4:08 PM
To: GreenlineExtension
Subject: Feedback on C line (Green) Extension to Torrance

We attended the Redondo Beach Performing Arts Center meeting.
It appears to be a high cost to extend the line only 4.5 miles with only two stops being added.
The Metro Row Alignment (Elevated/Street-Level) & Metro Row Alignment (Trench/Below-Grade)
would greatly disrupt the lives of people living in Redondo Beach & Lawndale. The Hawthorne Option
while a better option will affect all of us including Torrance as Hawthorne is a major road.
At the meeting a brief statement was made regarding rapid bus route along Hawthorne.
That seems to be a better option for all of us. 148-1

The funds would be better used to extend the line to the airport benefiting everyone. 148-2

We do not support any of the three extensions plans to Torrance. 148-3

Sam & Eloise Elder [redacted]

From: Traci Fuentes [redacted]
Sent: Tuesday, March 21, 2023 3:51 PM
To: GreenlineExtension; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com; paul.Krekorian@lacity.org
Subject: No on Railroad in the ROW

Hello,
I am sending this email to you all to please reconsider the plan of placing the Metro train that would run down the ROW. I am a homeowner and resident of the City of Lawndale for the past 20 years and find this plan very upsetting to our community. When purchasing our home here we were aware of the train that goes through 2x a day but never expected to have a METRO train going through our neighborhood 200 to 300 times a day. The noise that this train will bring will be such a disturbance to my family and neighbors. Please reconsider moving this project!! 149-1

Thank you ,
Traci Fuentes

Submission 150

From: Angelica [redacted]
Sent: Wednesday, March 22, 2023 9:20 PM
To: GreenlineExtension
Cc: jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com; paul.Krekorian@lacity.org
Subject: Response to DEIR - Quality of Life

To: Metro and Metro Board of Directors

After careful review of the Draft Environmental Impact Report (DEIR), my family, fellow residents and neighbors, and I are against the Metro Row construction and operation in our backyards for the following concerns:

Regarding pages ES-22 – ES-23, Table ES-2 Summary of Impacts Evaluation Under Noise and Vibration, Letter A: The Proposed Project and Trench option would run through our backyards, and according to this table, there is a "**significant**" impact both during construction and operations. According to this table, **"The Project would result in generation of a substantial increase in ambient noise levels** in the vicinity of the project in excess of standards established by the FTA, in the local general plan or noise ordinance." 150-1

Will any precautions be taken to warn families when construction is planned in close proximity to residential homes? 150-2

During operation, this same table ES-2, states that there will be soundwalls, how high will these soundwalls be? Will they be earthquake safe since they will be next to our homes? Have these soundwalls been used elsewhere in LA County and has the noise level been tested to see if they truly reduce noise from the Metro trains? 150-3

Thank you for your time and hope that you take into consideration that our community will lose our quiet and peaceful neighborhood since these trains will run every five minutes 200-300 times a day behind our homes. Therefore, we urge you to please select the Hawthorne option since it's an already a busy commercial street. 150-4

- Angelica Vicente, Concerned Lawndale Resident

Submission 151

From: Alejandra Zuniga [redacted]
Sent: Monday, March 20, 2023 3:45 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 151-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 151-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 151-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 151-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 151-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 151-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 151-7

Thank you,

Sent from my iPhone

Submission 152

From: Arohi Sharma [redacted]
Sent: Monday, March 20, 2023 7:52 PM
To: greenlineextension@metro.net
Subject: I Support the Metro Board's Proposed Project Option for the C-Line Extension

Dear Metro Board,

Thank you for the opportunity to comment on the Metro's C-Line Extension. **I'm a resident of Torrance, and I'm writing to express support for the C-Line Extension that utilizes the existing railroad right of way (ROW) between the Marine Station in Redondo Beach to the Mary Giordano Regional Transit Center in Torrance, also known as the Proposed Project.** 152-1

As evidenced by the Board's Draft Environmental Impact Review (EIR), the Proposed Project that utilizes the ROW is the least impactful to Torrance residents, businesses, and current and future surface street traffic. It is also the least costly option that also provides the fastest pathway to starting construction. The Proposed Project has the best chance of being completed in time for the 2028 Olympics, which, with a robust and well connected Metro system, can be an economic and cultural boon for Torrance's economy. Lastly, the Proposed Project will connect the two transit centers that have already been built in the Cities of Redondo and Torrance–transit centers that were built for the purpose of connecting to the Metro line expansion. 152-2

I am opposed to the option of extending the C-Line along Hawthorne Boulevard. This option requires elevation, causing significant disturbance and devastation to neighborhoods and businesses along that popular corridor. Furthermore, the option requires the Metro Board using eminent domain, which is unnecessary considering the Board has the rights of way for the Proposed Project. Locating light rail on Hawthorne Boulevard, whether elevated or at grade, would negatively impact Torrance residents and would be devastating to Torrance commercial properties that line Hawthorne Boulevard. 152-3

The Torrance Transit team estimates that the majority of riders on the new C-Line Expansion will travel in and out of Torrance, with projected daily trips of up to 16,000! I hope that the City's significant ridership contribution will contribute heavily in your decision to support the Proposed Project–the same position unanimously approved by the Torrance City Council. 152-4

Thank you for the opportunity to share my position. I appreciate all the hard work the Metro employees do every day.

Sincerely,
Arohi Sharma
[redacted]

Submission 153

February 18, 2023

Dear Metro and Metro Board Members:

I am a homeowner living on 163rd Street in Lawndale, a couple of houses from the ROW. I am adamantly opposed to the Metro Green Line running through the ROW section of Lawndale/Redondo Beach.This is the only greenbelt in the City of Lawndale. It is a peaceful area lined with hundreds of trees and wildlife. It is a space widely used by the neighborhood residents for getting out with family and walking dogs. In addition, the constant vibration of the Metro train has the potential to harm our homes and their foundation. They weren't built to withstand this type of consistent movement (200-300 times per day). Also, noise pollution is a huge consideration. Two recent studies show an increased risk of heart attack and numerous other health risks when living near the Metro due to the noise.The DEIR says that the noise would be substantial and unavoidable. Please consider the health and wellbeing of the residents. The Metro belongs in a commercial corridor not in a residential neighborhood where it has the potential to disrupt the lives of hundreds of families.

153-1

Colleen Malone-Villegas

153-2

** Attached please find an article on noise pollution and photos of our peaceful neighborhood.

Living Near Noise Pollution Tied to Greater Risk of Heart Attack - American College of Cardiology

Submission 153

Submission 153

From:	Colleen Villegas
To:	GreenlineExtension; Sheridan, Georgia; Dierking, Mark
Cc:	Mieger, David; anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Mayor@cityofinglewood.org; Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; nfo@timsandoval.com; ThirdDistrict@bos.lacounty.gov; Mayor Robert Pullen-Miles; DReidLawndale@aol.com; JHOLawndale@aol.com; PKLawndale@aol.com; BSuarezLawndale@aol.com; bill.brand@redondo.org; nils.nehrenheim@redondo.org; todd.loewenstein@redondo.org; christian.horvath@redondo.org; zein.obagi@redondo.org; laura.emdee@redondo.org
Subject:	Metro Greenline Extension
Date:	Tuesday, March 7, 2023 10:46:48 AM

https://docs.google.com/document/d/1bweBYlKkVMIbaVtvRA-HMaQd4pBo47MEXAJDxuEU0qk/edit

Metro

Submission 154

From: Blake Jung [redacted]
Sent: Monday, March 20, 2023 4:23 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

Would the project conflict with the provisions of an adopted HCP ?? 154-1

We do not want the green line down the row. Send it down Hawthorne. The noise will ruin our community. 154-2

Thank you,
Blake

Thank you,

Sent from my iPhone

Submission 155

From: Chelsea Schreiber [redacted]
Sent: Monday, March 20, 2023 12:21 PM
To: ForthDistrict@bos.lacounty.gov; GreenlineExtension; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Mayor@cityofinglewood.org; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; info@timsandoval.com; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: Metro c line safety concerns

Hi Metro and Metro Board Members,

I live along side the fright tracks on Condon Avenue in Lawndale, and I am vehemently opposed to the new line being built down the ROW. My main concern is safety - not just at the crossings but across the whole tracks. 155-1

I'd like to know about the kill stats the current train has with hitting cars, animals and people. My dog was killed on the tracks three weeks ago and the railroad company we contacted acted as if it was an everyday occurrence. 155-2

If that is true, I'm terrified for our community if a Metro train goes through the neighborhood 200-300 times a day. No matter the safety precautions, somebody is going to die. If we can prevent that we MUST! 155-3

Send the train down Hawthorne Blvd, where it is raised and much less of a risk to animal and human life. 155-4

-Chelsea Schreiber

Submission 156

From: Chris [redacted]
Sent: Monday, March 20, 2023 6:07 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: Chris Horsman
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 156-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 156-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 156-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 156-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 156-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 156-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 156-7

Thank you,
Chris Horsman

Sent from my iPhone

Submission 157

From: clement alaba [redacted]
Sent: Monday, March 20, 2023 8:57 PM
To: greenlineextension@metro.net
Subject: No to Metro on ROW

Please don't build your project Metro rail in Lawndale. You will kill my rental business. Take your project in Hawthorne Blvd. 157-1

Sent from Yahoo Mail on Android

Submission 158

From: clement alaba [redacted]
Sent: Monday, March 20, 2023 9:23 PM
To: greenlineextension@metro.net
Subject: No to ROW

I have PTSD. With the train coming through once or twice a day is bad and imagine 200- 300 a day. You will mentally kill me. 158-1

Sent from Yahoo Mail on Android

Submission 159

From: David Barajas <[redacted]
Sent: Monday, March 20, 2023 6:36 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 159-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 159-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 159-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 159-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 159-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 159-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 159-7

Thank you,

David Barajas

Submission 159

Resident at 168th Street between Condon & Inglewood

Submission 160

From: DeNise [redacted]
Sent: Monday, March 20, 2023 4:21 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

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- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 160-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 160-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 160-5

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I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 160-7

Thank you,

Sent from my iPhone

Submission 161

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

161-1

Additional Comments on the Draft Environmental Impact Report:

I AGREE WITH TORRANCE CITY COUNSEL APPROVED ROUTE. I AM VERY STRONGLY AGAINST THE "TRENCH" AND "HAWTHORNE OPTIONS.

Name: GLENN E STANFIELD

Address: [redacted]

Phone: [redacted]

Email:

161-2

From: Gianna M [redacted]
Sent: Monday, March 20, 2023 5:22 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org
Subject: ROW Resident DEIR Response - Noise

To whom it may concern:

My name is Gianna Mitchell and I have been a Redondo Beach resident living on the ROW for over a decade. Having lived here for that long, I can say with confidence that building the Greenline on the ROW will create many different problems, and in this email I shall focus on the noise issue it creates.

At a young age, I was diagnosed with a sensory disorder, and it has impacted my entire life. My hearing is more sensitive and even now with the single train passing by it is difficult to tolerate the noise it creates. In addition to myself, there are also children, elderly people, and other disabled people living along the ROW who would be negatively impacted by the noise pollution construction and the passenger train itself would create.

Loss of hearing isn't the only consequence of noise pollution. According to an article published by Harvard University, noise pollution is linked to cardiovascular disease, type 2 diabetes, sleep disturbances, stress, mental health and cognition problems such as memory impairment and attention deficits, childhood learning delays, and low birth weight.

> Researchers and clinicians are trying to change this. They've shown that noise pollution not only drives hearing loss, tinnitus, and hypersensitivity to sound, but can cause or exacerbate cardiovascular disease; type 2 diabetes; sleep disturbances; stress; mental health and cognition problems, including memory impairment and attention deficits; childhood learning delays; and low birth weight. Scientists are investigating other possible links, including to dementia.

162-1

Please consider building the Greenline on the elevated platform on Hawthorne Blvd., if at all.

162-2

Thanks,
Gianna Mitchell

https://hms.harvard.edu/magazine/viral-world/effects-noise-health

Submission 163

From: Janice Tanabe [redacted]
Sent: Monday, March 20, 2023 10:30 PM
To: greenlineextension@metro.net
Cc: HollyJMitchell@bos.lacounty.gov; JButts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject: C-Line (Green) DEIR Public Comments

Dear Metro,

Please add my comments below expressing my concerns with DEIR.

The Chapter on Transportation does not adequately address what constitutes actual destination points for Green Line riders. If the new South Bay Social District (formerly the Galleria) is primarily facing Hawthorne Blvd. and Artesia Blvd., doesn't a train stop on Hawthorne Blvd make more sense? 163-1

Thank you for your attention to this matter.

Janice Tanabe
Breakwater Seniors with a Mission

Submission 164

From: Waldron, Jessalyn <JWaldron@bos.lacounty.gov>
Sent: Monday, March 20, 2023 11:25 AM
To: Ana Maria Vicente; An, Ara
Cc: GreenlineExtension
Subject: RE: No to Metro Green Line to go down the ROW

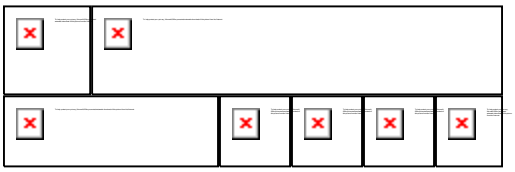
Hello Ms. Ana Maria Houck,

I am confirming receipt of your email. I am also looping in my colleague Ara An who covers Lawndale for Supervisor Holly J. Mitchell.

To ensure your comment is captured for public comment, I am including the email for Metro as well. If you have additional comments, please direct them via the channels below:

- Email: greenlineextension@metro.net
- Phone: 213.922.4004
- Mail: Attn Mark Dierking, Metro One Gateway Plaza, Mail Stop: 99-13-1, Los Angeles, CA 90012

Best,
Jessalyn Waldron (she/her)
Deputy of Constituent Engagement
Office of Supervisor Holly J. Mitchell
P: (213)974-2222 | **E:** jwaldron@bos.lacounty.gov



From: Ana Maria Vicente [redacted]
Sent: Saturday, March 18, 2023 9:16 PM
To: Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>
Cc: Waldron, Jessalyn <JWaldron@bos.lacounty.gov>
Subject: No to Metro Green Line to go down the ROW

CAUTION: External Email. Proceed Responsibly.

Dear Supervisor Holly Mitchell:

My name is Ana Maria Houck and I am a resident of Lawndale. I live on Condon Ave with my family and the freight tracks are right behind our house. The freight tracks are bordered by houses on both sides. Metro wants to add a second set of tracks but THERE IS NOT ENOUGH ROOM. In addition, there are high pressure petroleum pipelines. Metro has not said anything about relocating these hazardous oil pipelines and has said nothing about which residents' property will be taken. Metro only says that the ROW boundaries are "preliminary". The ROW boundaries have been there since the

164-1

1980s. Metro should know that there is not enough room. In repeated public briefings, Metro says they do not "anticipate" taking private properties. If that were so, then the figure should be able to be drawn accurately. 164-1

Please help me protect my family and our home. We've done so much to make it a beautiful place, planting trees, growing fruit, and encouraging the bird wildlife to thrive (mainly mourning doves). We love where we live and do not want our way of life to be upended. I hope to get pregnant by summer and I'd like to raise my unborn child in this home, which until now has been a quiet and safe haven.

Thank You,

Ana Maria Houck
Lawndale Resident

Submission 165

From: jimmy gow [redacted]
Sent: Monday, March 20, 2023 7:03 PM
To: greenlineextension@metro.net
Subject: SUPPORT: Proposed Project, existing railroad right-of-way, C-Line Extension

The Metro Board
One Gateway Plaza
Los Angeles, CA 90012-2952
Sent via email to: greenlineextension@metro.net

Dear Metro Board,

Thank you for the opportunity to comment on the Metro's C-Line Extension. I'm a resident of Torrance, and I'm writing to **express support for the C-Line Extension that utilizes the existing railroad right of way (ROW) between the Marine Station in Redondo Beach to the Mary Giordano Regional Transit Center in Torrance, also known as the Proposed Project.** 165-1

As evidenced by the Board's Draft Environmental Impact Review (EIR), the Proposed Project that utilizes the ROW is the least impactful to Torrance residents, businesses, and current and future surface street traffic. It is also the least costly option that also provides the fastest pathway to starting construction. The Proposed Project has the best chance of being completed in time for the 2028 Olympics, which, with a robust and well connected Metro system, can be an economic and cultural boon for Torrance's economy. Lastly, the Proposed Project will connect the two transit centers that have already been built in the Cities of Redondo and Torrance–transit centers that were built for the purpose of connecting to the Metro line expansion. 165-2

I am opposed to the option of extending the C-Line along Hawthorne Boulevard. This option requires elevation, causing significant disturbance and devastation to neighborhoods and businesses along that popular corridor. Furthermore, the option requires the Metro Board using eminent domain, which is unnecessary considering the Board has the rights of way for the Proposed Project. Locating light rail on Hawthorne Boulevard, whether elevated or at grade, would negatively impact Torrance residents and would be devastating to Torrance commercial properties that line Hawthorne Boulevard. 165-3

The Torrance Transit team estimates that the majority of riders on the new C-Line Expansion will travel in and out of Torrance, with projected daily trips of up to 16,000! I hope that the City's significant ridership contribution will contribute heavily in your decision to support the Proposed Project–the same position unanimously approved by the Torrance City Council. 165-4

Thank you for the opportunity to share my position. I appreciate all the hard work the Metro employees do every day.

Sincerely,
Jimmy Gow
[redacted]

Submission 166

From: [redacted]
Sent: Monday, March 20, 2023 9:23 PM
To: greenlineextension@metro.net
Subject: I Support the Metro Board's Proposed Project Option for the C-Line Extension

The Metro Board
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Metro Board,

Thank you for the opportunity to comment on the Metro's C-Line Extension. I'm a resident of Torrance, and I'm writing to express support for the C-Line Extension that utilizes the existing railroad right of way (ROW) between the Marine Station in Redondo Beach to the Mary Giordano Regional Transit Center in Torrance, also known as the Proposed Project. 166-1

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Thank you for the opportunity to share my position. I appreciate all the hard work the Metro employees do every day.

Sincerely,

John Clifford
[redacted]

Submission 167

From: jose vera <[redacted]
Sent: Monday, March 20, 2023 1:09 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 167-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 167-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 167-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 167-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 167-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 167-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 167-7

Thank you,

Sent from my iPhone

Submission 168

From: Kevin Mitchell [redacted]
Sent: Monday, March 20, 2023 6:09 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; Mayor@cityofinglewood.org; Niki Mitchell
Subject: Metro C Line

NOTICE TO AGENT IS NOTICE TO PRINCIPAL --- NOTICE TO PRINCIPAL IS NOTICE TO AGENT

re: DEIR (Draft Environmental Impact Report),C Line Extension to Torrance Transportation Center:

3.1-2.6 Significance Thresholds
Based upon the thresholds of significance contained in Appendix G of the CEQA Guidelines,implementation of the Proposed Project would result in a **significant impact if the Proposed Project would:**
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) [increase in VMT].
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
d. Result in inadequate emergency access.

168-1

The DEIR fails to recognize the level of "Significance Thresholds" at play in the Proposed Project on the ROW. The project seeks to combine a heavy freight line carrying toxic, flammable Liquid Petroleum with a high-speed, high-voltage electric commuter trains to run through densely populated residential neighborhoods at grade which already have exposure to "high-pressure Petroleum" lines underground.

Proposed Project has shared street crossings at 170th and 182nd for both the freight line and the Metro train at multiple streets. This will **"Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)."** The DEIR dismisses this confluence of factors as "Less than Significant."

The concerns here extends far beyond a design flaw or miscalculation. This type of planning puts in jeapordy entire communities. Train derailments happen. (NYT OpEd, "**Over 1,000 Trains Derail Every Year in America. Let's Bring That Number Down**") The only current solace for residents regarding the BNSF line is a low frequency footprint and a long record of service. Adding the stresses of construction and disruption to the site, followed by the stresses of two additional high-speed train lines creates an unnecessary risk to residents and an ongoing nuisance to what is currently a quiet neighborhood. Add in multiple high-pressure petroleum lines and the project takes on the a "reckless endangerment" quality.

168-2

Currently, an ambulance center is run out of an industrial park at 182nd that has frequent dispatches that cross the ROW. An at-grade crossing will delay emergency services to needed victims. As the South Bay Social District and surrounding higher density developments will surely have an effect on traffic on 182nd.

The ROW option should not be considered. It is too dangerous, too invasive to established neighborhoods, and is fraught with foreseeable pitfalls. Please consider the appropriate mitigations to make the Hawthorne Option the preferred option. 168-4

Sincerely,
Kevin Mitchell
[redacted]

Submission 169

From: [redacted]
Sent: Monday, March 20, 2023 9:42 PM
To: GreenlineExtension
Subject: Green line extension

The green line extension through Lawndale would be a major disruption to our life. The noise would be horrendous since we already have a lot of noise from Inglewood Ave. Please consider our quality of life!! 169-1
Sent from my iPhone

Submission 170

From: Lisa Francois <[redacted]
Sent: Monday, March 20, 2023 8:49 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

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In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 170-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 170-5

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Thank you,
Lisa Francois
Row Homeowner

Sent from my iPhone

Submission 171

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 171-1

Additional Comments on the Draft Environmental Impact Report:

Please Balance costs & minimize car traffic impact while increasing safe & reasonable cost public transportation!

Name: Carlos Cruz-Ayala

Address: [redacted]

Phone: 171-2

Email: [redacted]

Submission 172

From: MIKE KIM [redacted]
Sent: Monday, March 20, 2023 12:12 PM
To: Greenlineextension@metro.net
Subject: No on Row - for the C line extension

Hello,

With the recent catastrophic freight train derailments, I am very concerned with the possibility of a derailment with both of the 2 ROW options. The safest route for the existing freight line along the ROW is where it is now, based on the fact that there has not been a derailment in decades. Moving the freight line closer to the residents on the west side of the tracks and squeezing in 2 Metro commuter rail lines along the ROW will not make it safer for the Lawndale and Redondo Beach communities. BNSF had 2 recent train derailments, the most recent one was last Thursday 3/16/2023 in Washington State where 5000 gallons of diesel fuel spilled. 172-1

Please reconsider and do not recommend to the Metro board either of the 2 ROW options for the C Line extension to the Torrance Station. 172-2

respectfully,
Michael Kim

Betty Fisk

03/23/2023

Hello, my name is Betty Fisk. F-I-S-K. I live at Breakwater Village in Redondo Beach. I do not want the train to go on the right-of-way past our Breakwater Village complex. It would destroy our way of life. It would shake our building. It would lower our property taxes. And, so, please do not put the green line on the right of way. Hawthorne Boulevard would be a good alternative. Betty Fisk. [redacted] or [redacted]. Thank you. Goodbye. 173-1

Anonymous

03/26/2023

Yes, I want to know how you wake up in the morning and look at yourself in the mirror and think that you are absolutely doing the right thing. For 20 years, you guys have been bringing that metro down to the back of residents—threatening to. And your first meetings were No Build, Build, down Hawthorne Boulevard—a couple different options. And I, well, especially my brother since now I'm involved because you've almost killed my brother with this because he had a heart attack at one of your meetings. Uh, and I don't know how he's going to do now, but you guys have destroyed. You have lied, you can typically know how to lie. So, you know, it should go down Hawthorne Boulevard. It's the most common sense place, it's down to the red commercial area, not residential, you're not 20 feet from people's backdoors you're not bringing crap down there. You have destroyed and have tried to destroy life of everybody that lives there. What is wrong with you? Uh, now my brother, I'm taking care of him at my house. You have destroyed his life, you've destroyed everything. You guys should be sued continuously personally and mentally and physically because you guys are just absolutely out of control. What is wrong with you that you guys cannot sustain a substantial relationship with the citizens of America? You are so wrong. You are so wrong in so many different ways. You know, you're going to just do what you're going to do and I know that. I understand that. You know, I hope one day your husband and wife comes home and says bye and just leaves you and see how that feels If you're actually in love with them because this is what it is, some people are in love with this city.

174-1

Submission 175

From: Mark Nelson (Home Gmail) [redacted]
Sent: Monday, March 20, 2023 3:30 PM
To: GreenlineExtension; Communications; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; Holly J. Mitchell
Cc: Garth Meyer; Tyler Evains
Subject: Comment Metro DEIR - Recent Blue Zones Communication and Damages from Reduced Sleep

Metro has clearly stated that use of the freight right of way will lead to noise and vibration that would be significant. As such, it can be reasonably expected, and the peer reviewed literature supports this reasonable conclusion, that sleep will be impacted in the nearby residential property. Metro will also be in violation of RBMC night time noise limits. As such, surrounding residents will suffer increased health damages based on this substantial evidence and Metro's proposed action of running 24/7/365 rail through residential neighborhoods. 175-1

It is quite disappointing that BCHD has spent millions of taxpayer funds on Blue Zones, yet fails to protect District residents by commenting on this defective EIR.

Today, I received a fresh Blue Zones communication directly from Blue Zones which I offer as substantial evidence that must be included and considered in the CEQA process. 175-2

BLUE ZONES COMMUNICATION
https://www.bluezones.com/2023/03/sleeping-less-than-5-hours-per-night-could-increase-risk-of-chronic-disease/?utm_source=BLUE+ZONES+Newsletter&utm_campaign=945972d64b-EMAIL_CAMPAIGN_2023_03_20_10_00&utm_medium=email&utm_term=0_9642311849-945972d64b-198578113&mc_cid=945972d64b&mc_eid=d700bcc469

NIH PUBLICATIONS
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6281147/
https://journals.plos.org/plosmedicine/article?id=10.1371/journal.pmed.1004109

It clearly demonstrates that damage from Metro's use of the existing freight right of way will be the following based on robust, long term research of the impacts of reduced sleep from any cause: 175-3

"After 25 years of accumulating data on sleep's effects on human health, a recently published study delves deeper into sleep's impacts on morbidity and mortality. Aging puts you at a greater risk of chronic diseases, explaining why older adults are the most vulnerable. According to the study led by researchers at University College London and Université Paris Cité, mid-to-older-aged adults are less likely to develop a chronic disease when getting seven to eight hours of sleep—compared to those who sleep for five hours or less."

"short sleep duration was consistently associated with increased risk of multimorbidity, irrespective of sleep being measured in mid or late life. The analysis of transitions in health states showed short sleep to be associated with the onset of a first disease and subsequent multimorbidity"

"

BCHD COMMUNICATION
- none, derelict of support to District residents

Lena Poland

03/27/2023

Hi, my name is Lena Poland, and my phone number is [redacted]. I'm a citizen of the City of Lawndale and I'm calling to say we do not want to build the Metro Green Line to Torrance. So that's a no build on Hawthorne Boulevard and a no build on the ROW. You can use the Normandy track that already exists to Torrance and if you build a metro line, no one will ride it. The only people who will ride it are the homeless and the drug users who will sleep on the metro line until they overdose. We do not want it. No builds. We want our quality of life. Thank you. Bye.

176-1

Mike Cook

03/27/2023

Yeah. How is it going? My name is Mike Cook I'm using my friend's phone. I live right here in Lawndale. So, you guys, I'm looking at your ETA estimate. Evidently your estimate on the one railway going down the railway. You didn't put in sump pumps for all the properties along there. When you dead-end it, it is supposed to be something ten thousand dollars across, and you have to maintain them for years. And you didn't even also put in the triple pane windows that they did at the airport because the noise levels were over a thousand units. You have to put that in. You didn't put that in. So, what actually did you guys put into the estimates on that? Did you just put whatever you wanted so that you make sure that it goes through because it's cheaper? You know, you guys are pretty crooked, pretty underhanded and pretty illegit. You know what? You are a very corrupt organization. Uh, why don't you build another metro building and put gold at the front of it? Say, we are the temple. So you know what? And I know this won't be, I'm going to look into it, see if my message got through. I know it's in writing and you guys delete most of the stuff that there is. But you need to put in triple-pane windows along every house and the average would be forty windows per house. So let's figure that out and sump pumps which would be over 150 sump pumps to drain off because you will need the natural drainage to the railroad track. So thank you very much. Have a great day.

177-1

177-2

177-3

177-4

177-5

Submission 178

From: ninnette lopez [redacted]
Sent: Monday, March 20, 2023 6:59 PM
To: GreenlineExtension
Subject: Re: Metro

Actually I'm interested about the bad news. I just want reached out to you because it's a hazard and dangerous for the youth & community health.

On Mon, Mar 20, 2023 at 6:54 PM GreenlineExtension <GreenlineExtension@metro.net> wrote:

> Hello,
>
> Thank you for your email and interest in Metro's C Line (Green) Extension to Torrance project. We have recorded your comment and added your contact information to our project email list.
>
> Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.
>
> The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.
>
> To access the Draft EIR and other project information, please reference the direct links below.
>
> - Draft EIR (Full Document)
> - Draft EIR (By Chapter)
> - Draft EIR Appendices (By Appendix)
> - Other Project Information Reports
>
> We will add you to our project database to receive updates on the project and additional information on ways to stay involved.
> Thank you again for your interest in the project.
>
> C Line (Green) Extension to Torrance Project Team
> Greenlineextension@metro.net
> Metro One Gateway Plaza
> Mail Stop: 99-13-1
> Los Angeles, CA 90012
> 213.922.4004

From: ninnette lopez [redacted]
Sent: Monday, March 20, 2023 6:50 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Metro

Good evening, my name is Ninnette Martinez I heard about the news that metro wants to add a pit stop that drives passed the avenues In Lawndale. I know plenty of neighbors with babies & I have a 7 month old baby!

Submission 178

It’s not safe for children to be near trains outside of there own home neither for the elders & also it’s pollution isn’t healthy to breathe in. Please don’t bring on a pit stop that goes by the avenues & passes by us. 178-1

& I don’t want the metro railroad trains to pass by my house everyday..I love trains that goes by industrial highways & main blvd’s, but not through the avenues! trains are so loud for the homes like where I stay. 178-2

Submission 179

From: ninnette lopez [redacted]
Sent: Monday, March 20, 2023 6:59 PM
To: GreenlineExtension
Subject: Re: Metro

Actually I'm interested about the bad news. I just want reached out to you because it's a hazard and dangerous for the youth & community health. 179-1

Submission 180

From: ninnette lopez [redacted]
Sent: Monday, March 20, 2023 7:00 PM
To: GreenlineExtension
Subject: Re: Metro

I'm not interested about this. I don't want the trains to extend there line passing by my home. 180-1

-----Original Message-----
From: Rita Hidalgo [redacted]
Sent: Monday, March 20, 2023 6:11 PM
To: Sheridan, Georgia <SheridanG@metro.net>
Subject: We don't want the train in our neighborhood

181-1

Sent from my iPhone

Submission 182

From: Rita Hidalgo [redacted]
Sent: Monday, March 20, 2023 6:29 PM
To: greenlineextension@metro.net
Subject: I don't want the Railroad in my neighborhood because it take a way our tranquility as a family 182-1

Sent from my iPhone

Submission 183

From: Rita Hidalgo [redacted]
Sent: Monday, March 20, 2023 6:35 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 183-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 183-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 183-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 183-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 183-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 183-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 183-7

Thank you,

Sent from my iPhone

From: sverma work [redacted]
Sent: Monday, March 20, 2023 7:41 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: No on ROW, Yes on Hawthorne

Dear Metro Board Members,

Impact: Quality of Life

I am a resident of Condon Avenue between 170th and Artesia. It will be very disruptive to have running trains 300 times a day in our backyard. I support the elevated extension along Hawthorne Blvd. not the right of way through residential areas. 184-1

Choose Hawthorne Blvd for the Metro C Line / Green Line Extension, Not ROW. 184-2

Thank You,

Sukrit Verma

Submission 185

From: Tammy Harrison [redacted]
Sent: Monday, March 20, 2023 5:13 PM
To: greenlineextension@metro.net
Subject: Greenline extension through Lawndale

I am a resident of Lawndale and live close to the railroad tracks for the proposed green line extension.

I am opposed to the extension being built on the ROW down Condon as it will negatively affect my health and our property values. 185-1
Putting this so close to homes will create substantial noise and vibration problems for me and my fellow residents. 185-2

A better location is to put the extension down Hawthorne Blvd where is less intrusive to the residents and closer to businesses who can benefit from the ridership. 185-3

Regards,
Tamara Harrison
Lawndale resident

Submission 186

From: Torrance Dems <TorranceDems@hotmail.com>
Sent: Monday, March 20, 2023 7:20 PM
To: GreenlineExtension
Subject: IN SUPPORT OF "Proposed Project" (R.O.W.)

The Metro Board
One Gateway Plaza
Los Angeles, CA 90012-2952

Sent via email to: greenlineextension@metro.net

Monday, March 13, 2023

RE: Metro C-Line Extension

Dear Metro Board,

The **Torrance Democratic Club** (TDC) supports the C-Line Extension known as the **Proposed Project**, that utilizes the **existing railroad right-of-way** (ROW) between the Marine Station in Redondo Beach to the Mary K. Giordano Regional Transit Center in Torrance. 186-1

As evidenced by the Board's Draft Environmental Impact Review (EIR), the Proposed Project that utilizes the ROW, **elevated and/or at-grade**, is the least impactful to Torrance residents, businesses, and current or future surface street traffic. It is also the least costly option that also provides the fastest pathway to starting construction. The Proposed Project has the best chance of being completed in time for the 2028 Olympics, which, with a robust and well-connected Metro system, can be an economic and cultural boon for Torrance's economy. Lastly, the Proposed Project will connect the two transit centers that have already been built in the Cities of Redondo and Torrance, transit centers that were built for the purpose of connecting to the Metro line expansion. 186-2

Likewise, the TDC is **OPPOSED** to the **Hawthorne Option**, extending the C-Line along the Boulevard. This option requires elevation, causing significant disturbance to neighborhoods and businesses along that popular corridor. Furthermore, the option requires the Metro Board to use eminent domain, which is unnecessary considering the Board already has the right-of-way for the Proposed Project. Locating light rail on Hawthorne Boulevard, whether elevated or at grade, would negatively impact Torrance residents and would be devastating to Torrance commercial properties that line Hawthorne Boulevard. 186-3

The **Torrance Transit** team estimates that the majority of riders on the new C-Line Expansion will travel in and out of Torrance, with projected daily trips of up to **16,000**! The city's significant ridership contribution should weigh heavily in your decision to support the Proposed Project–the same position unanimously approved by the **Torrance City Council**. 186-4

Sincerely,

Torrance Democratic Club
P.O. Box 7147
Torrance, CA 90504
https://www.facebook.com/TorranceDems/
voicemail: **310.538.0245**
TorranceDems@hotmail.com

Submission 187

From: Alejandro [redacted]
Sent: Tuesday, March 21, 2023 9:01 AM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 187-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 187-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 187-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 187-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 187-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 187-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 187-7

Thank you,

Submission 188

From: Ana Maria Vicente [redacted]
Sent: Tuesday, March 21, 2023 6:22 PM
To: HollyJMitchell@bos.lacounty.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; GreenlineExtension; jbutts@cityofinglewood.org; jdupontw@aol.com; kathryn@bos.lacounty.gov; mayor.helpdesk@lacity.org; thirddistrict@bos.lacounty.gov
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extensión

Dear Metro and Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 188-1

- SAFETY:
The ROW has multiple high-pressure petroleum pipelines buried in the soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. We would have a likely televised incident in close proximity to a residential neighborhood potentially involving soil contamination from exposure, environmental air quality compromised due to the release of toxins into the air, explosions, fire, ruptured pipelines, etc. Worst case scenarios involve loss of property, human injury or loss of life. The consequences can have permanent and lasting effects on many and cost Metro significantly. Best case scenario, Metro incurs unplanned costs not considered in the initial project estimate. 188-2

Please choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 188-3

Thank You,

Ana
A Lawndale Resident

From: Betty Lam [redacted]
Sent: Tuesday, March 21, 2023 1:33 PM
To: GreenlineExtension
Subject: Re: Green line extension

Wow on 170th Street students walk to School so will be an impact for them 189-1

Why are you disturbing a residential area when you can build it in a Commercial area?
All the neighbors around here will be impacted by the Green Line Extension
I believe there is not enough room for the two trains here in the back of my house.
I live on Condon Ave and 170th st. 189-2

I do not sleep at night just thinking about this new Green Line train.
Of course will impact the value of the properties in this area. 189-3

Are you going to pay to the owners for all the damages this train is going to bring? 189-4

How many owners will sue this Green Line Extension for the disturbance of noise, congestion of traffic
and value of properties? 189-5

I think it is very bad idea to extend it in residential neighborhood. 189-6

Betty

[redacted]

[redacted]

On Monday, March 20, 2023 at 09:04:21 AM PDT, GreenlineExtension <greenlineextension@metro.net> wrote:

Hello,

Thank you for your email and interest in Metro's C Line (Green) Extension to Torrance project. We have recorded your comment and added your contact information to our project email list.

Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.

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To access the Draft EIR and other project information, please reference the direct links below.

- Draft EIR (Full Document)
- Draft EIR (By Chapter)
- Draft EIR Appendices (By Appendix)
- Other Project Information Reports

We will add you to our project database to receive updates on the project and additional information on ways to stay involved.

Thank you again for your interest in the project.

C Line (Green) Extension to Torrance Project Team

Greenlineextension@metro.net

Metro One Gateway Plaza

Mail Stop: 99-13-1

Los Angeles, CA 90012

213.922.4004

From: Betty Lam [redacted]
Sent: Sunday, March 19, 2023 6:27 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Green line extension

Please consider families with children on the residential area 189-7

It is not good idea to run the extension on Residential area 189-8

Also the Lawndale High school is going to be affected. 189-9

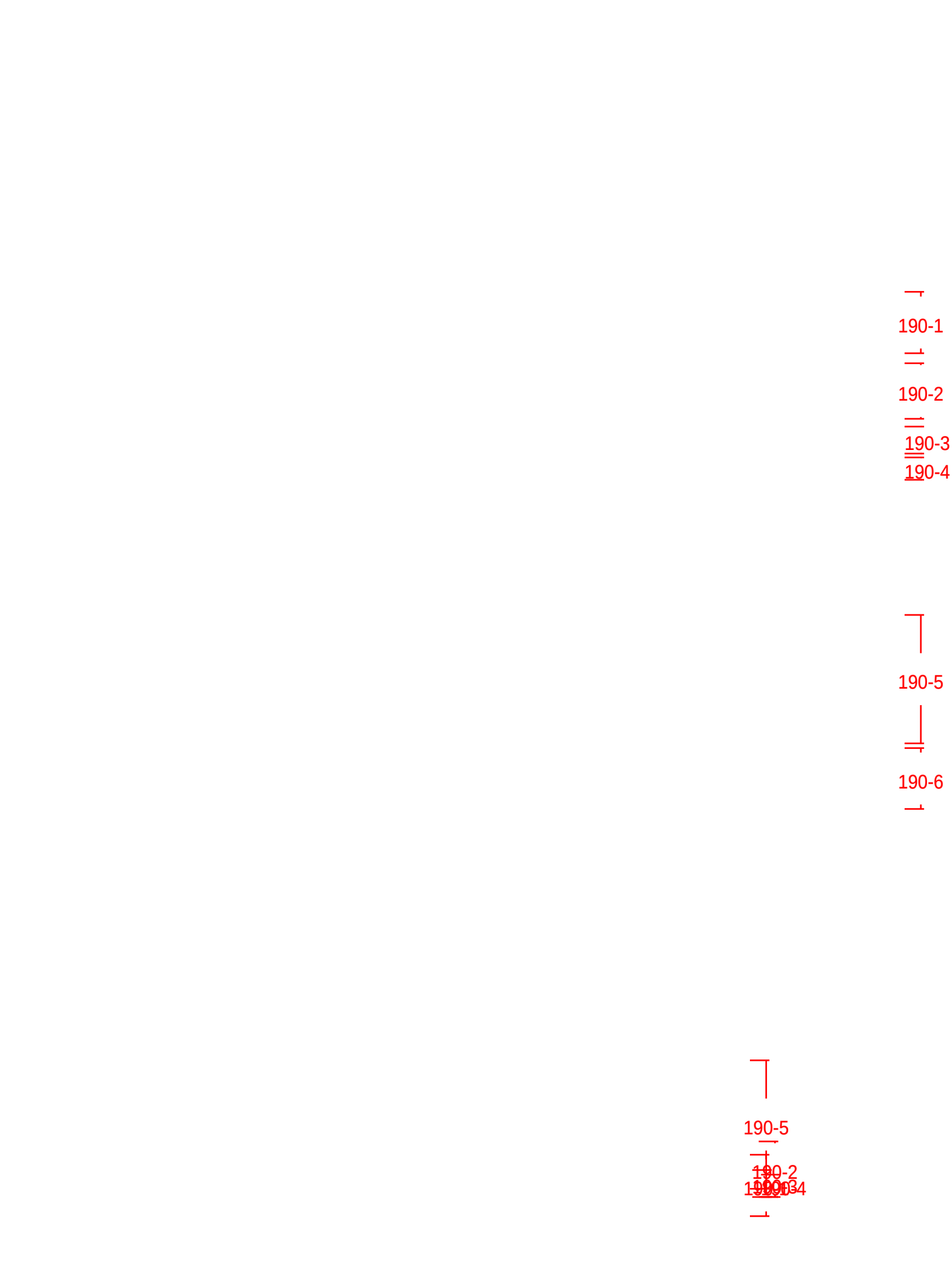
For the Love of God consider building the green line extension through Hawthorne Blvd. Commercial Zone.

189-10

Not through Residential area.

Betty

[redacted]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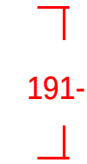
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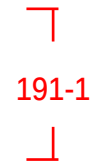
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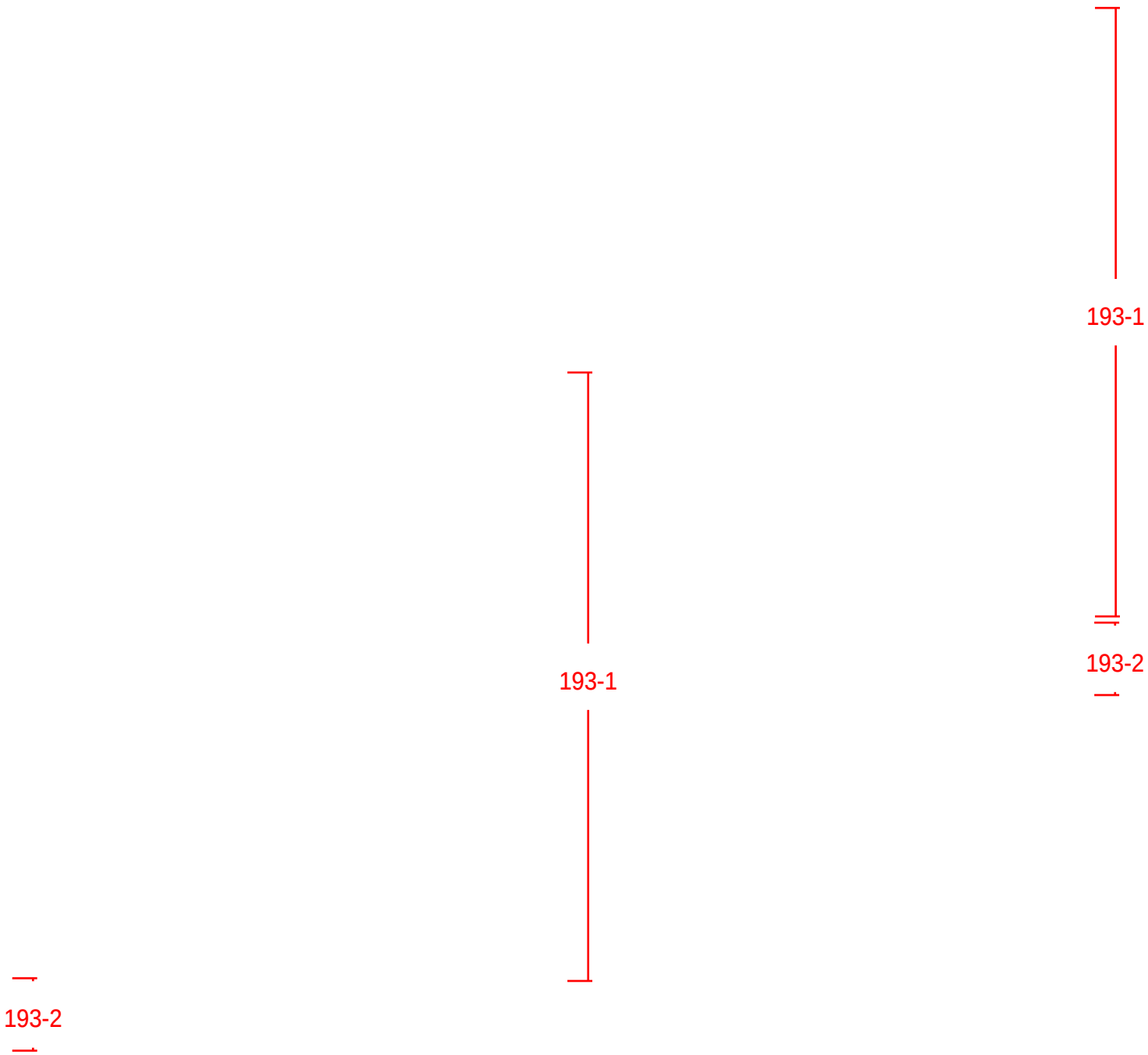
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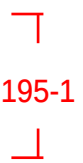
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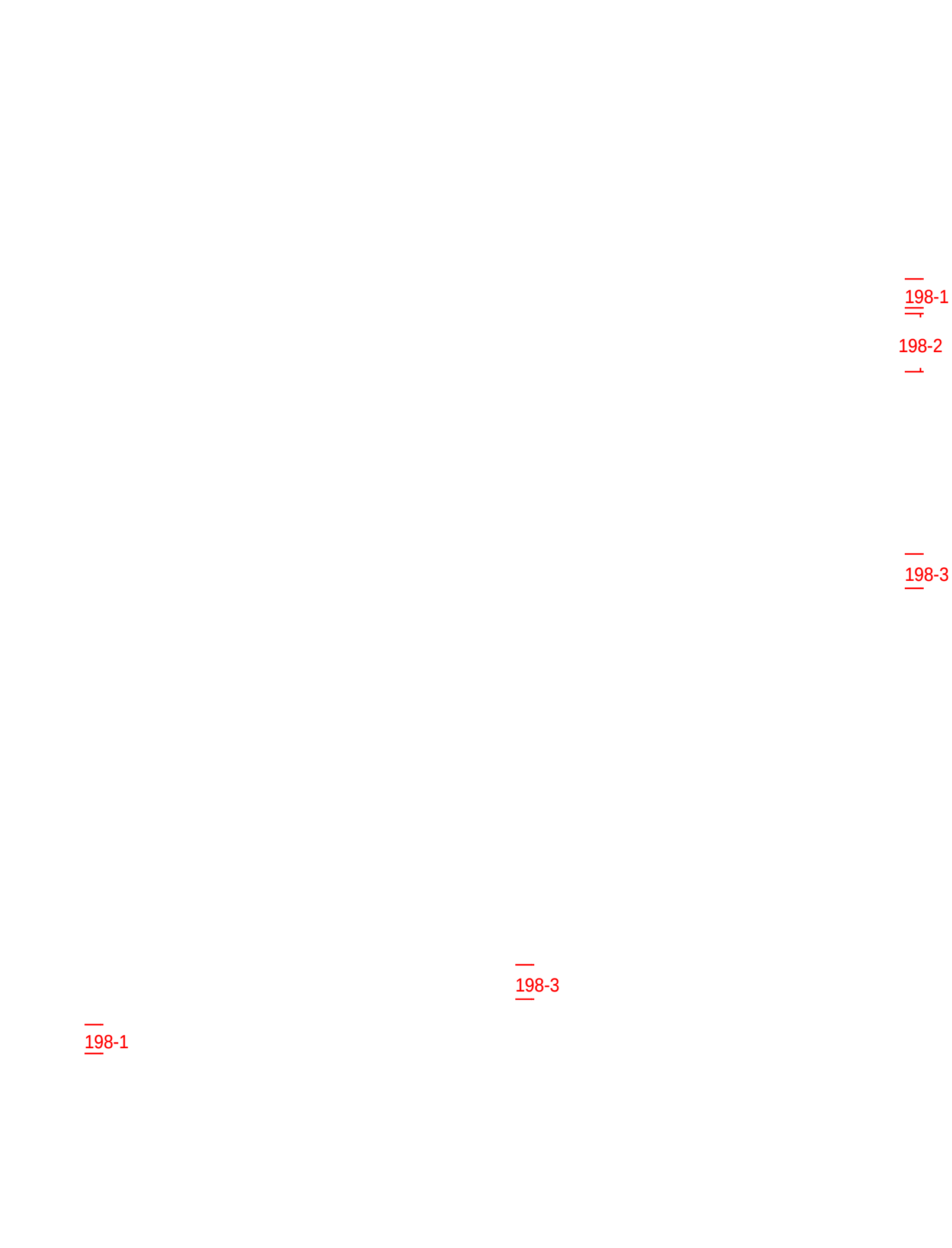
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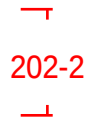
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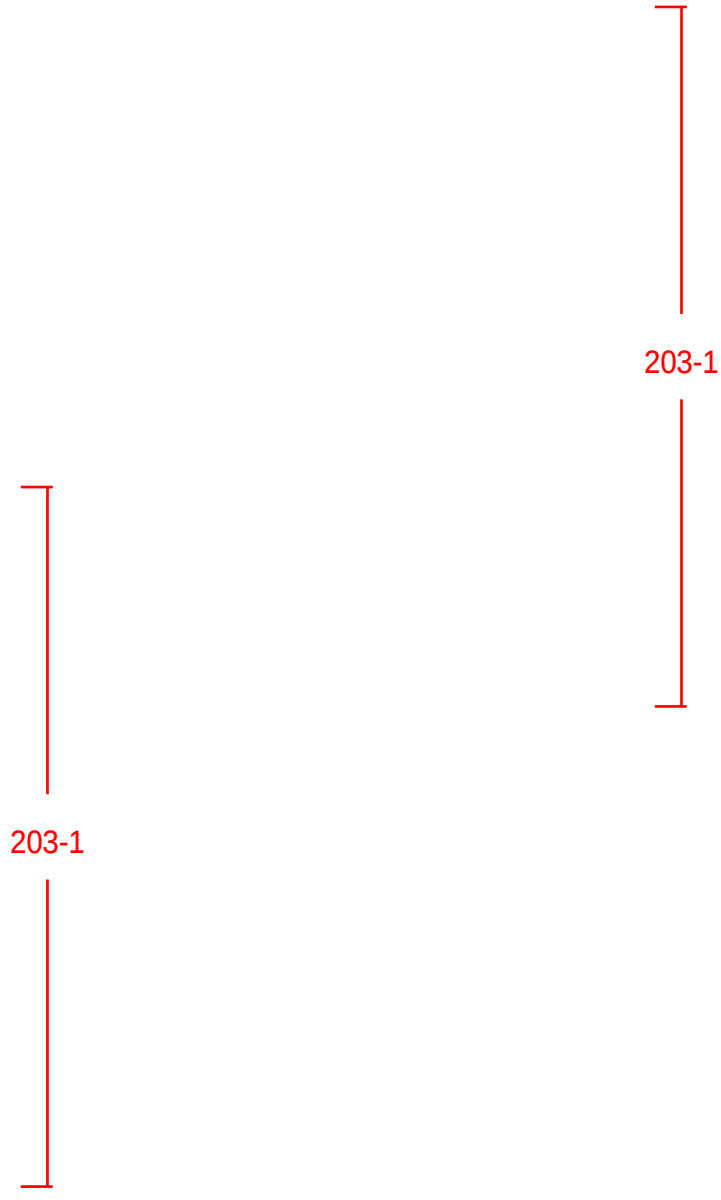
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Submission 206

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 206-1

Additional Comments on the Draft Environmental Impact Report:

IF IT RAISES MY TAXES, DO NOTHING! TAXES ARE WAY TOO HIGH ALREADY!

Name: MICHAEL STARY

Address: [redacted] 206-2

Phone: [redacted]

Email: [redacted]

207-1

207-1

From: Betty Lam [redacted]
Sent: Tuesday, March 21, 2023 1:33 PM
To: GreenlineExtension
Subject: Re: Green line extension

Wow on 170th Street students walk to School so will be an impact for them 208-1

Why are you disturbing a residential area when you can build it in a Commercial area?
All the neighbors around here will be impacted by the Green Line Extension
I believe there is not enough room for the two trains here in the back of my house.
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and value of properties? 208-5

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[redacted]

[redacted]

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Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.

The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.

To access the Draft EIR and other project information, please reference the direct links below.

- Draft EIR (Full Document)
- Draft EIR (By Chapter)
- Draft EIR Appendices (By Appendix)
- Other Project Information Reports

We will add you to our project database to receive updates on the project and additional information on ways to stay involved.

Thank you again for your interest in the project.

C Line (Green) Extension to Torrance Project Team

Greenlineextension@metro.net

Metro One Gateway Plaza

Mail Stop: 99-13-1

Los Angeles, CA 90012

213.922.4004

From: Betty Lam [redacted]
Sent: Sunday, March 19, 2023 6:27 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Green line extension

Please consider families with children on the residential area 208-7

It is not good idea to run the extension on Residential area 208-8

Also the Lawndale High school is going to be affected. 208-9

For the Love of God consider building the green line extension through Hawthorne Blvd. Commercial Zone.

208-10

Not through Residential area.

Betty

[redacted]

Submission 209

From: Blake Jung [redacted]
Sent: Tuesday, March 21, 2023 3:15 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SEND GREEN LINE METROW DOWN HAWTHRONE BLVD NOT DOWN THE ROW.

Dear Metro Board Members,

I went to the Lawndale, CA city meeting yesterday evening. We know the train will be coming through Lawndale. The community has all gotten together and agree Hawthorne is the best option and not through the row that will affect over thousands of people quality of life from the noise pollution. what do you need from us to stand with us in telling the metro to send it down the row?? More signatures ? More people at meeting? We will do what you need but please be clean in what you need from the community to say we want to green line train down hawthorn Blvd. 209-1

Thank you,
Blake

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 209-2

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 209-3

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 209-4

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 209-5

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 209-6

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 209-7

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 209-8

Thank you,

Sent from my iPhone

Submission 210

From: Carlos Gomez [redacted]
Sent: Tuesday, March 21, 2023 11:19 AM
To: GreenlineExtension
Subject: C Line extension

As a resident of Lawndale, I vehemently oppose the ROW option of the project given the disruption, pollution, and reduction in property values that it will cause. The Hawthorne option is the obvious and less impactful to the community. 210-1

From: Carmen Reyes [redacted]
Sent: Tuesday, March 21, 2023 12:30 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 211-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 211-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 211-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 211-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 211-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 211-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 211-7

Thank you,

Submission 212

From: clement alaba [redacted]
Sent: Tuesday, March 21, 2023 11:10 PM
To: GreenlineExtension
Subject: Devalue property if Metro comes to Lawndale

I invested my life savings to reside in Lawndale and now your going to put metro train through Lawndale. This is really going to decrease the value of my property with loud noise of train coming back and forth 200-300 times a day. No on ROW. Take it to Hawthorne Blvd 212-1

Clement Alaba

Sent from Yahoo Mail on Android

Submission 213

From: David Barajas <[redacted]
Sent: Tuesday, March 21, 2023 4:08 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Use Hawthorne Blvd for the Metro Green Line Extension

Dear Metro,

PLEASE DO NOT route the proposed C (Green) Line extension down the current Metro right of way through residential neighborhood. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 213-1

THIS WILL LOWER OUR PROPERTY VALUE AND NEIGHBORHOOD IN GENERAL!
When have ever been to a neighborhood that has a metro train running through it that was nice? NEVER! You don't see these in Beverly Hills, Palos Verdes, or Manhattan Beach? And for a good reason!! 213-2

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 213-3

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 213-4

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 213-5

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 213-6

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 213-7

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 213-8

Thank you,

David Barajas
“I find your lack of faith…disturbing.”

Submission 214

From: Doug Boswell [redacted]
Sent: Tuesday, March 21, 2023 11:55 PM
To: GreenlineExtension; Sheridan, Georgia; Dierking, Mark; Mieger, David
Cc: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com
Subject: Select the Hawthorne Blvd elevated route for the C-Line extension

To Metro:

As a resident of North Redondo I ask that you select the Hawthorne Blvd elevated route for the C-Line extension. This is the best route for attracting riders, causes the least disruption of residential neighborhoods, and avoids the unstable ground on and around the ROW, which has proven to have a tendency for sink-holes to form. Noise, pollution, and safety issues are much more mitigatable with the rail lines going down Hawthorne. 214-1

Thanks you for your attention to this matter.

Sincerely,

Doug Boswell
Redondo Beach resident since 1989

From: Jacqueline Caro [redacted]
Sent: Tuesday, March 21, 2023 1:51 PM
To: GreenlineExtension
Subject: Public Comment - Metro Greenline Extension

LA Metro Comment – Greenline Extension

I support the Metro Right-of-Way option. It is the least in cost and will not affect the 405 freeway & Hawthorne Blvd. which is a major arterial highway with lots of traffic, city buses and pedestrians. 215-1

For residents who live near certain portions of the ROW, there should be a soundwall to protect them from the sound of the freight train. 215-2

Other Options: Please consider a high-frequency bus alternative (HFB) from the Marine station to the Redondo Station to the Torrance Station. 215-3

I do not support the Hawthorne option because part of this option would run the metro train along the 405 freeway in the city of Lawndale. There are residents who live across the street from the freeway on Grevillea Ave. & 159th in Lawndale. Currently, there is green space and tall trees which separate them from the 405 freeway. CalTrans has plans to widen the 405 freeway in the future. According to the DEIR, the current greenspace would be replaced by the elevated LA Metro train. These residents would have to live with a widened 405 freeway & an elevated train. It's too much for the neighborhood, as the freeway never shuts down, constant motion, 7 days/nights a week. 215-4

Safety: An elevated train on Hawthorne would remove parking spaces from businesses. The columns needed to support the train would obscure vision to safely make a left hand turn from the neighborhoods in Lawndale. Additional traffic signals would be installed, but left-hand turns are already difficult to maneuver because cars travel so fast and do not stop at red lights at the intersections. Future accidents expected on this highly traveled highway. Could a study be done to observe drivers who speed up & run through a solid red light at the intersections? Unfortunately, I can witness this everyday. 215-5

Please do a safety study.

Congestion & Consequences: Hawthorne Blvd. is an arterial highway. The metro train would cause drivers to use alternate routes to avoid Hawthorne. Surrounding neighborhoods would experience cut-through traffic as cars unsafely speed through their neighborhood. 215-6

Maintenance: If the train requires maintenance, where do the crews work? Does this include shutting off a lane on Hawthorne Blvd., to provide maintenance? How long and how often is maintenance performed? Please provide a study on this and include a maintenance schedule. 215-7

Cost: The cost is too high at $2.9 Billion. The cost also does not reflect the additional cost to raise the power lines located on the Southern California Edison tower which run across 177th & Hawthorne Blvd. The lines would need to be raised in order to avoid interference from the electrical lines above the metro cars. Please include a cost estimate for this adjustment. 215-8

Thank you,

Jackie Ecklund
Torrance Resident

From: jimmy gow [redacted]
Sent: Monday, March 20, 2023 7:03 PM
To: GreenlineExtension
Subject: SUPPORT: Proposed Project, existing railroad right-of-way, C-Line Extension

The Metro Board
One Gateway Plaza
Los Angeles, CA 90012-2952
Sent via email to: greenlineextension@metro.net

Dear Metro Board,

Thank you for the opportunity to comment on the Metro's C-Line Extension. I'm a resident of Torrance, and I'm writing to **express support for the C-Line Extension that utilizes the existing railroad right of way (ROW) between the Marine Station in Redondo Beach to the Mary Giordano Regional Transit Center in Torrance, also known as the Proposed Project.** 216-1

As evidenced by the Board's Draft Environmental Impact Review (EIR), the Proposed Project that utilizes the ROW is the least impactful to Torrance residents, businesses, and current and future surface street traffic. It is also the least costly option that also provides the fastest pathway to starting construction. The Proposed Project has the best chance of being completed in time for the 2028 Olympics, which, with a robust and well connected Metro system, can be an economic and cultural boon for Torrance's economy. Lastly, the Proposed Project will connect the two transit centers that have already been built in the Cities of Redondo and Torrance–transit centers that were built for the purpose of connecting to the Metro line expansion. 216-2

I am opposed to the option of extending the C-Line along Hawthorne Boulevard. This option requires elevation, causing significant disturbance and devastation to neighborhoods and businesses along that popular corridor. Furthermore, the option requires the Metro Board using eminent domain, which is unnecessary considering the Board has the rights of way for the Proposed Project. Locating light rail on Hawthorne Boulevard, whether elevated or at grade, would negatively impact Torrance residents and would be devastating to Torrance commercial properties that line Hawthorne Boulevard. 216-3

The Torrance Transit team estimates that the majority of riders on the new C-Line Expansion will travel in and out of Torrance, with projected daily trips of up to 16,000! I hope that the City's significant ridership contribution will contribute heavily in your decision to support the Proposed Project–the same position unanimously approved by the Torrance City Council. 216-4

Thank you for the opportunity to share my position. I appreciate all the hard work the Metro employees do every day.

Sincerely,
Jimmy Gow
[redacted]
Torrance, CA 90504

From: Jonathan Chue [redacted]
Sent: Tuesday, March 21, 2023 11:33 PM
To: GreenlineExtension
Subject: Support for Hawthorne Alignment

Hello.

I am a resident of North Redondo Beach, and I am writing in support of the Hawthorne Boulevard alignment. While most of my neighbors favor the same option due to their concerns of having more rail too close to their property, I favor the Hawthorne alignment primarily because of the destinations along the corridor. 217-1

I recognize that both the Metro ROW and the Hawthorne options would only add two additional stops; however, I believe running the line on Hawthorne Boulevard as well as the planned station at the South Bay Galleria would provide better economic opportunity and return on investment.

The Galleria has been in a sorry state for years now. It does not have the premier stores at which people want to shop, and it is overshadowed by its neighbor, the Del Amo Fashion Center. However, Redondo Beach is currently working to redevelop it into a shopping, recreation, office, and residential destination. Connecting it to Metro Rail would turbocharge the project, help to revitalize the area, and increase Metro ridership. The junction of Hawthorne, Artesia, and Manhattan Beach Boulevard is an important hub of activity, and the Galleria project will only elevate its status. 217-2

Yes, a station at the Redondo Beach Transit Center with the ROW alignment would technically be “accessible” from the South Bay Galleria, but there are no other destinations around it, and passengers would need to walk through very large, sparse parking lots with speeding cars to get from one to the other, even after the redevelopment. 217-3

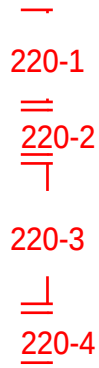
The two advantages of the Metro ROW are the lower cost and the connection to the Redondo Beach Transit Center. In my opinion, the new location of the Transit Center was ill conceived; it is more difficult to get to, for both vehicles and pedestrians, which is antithetical to the entire notion of a transit center. It should have been closer to the Galleria, instead utilizing some of the parking lots that remain unused slabs of asphalt most of the time. Nevertheless, I would prefer Metro to spend the money for a better investment and a location that would have greater usage. And it is much easier to move a bus station than to move a rail alignment. 217-4

Regardless of the option, however, the extension should be built. I understand safety is always a concern around public transit, but they are not mutually exclusive. Rather, they are two different issues we must tackle holistically. The other concern is obviously cost. There may be a sentiment that the South Bay is far removed from the traffic woes of the urban core of Los Angeles and that congestion is not bad enough to warrant spending on transit. However, the same could have been said about the City of Los Angeles merely a decade or two ago. And we continue to spend money on road and highway infrastructure projects. Yet traffic on the 405 and major thoroughfares is still getting worse, and electric personal vehicles can only do so much. We must invest in options that can be sustainable far into the future. And this project is one piece of a system of which the economic powerhouse of Southern California can be proud. 217-5

Thank you,
Jonathan Chue
90278

219-1

219-1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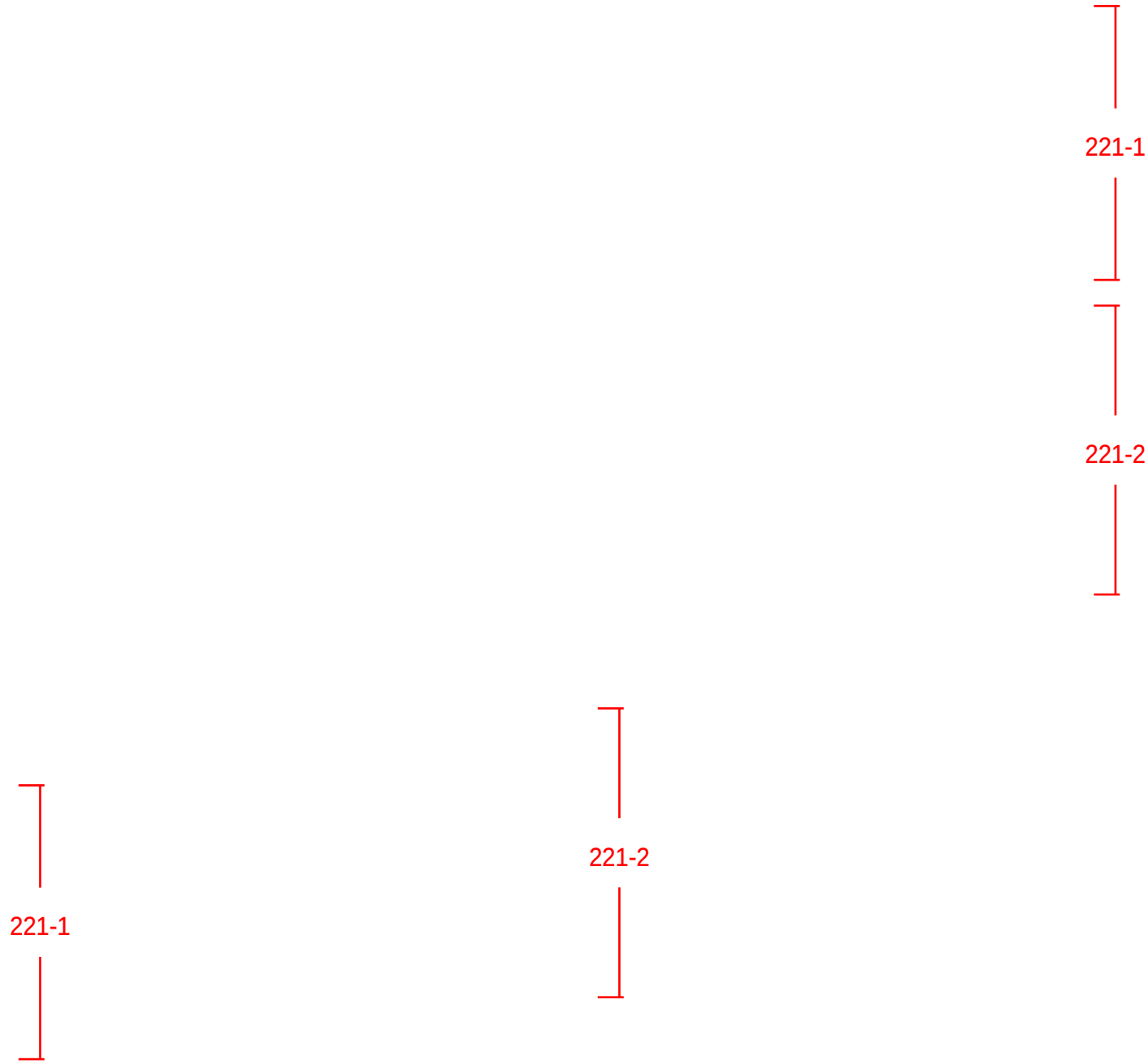
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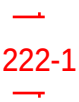
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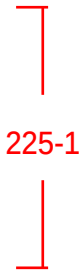
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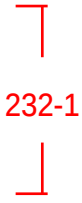
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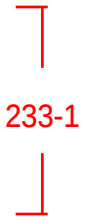
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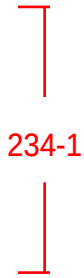
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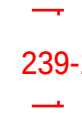
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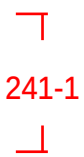
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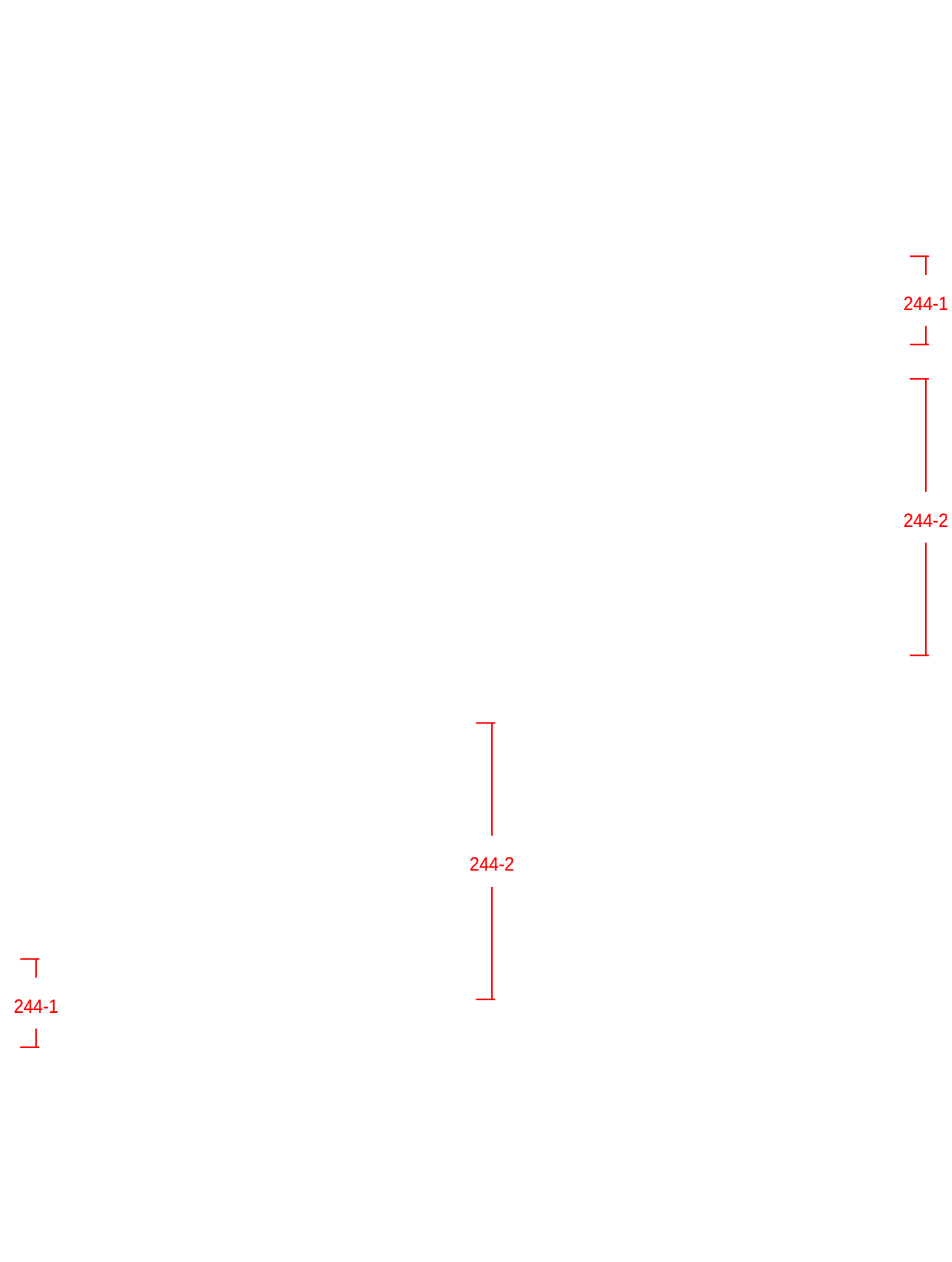
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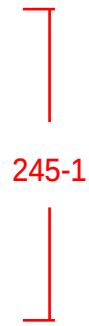
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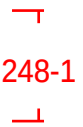
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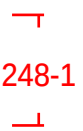
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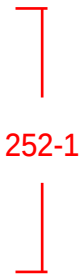
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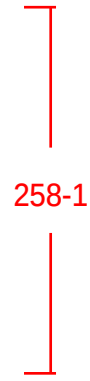
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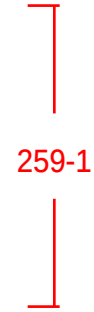
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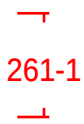
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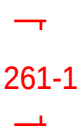
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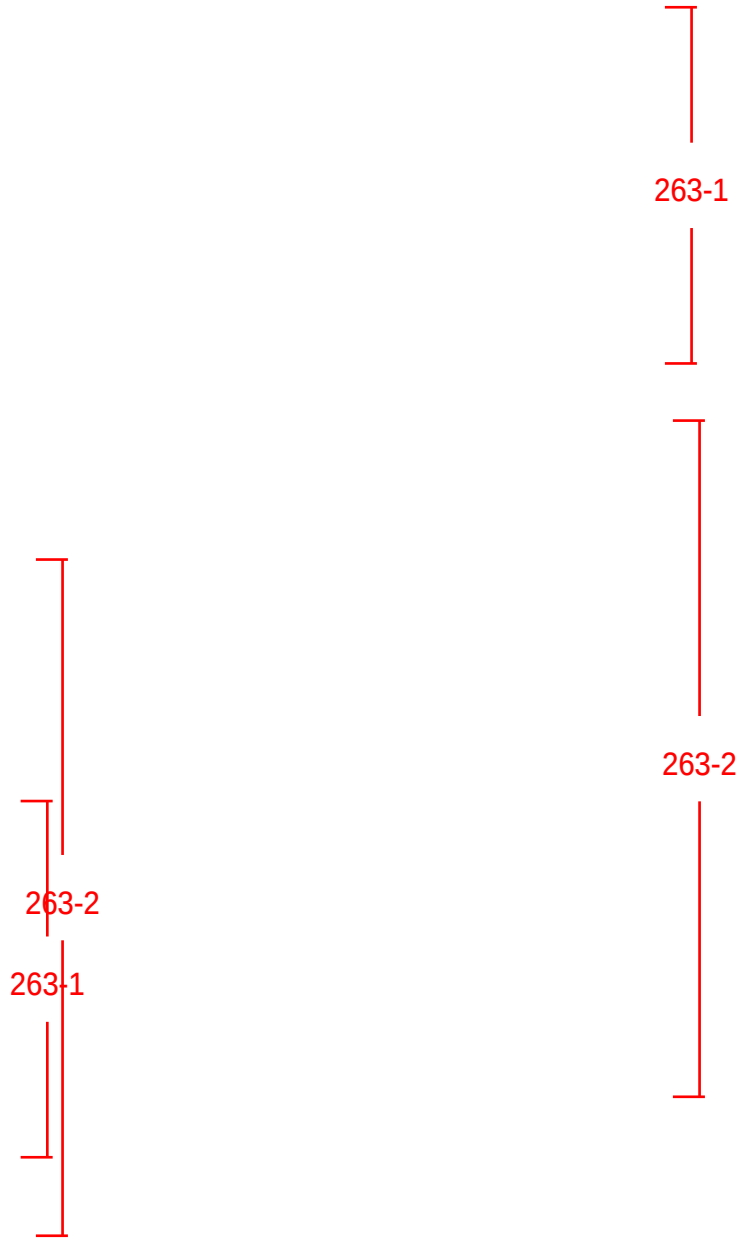
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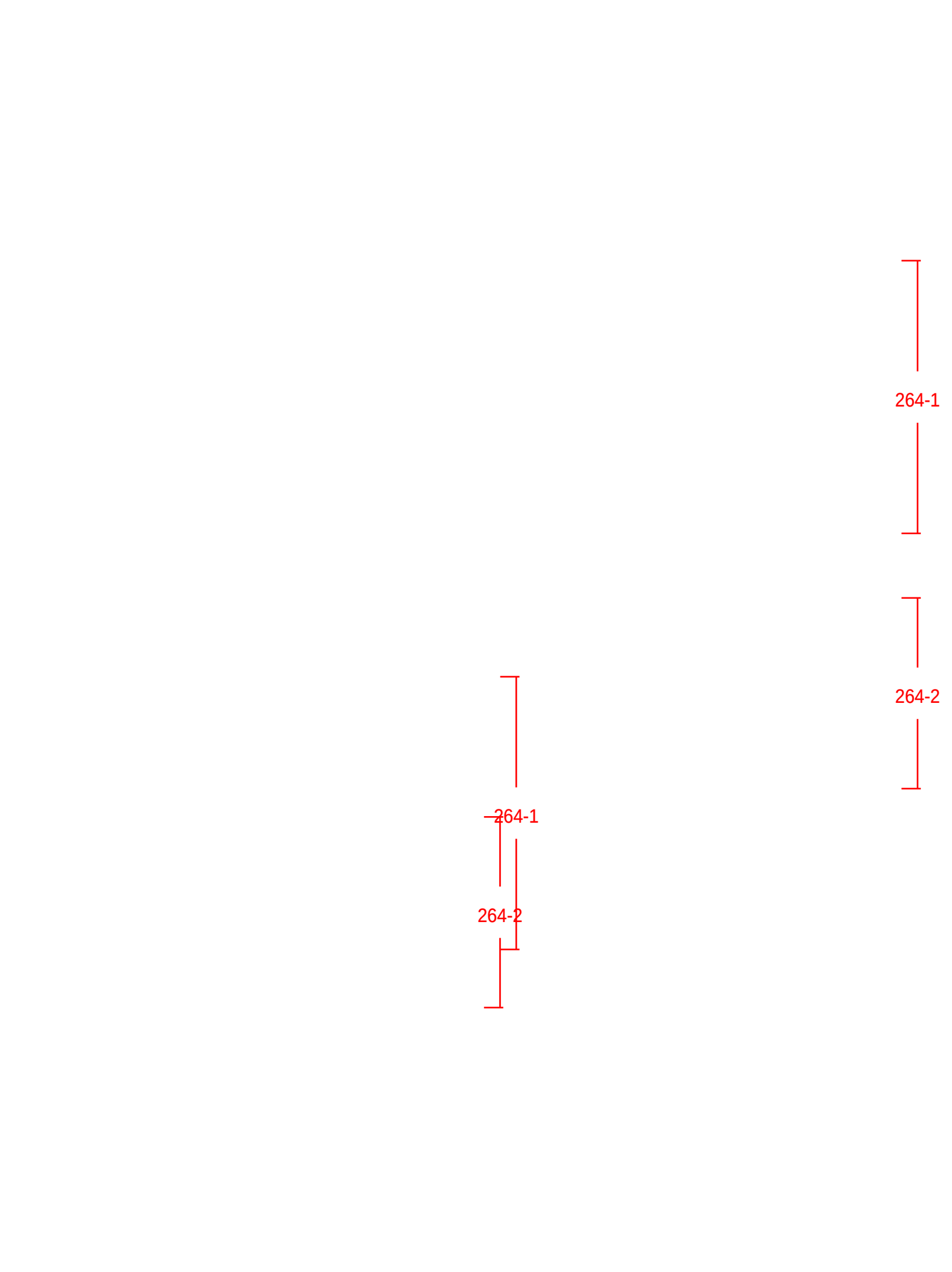
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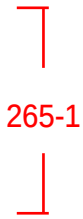
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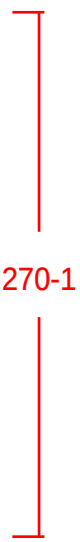
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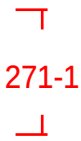
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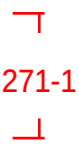
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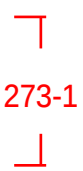
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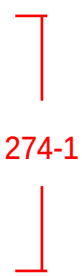
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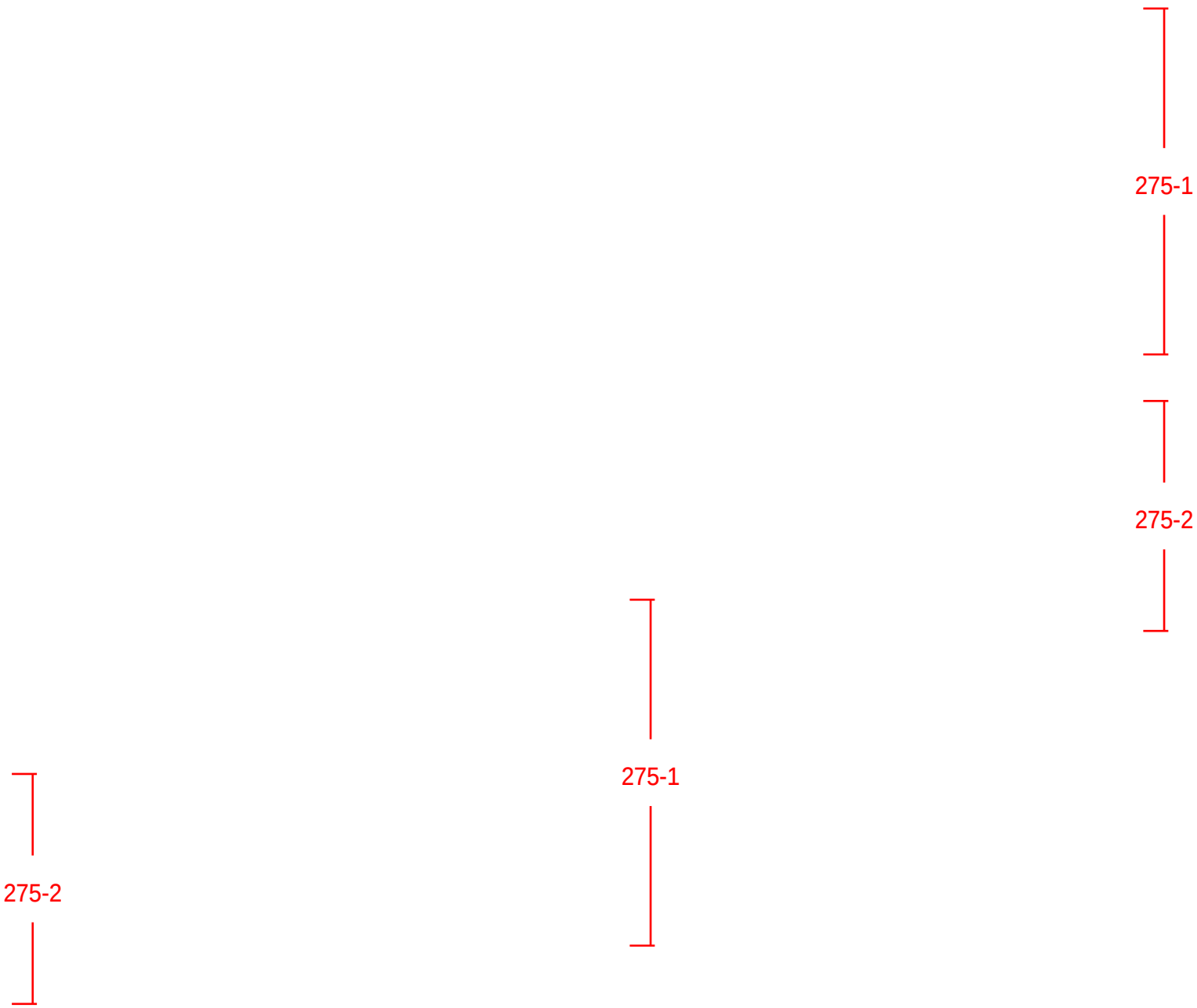
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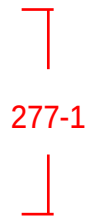
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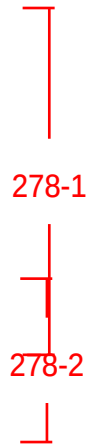
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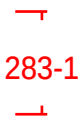
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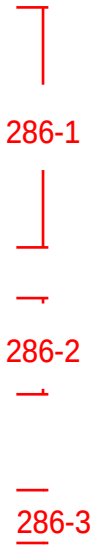
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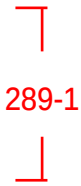
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Submission 296

From: Viet Truong <[redacted]>
Sent: Tuesday, March 28, 2023 12:08 AM
To: GreenlineExtension
Subject: Thoughts on Green Line Extension

Dear Metro,

As someone who recently moved to the South Bay, I am a huge advocate for the Green Line Extension. Compared to many other parts of LA, the South Bay is quite disconnected to the rest of the Metro and this extension is a crucial step in the right direction. From personal experience from talking with friends living in the South Bay, I can imagine that the line would get much use from people seeking to get to LAX and El Segundo (I know many people who would use these lines multiple times a week). Once the K Line Extension is complete, I know many people who would be interested in using the line to get to Santa Monica the surrounding Beach Cities. 296-1

As for which proposal, I am a big fan of the third plan (the elevated Hawthorne one). I think it would add a lot of character to an otherwise extraordinarily bland street. I am ok with the first plan, but the second plan (with the trenches) should be avoided in my opinion, for the same reason that I am a big fan of the first plan — I think elevated lines and even at grade lines add a lot to an area and makes it unique, whereas the trench option would just seem a little out of place and frankly a bit ugly. I'm not too concerned for the environmental issues; I just wanted to weigh in on the aesthetic. 296-2

As for the last mile dilemma, it is quite unfortunate that the end of the line is slotted to be the Torrance Transit Center. It makes sense, of course, since it gives passengers the option to connect to other parts of Torrance via buses, but there is nothing remotely walkable in that area. Ideally, there would be some thing to do as people are waiting for their buses, but I imagine that is beyond the scope of what you handle. However, I would like for there to be a consistent means of transportation to get to the Del Amo Mall, because that is the main attraction in that area and it would be a travesty if the eminent mall of the South Bay is not properly connected. 296-3

Best,
Viet

Submission 297

From: MIKE KIM [redacted]
Sent: Tuesday, March 28, 2023 11:04 AM
To: GreenlineExtension
Subject: please take another look at the Hawthorne option for the C Line extension to Torrance

Hello,

Even with all of the recent freight train derailments, there was yet another freight train derailment reported in San Bernadino yesterday (Mar 27th). There is clearly a difference in the safety protocol for passenger trains vs. freight trains. If the Los Angeles Metro board votes to have the C Line extension along the ROW, as a resident living along the ROW, I have concerns as follows:

- I question if Metro will rebuild the freight line with the same safety standards as the passenger lines.
- I am concerned that Metro does not have the civil and structural engineers available to design and plan out the freight line to the same safety standards as the passenger lines
- I am concerned that Metro will try to certify the rebuilt freight line to handle more freight cars and freight trains to higher speeds. Recent catastrophic freight derailments are evidence that freight cars / containers are not all maintained adequately; and increased freight traffic would increase the risk to all who reside along the ROW. It only takes one faulty rail car to cause a derailment!

297-1

The freight line in its current condition and current usage has been derailment free for many decades and is proven to be safe based on its history. Moving the freight line several feet to the west so that 2 commuter lines can squeeze in the ROW will not drive towards a safe rail design as the design layout engineering team will compromise safety concerns for the concern to squeeze everything into the limited space along the ROW.

297-2

Please demand that your Metro team takes another look at the Hawthorne Blvd option. Let's keep the commuter train line away from the freight line where ever we can and let's leave the freight line alone.

297-3

respectfully,
Michael Kim

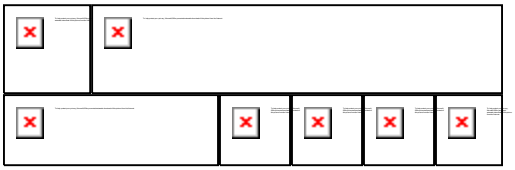
From: Waldron, Jessalyn <JWaldron@bos.lacounty.gov>
Sent: Tuesday, March 28, 2023 12:20 PM
To: Adam Karp; GreenlineExtension
Cc: Shamdasani, Karishma
Subject: RE: C line extension to TORRANCE DEIR

Hello,

I am confirming receipt of this email.

Thank you for your comment.

Best,
Jessalyn Waldron (she/her)
Deputy of Constituent Engagement
Office of Supervisor Holly J. Mitchell
P: (213)974-2222 | **E:** jwaldron@bos.lacounty.gov



From: Adam Karp [redacted]
Sent: Thursday, March 23, 2023 4:43 PM
To: Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; greenlineextension@metro.net
Cc: Waldron, Jessalyn <JWaldron@bos.lacounty.gov>; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>
Subject: C line extension to TORRANCE DEIR

CAUTION: External Email. Proceed Responsibly.

Dear Supervisor Mitchell and support staff,

My name is Adam Karp, and I am a homeowner in the Ruxton Ridge townhome complex that borders the train tracks on the possible Right of Way (ROW) option Redondo Beach. I emphatically request that you advocate for the Hawthorne Blvd. option for the Green Line Extension through the South Bay. 298-1

My wife and I purchased our home in 2020 right before the pandemic and had no knowledge of this proposed extension that would greatly impact our livelihood, our kids, and potential value of our property. This would also be a huge safety issue and quality of life change to our family, home, and neighborhood. 298-2

Just a few of my concerns:

1. **Safety issues of freight and passenger trains in such proximity to each other**. As we have seen in recent news there have been a number of Train and freight crashes that have caused severe environmental damage. How can Metro possibly guarantee safety to the many thousands of residents living just a few feet away from these train tracks along the ROW? If there were to be a crash or derailment, how would Metro prevent damage to the homes that are practically arm's length away? 298-3
2. **Disruption of unstable soil and movement/placement of natural gas pipelines.** Our neighbors in the Ruxton Place townhome complex have been dealing with sinkhole issues for years due to the pipelines running near our homes. I can't imagine the level of disruption to the soil in this neighborhood if Metro were to need to move those pipelines, dig trenches, and build retaining walls to accommodate the additional trains. And where, exactly, would those natural gas pipelines go? Closer to our homes? The trenching option would likely exacerbate any soil and pipeline issues, making the project more expensive and complicated - and would put our property in danger. 298-4
3. **Construction of retaining walls.** I again worry about the detrimental effects of soil instability, loss of natural light, and the overall eyesores that huge retaining walls would have to our neighborhood. What about very rainy days like what we just had in January? Our complex's sump pumps were working extra hard, and with retaining walls preventing natural water drainage and absorption, I worry about stability for all the homes near and below the walls. 298-5
4. **Noise pollution.** My neighbor spoke with a sound engineer at the open house last year at Adams Middle School. When She asked about ways Metro would mitigate noise to the thousands of residents along the Right of Way, he talked about at-grade noise mitigation. She explained to him that our 3-story townhome looks down onto the tracks (including my bedroom window), and he admitted there was nothing they could do to mitigate noise above the tracks. He talked about the "quiet" hours from midnight to 5 am in the middle of the night and that they would also "possibly" explore double-paned windows. That would only make a difference, if at all, INSIDE my home – but what does that do to mitigate noise in our yards? I have a toddler and many other young neighbors who utilize the common space between our buildings for outdoor play. Trains whizzing by every few minutes would be a huge nuisance. And of course, what will that do to impact my childs sleep – and mine? That noise would be far from the peaceful environment we currently enjoy. 298-6
5. **Traffic.** Our little neighborhood will be negatively impacted by the train traffic at lights, particularly 182nd. Our childs school and Child Development Center are a block away at the end of 182nd; I can't imagine the additional traffic issues during both morning and evening rush hour in our quiet residential neighborhoods, nor access for emergency vehicles. 298-7
6. **Change to the community.** My wife and I chose to start our family in Redondo Beach partly because we wanted to live life outdoors, really get to know our neighbors, and build community here. During the pandemic, I'm proud to say that we grew closer than ever to our neighbors and have developed deep friendships. We did that by spending afternoons and evenings outdoors. I worry what the constant noise and traffic of the Green Line would mean to our little community, our older neighbors at Breakwater Village (a 55+ community), our neighbors at Ruxton Place (with ongoing sinkhole issues), and other neighborhoods all along the ROW in Redondo Beach and Lawndale. This possible ROW extension goes against so much of why we bought our home where we did. We wanted to walk to school, spend time with our kids and neighbors outside, and live a peaceful life. If we wanted an urban lifestyle, we would have chosen that – but this might be forced upon us, and we'd be devastated. 298-8
7. BUDGET- lastly the million dollar difference in budget to put on ROW versus down Hawthorne in the grand scheme of things is nothing compared to the funds, grants, and spend metro in the city experiences year after year. To impact so many residential buildings and peoples livelihood and the environmental impact to save a few dollars is not right and unethical. 298-9

Extending the Green line along Hawthorne Blvd. would make so much sense for safety, traffic, and commercial revitalization purposes. Sticking high-speed trains in the backyards of thousands of homes does not. I urge you to use your influence to select the Hawthorne Blvd. option and NOT the residential ROW option. I would be happy to answer any questions you might have regarding my concerns. 298-10

Thank you so much, and kindest regards,

Adam Karp
[redacted]

--
My best,

Adam Karp
[redacted]

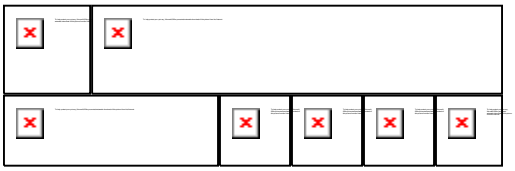
From: Waldron, Jessalyn <JWaldron@bos.lacounty.gov>
Sent: Tuesday, March 28, 2023 12:38 PM
To: Jennifer Lazo; GreenlineExtension; Shamdasani, Karishma
Subject: RE: DEIR Comment for the C Line (Green) Extension to Torrance Project

Hello,

I am confirming receipt of this email.

Thank you for your comment.

Best,
Jessalyn Waldron (she/her)
Deputy of Constituent Engagement
Office of Supervisor Holly J. Mitchell
P: (213)974-2222 | **E:** jwaldron@bos.lacounty.gov



From: Jennifer Lazo [redacted]
Sent: Thursday, March 23, 2023 5:32 PM
To: greenlineextension@metro.net; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Waldron, Jessalyn <JWaldron@bos.lacounty.gov>; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>
Subject: DEIR Comment for the C Line (Green) Extension to Torrance Project

CAUTION: External Email. Proceed Responsibly.

Dear Supervisor Mitchell and support staff,

My name is Jennifer Dowd and I am a homeowner in the Ruxton Ridge townhome complex that borders the train tracks on the possible Right of Way (ROW) option Redondo Beach. I emphatically request that you advocate for the Hawthorne Blvd. option for the Green Line Extension through the South Bay. 299-1

My family of two children under four years of age with an infant live in the closest proximity to the tracks of the complex. My biggest concern is the safety of my family as the ROW option will impact our lives extremely due to being even closer in proximity to possibility three tracks within 299-2

arms reach of my young family's lives. This would be a huge safety and quality of life change not only for my family and neighbors, however also our beloved South Bay community. 299-2

As I mentioned safety issues are my biggest concern as the tracks border my children's rooms and have seen and heard of such unfortunate accidents as the Chatsworth Metrolink train in 2008. To think my children's windows border closest to the tracks is chilling when we realistically know of horrific events like this accident years ago. How can we unsure our safety for our community as many of our children play in our complex? 299-3

Another big concern is the building of retaining walls and noise pollution. I have an infant at home and in today's society, mental health is a huge concern not only for our children but for ourselves especially as a mother having to go through postpartum even depression. Us neighbors near the ROW tracks have our own health issues we try to tackle each day and adding additional noise pollution to our sanities is not ideal especially when we purchased our home for peace and quiet even with the existing train passing only twice a day briefly. I cannot imagine metolink trains passing every five minutes especially at night. My eldest is going to begin elementary school in the amazing school district of Redondo Beach soon and what a toll it will provide on my child functioning well in school due to lack of sleep. How is ROW option going to protect our children and family quality of live for the better? We love the southbay and have stayed in the southbay for the quality of life of raising children near the beach and the school districts. I will find heartbreak of the ROW option becoming a reality as I want to provide the best life possible for my children and this option will not provide us this opportunity. 299-4

I believe extending the Green line along Hawthorne Blvd. would make so much sense for safety, traffic, and provide us neighbors with mental health more ease as we navigate our daily tasks in our beloved neighborhood. Sticking high-speed trains in the backyards of thousands of homes does not. I urge you to use your influence to select the Hawthorne Blvd. option and NOT the residential ROW option. Thank you for your time. 299-5

Sincerely,

Jennifer Dowd
Ruxton Ridge community

Send to: HollyJMitchell@bos.lacounty.gov

Copy:

jwaldron@bos.lacounty.gov
kshamdasani@bos.lacounty.gov
Greenlineextension@metro.net

Submission 300

From: Bryan Lee, The Credit Card Guy [redacted]
Sent: Tuesday, March 28, 2023 9:20 AM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 300-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 300-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 300-3

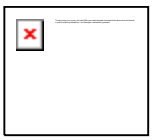
In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 300-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 300-5

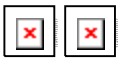
- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 300-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 300-7

Thank you,



Bryan Lee
Chief Executive Officer



Submission 301

From: Blake Jung [redacted]
Sent: Tuesday, March 28, 2023 12:36 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 301-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 301-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 301-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 301-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 301-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 301-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 301-7

Thank you,

Sent from my iPhone

Submission 302

From: Alejandro <[redacted]
Sent: Tuesday, March 28, 2023 9:16 AM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 302-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 302-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 302-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 302-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 302-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 302-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 302-7

Thank you,

Submission 303

From: Zein Obagi [redacted]
Sent: Monday, March 27, 2023 10:58 PM
To: GreenlineExtension
Subject: C-Line Extension DEIR Question?

Hello,

Among the comments and questions I have submitted as part of the Redondo Beach City Council, I add the following.

From time to time, when South Bay air quality is good, residents choose to open their bedroom windows at night to avoid the cost of powering an air conditioning unit, or fan. If the C-Line is extended down the ROW, what will Metro do, if anything, to permit the residents who live adjacent to the ROW to sleep with their windows ajar? 303-1

Currently, to my knowledge, the freight train does not operate between 9pm and 8 am each night, so the subject residents have the liberty to open their windows at night, if they so choose. 303-2

In other words, the DEIR has inadequately analyzed the project's impact on the sleep of residents along the ROW. 303-3

Zein E. Obagi, Jr. ***Lead Counsel***
OBAGI LAW GROUP, P.C.
[redacted]

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Submission 304

From: Yumiko Omatsu [redacted]
Sent: Monday, March 27, 2023 5:12 PM
To: GreenlineExtension

Hi I'm Yumiko Omatsu.

I'm living in Breakwater Village in Redondo Beach.
My unit is facing the railroad but only 2times a day the freight train goes by.
So it is always very quiet here.
We are senior residents so the noise is a very important issue. 304-1
And also safety is the most important matter.
There is not enough space for making a new Metro train next to us.
It's too narrow and there are pipeline yellow poles next to our wall. 304-2
ROW is an impossible plan and destroying our life and community.

Please think about it.
Sincerely,

Yumiko Omatsu

Submission 305

From: [redacted]
Sent: Monday, March 27, 2023 4:23 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org
Subject: DEIR Response to Proposed Green Line Extension in Redondo Beach and Lawndale

Dear Metro and Metro Board of Directors,

After reviewing the Draft Environmental Impact Report, please consider the following comments.

Comparison of Right of Way (ROW) vs Hawthorne Blvd Elevated Route

The prosed Metro route along the Right of Way (ROW) will create significant continuous negative impacts on the nearly 400 homes adjacent to the rail tracks. To me it is astounding Metro could even propose such a horrific location that will have hundreds of trains running directly behind homes each day and then claim it will have mitigated impacts on residents. The ongoing issues include risks from derailment, air pollution, ground settling, hazardous chemical release from underground pipelines, and constant loud sounds every 10 minutes that will be detrimental to the health and safety of hundreds of residents currently living along that route. 305-1

The best option and one that would be preferred by all cities in the area would be underground along Hawthorne Blvd. While this is probably the most expensive alternative it would alleviate any concerns from residents and would not have any detrimental impacts on areas above ground. 305-2

If this is not feasible the next best one would be an elevated above ground route on Hawthorne boulevard as stated in the executive summary pages ES-13 to ES-16. 305-3

An elevated Hawthorne Blvd Route makes the most sense for the following reasons:

- It was the original public rail route and will better connect the community. 305-4
- Most of the surrounding area is commercial not residential and will have less of an impact on residents. 305-5
- Increased ridership as it is adjacent to the new Galleria Construction Project 305-6

Metro already has a significant problem with low ridership. Placing the new route as has been suggested by some behind homes on the Right of Way will not take advantage a regional amenity that can increase ridership. 305-7

The new developer for the Galleria project has publicly supported and submitted a letter stating they would prefer the elevated route along Hawthorne Blvd with a stop at Artesia Blvd and Hawthorne Blvd. They believe it will benefit their large development as more people would use the Green Line to come and shop, eat, and work. As the development is later expanded to include housing this will most likely be used by residents and will further increase ridership. 305-8

I urge you to please consider the elevated route along Hawthorne Blvd. 305-9

Sincerely,

Wayne Craig
Redondo Beach Resident

Submission 306

From: Velia Gomez < [redacted] >
Sent: Monday, March 27, 2023 5:53 PM
To: GreenlineExtension
Subject: Draft EIR Comment

I do not want the green line built on the train tracks . The noise level , safety , vibration .. the best place would be (Hawthorne Option) 306-1

Sent from my iPhone

Submission 307

From: [redacted]
Sent: Monday, March 27, 2023 9:20 PM
To: GreenlineExtension
Subject: Draft EIR Comment

To Whom it May Concern,

My name is Tony Galvan and I am writing this email to comment on the proposal for the Green Line extension. As a resident of Lawndale for close to 30 years I have become familar with Metro Transportation in my neighborhood my whole life. I have taken the train from the Rosecrans station to Downtown Los Angeles station occassionally for work and Jury Duty. When I was in High School I would take the bus from Lawndale High School to Home from time to time as well. One thing I've always felt is that my basic needs of transportation was already meet between both the train and bus stations that Metro already has in place in Lawndale and Redondo Beach.

My current residence is perpendicular to 162nd Street and Condon Ave in Lawndale California. I beleive extending the Green Line through the train tracks to the Redondo Beach would devalue the property value of Lawndale and in turn hinder the growth of our city. The noise, the shaking from the train, the trash left behind from displaced individuals and the quality of life would go down as a train being placed right next to a residential neighborhood would cause. This would definitely cause a shift in property value to go down as many long time residents would move out instead of dealing with a train that passes through their backyard every 10-15 minutes. It would also be hard to sell a home to a person in the market as they would have to think about their quality of life as to hear a train pass through 10+ times a day. 307-1

I feel that Lawndale has grown in the time that i've been here. I believe if you absolutely have to put the Green Line extension through Lawndale that the best idea would be to have it run through Hawthorne Blvd. Individuals who ride the Green Line would be able to see firsthand the businesses that our city has to offer before departing the train for the Galleria Mall. I believe the idea of running more buses through Lawndale and Hawthrone Blvd to Redondo Beach and Torrance would be a viable option as there has already been a bus stop built around Kingsdale Ave in Redondo. I please ask that you consider these factors in your decison making for the Green Line extension. 307-2

Thank you.
Tony Galvan
City of Lawndale Resident

Submission 308

From: Chelsea Schreiber [redacted]
Sent: Monday, March 27, 2023 5:16 PM
To: Fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: No to ROW from the Lawndale Gnome King

Dear Metro and the Metro Board,

I am writing to you as a concerned gnome who lives in the neighborhood affected by the proposed ROW project. As a resident of this community, I want to express my opposition to the project and explain why it would be bad for our neighborhood.

Firstly, the ROW project would require the removal of many trees and green spaces in our community. As a gnome, I value nature and its importance in maintaining the health and well-being of our environment. Trees and green spaces provide a vital habitat for animals and help to purify the air we breathe. Removing them would not only be detrimental to the natural beauty of our neighborhood but would also have serious consequences for our local ecosystem. 308-1

Secondly, the construction of the ROW project would create a lot of noise and pollution. As a gnome, I am very sensitive to noise and pollution, and I know that many of my human neighbors are as well. The constant sound of construction machinery and heavy traffic would make it difficult for us to enjoy our homes and gardens, and the increased pollution would have negative health effects on us all. 308-2

Lastly, the ROW project would disrupt the peaceful and close-knit community we have built here. As a gnome, I value community and the relationships we have with our neighbors. The construction and increased traffic would create a divide between us, making it more difficult for us to come together and support one another. 308-3

I urge you to consider building the project down Hawthorne Blvd instead. This area already has a high volume of traffic and would benefit from improved public transportation options. It would also avoid the disruption and negative impact on our neighborhood. 308-4

In conclusion, I strongly urge you to reconsider the proposed ROW project and its impact on our neighborhood. As a gnome and resident of this community, I am committed to protecting our environment, preserving our quality of life, and maintaining our sense of community. Please consider our concerns and work with us to find a better solution that benefits us all. 308-5

Sincerely,
The Lawndale Gnome King

Submission 309

From: Ted Hofmann [redacted]
Sent: Monday, March 27, 2023 8:21 PM
To: GreenlineExtension
Subject: Draft EIR Comment

Good evening,
With a multi-year project under construction at the ROW, traffic on Inglewood Avenue and Hawthorne Blvd will be affected, as well as the local side streets.
How will Emergency Vehicles access the area? 309-1

If the Hawthorne Blvd. Option is chosen, will traffic lanes be blocked or closed?
How will traffic be affected? How will Emergency Vehicles access the city of Lawndale? 309-2

The City of Torrance has a construction moratorium from November through January on the major streets.
Will construction on the Metro Rail project adhere to that moratorium?
Will the City of Lawndale be allowed to have the same timeline for a construction moratorium? 309-3

Thank you,
Ted Hofmann

Submission 310

From: Ted Hofmann <[redacted]>
Sent: Monday, March 27, 2023 8:33 PM
To: GreenlineExtension
Subject: Draft EIR Comment

Good evening,
With the proposed project in the ROW, at grade and elevated, there will be tracks, cars, and above the cars, electrical wires.

In a time where all local cities are trying to get rid of the eyesores of overhead wiring, and requiring residential builders to underground utilities at great expense, has Metro considered the eyesore of the electrical wires extended above the light rail cars? 310-1

Has Metro looked at alternatives to the overhead wires powering the trains?

With the Hawthorne Blvd Option, the rail is elevated 30' above street level along the 405, and elevated tracks approx 30' wide. Has that eyesore, at that height, been considered? 310-2

Currently, while traveling North on Hawthorne Blvd, there is the view of sky above, with the 405 freeway being the first obstacle blocking the view. If a Metro Rail track is built on Hawthorne Blvd., the view will be blocked, or greatly affected. How can that be "less than significant"? 310-3

Ted Hofmann

Submission 311

From: Ted Hofmann [redacted]
Sent: Monday, March 27, 2023 8:38 PM
To: GreenlineExtension
Subject: Draft EIR Comment

Good evening,
If the Hawthorne Blvd. Option is chosen, the train will run along the freeway soundwall at 159th St.
The drawing shows the tracks on the west side of the soundwall, partially overhanging Grevillea Ave.
Currently, there are High Voltage Power Lines, I have heard 92KVolts, on poles right where the train is drawn.

311-1

What would be done with the existing power poles and power lines?

311-2

Ted Hofmann

Submission 312

From: Ted Hofmann <[redacted]>
Sent: Monday, March 27, 2023 8:49 PM
To: GreenlineExtension
Subject: Draft EIR Comment

Good evening,
The DEIR comment period is coming to a close on 3/27/23.

The Metro Board is to select a Local Preferred Alternative out of the 3 Alternatives presented.
The DEIR actually has 6 Alternatives, including the HFB, the best option according to the DEIR.

312-1

Is the HFB Alternative even being considered?

After the Metro Board selects an Alternative, the Final EIR will be done, addressing all of the comments from the DEIR.

So, the Metro Board is not aware of the questions or answers, or concerns brought up by the DEIR when they select an Alternative?

312-2

So the Metro Board is voting on options they know nothing about? Or to put it another way, they are voting without the local communities input?

How can they vote without knowing the facts?

Ted Hofmann

From: Sean Moore <SMoore@lawndalecity.org>
Sent: Monday, March 27, 2023 5:16 PM
To: Dierking, Mark <DierkingM@metro.net>
Cc: Raylette Felton <rfelton@lawndalecity.org>; Diane Parsley <dparsley@lawndalecity.org>; Shaundra Burnam <SBurnam@lawndalecity.org>; Lona N. Laymon [redacted]
Subject: Mr. Jay Gould DEIR Comment

Hi Mark,

Mr. Jay Gould asked if we could email over a comment on his behalf on the DEIR (Greenline/C-line):

"Since the proposed Metro Greenline (C-Line) project is impacting the ROW and the drainage courses in the area, Metro should be required to install sump pumps on all of the properties along the ROW in order to mitigate potential flooding/drainage issues for property owners adjacent to the ROW". 313-1

Mr. Jay Gould
3/27/23 10:08 am

Let me know if you have any questions.

Kind regards,

SEAN M. MOORE, AICP, MPA, MPS
City Manager
CITY OF LAWNDALE
14717 Burin Avenue, Lawndale, CA 90260
Office: 310-973-3200 **| Email:** smoore@lawndalecity.org **| Website:**www.lawndalecity.org

From: GEORGE GILLEN [redacted]
Sent: Monday, March 27, 2023 4:28 PM
To: GreenlineExtension
Subject: FW: Property Value and Aesthetics Negatively Impacted By ROW

Sent from Mail for Windows

From: GEORGE GILLEN
Sent: Monday, March 27, 2023 4:27 PM
To: greenlineextention@metro.net
Subject: FW: Property Value and Aesthetics Negatively Impacted By ROW

Dear Metro and Metro Board Members,

I'm writing in regard to the aesthetics section of the DIER. As a homeowner in the ROW impact zone I don't believe the DIER objectively accounts for negative impacts on property value and the character of the existing neighborhood. I was told by a Metro real estate representative that my property can only increase in value with the implementation of ROW. 314-1
This is absurd – I understand in other circumstances certain proximity to public transit stations can be beneficial but homeowners in the ROW impact zone aren't even in a remotely beneficial situation. To begin with Metro proposes to build two more sets of tracks along a narrow passageway with homeowners property on either side. In some cases trains will have to pass within 10 ft. of somebody's Livingroom window. These trains will pass 192 times a day form 4am to 12am. In addition these new tracks will be built alongside existing freight tracks that haul toxic and corrosive materials between two oil refineries. If these cars were to derail as we've seen in the news recently, toxic and corrosive materials 314-2
tumble into someone's backyard. So now we have loud and incessant Metro cars built on an existing freight car hazard to our neighborhood. Would you like to try and sell the house you worked and sweat for under these circumstances? That Metro real estate representative must have taken me for an imbecile. I challenge anyone to tell me how homeowners in the ROW impact zone aren't going to have a significant devaluation to their property given our unique circumstances of Metro Rail cars going through a narrow passageway with residential property in such close proximity 314-3
on either side of the tracks. I ask the Metro Board members to ask yourselves "What if it was my house". Please take these comments into consideration before an existing liability is exponentially exacerbated.

Thank You,
George Gillen
L.A. County Firefighter (Retired)

City of Redondo Beach

Section10-2.19 Landscaping regulations. This section establishes standards for installation of landscaping order to enhance the aesthetic appearance of properties within the City, ensure the quality, quantity, and appropriateness of landscape materials, effect a functional and attractive design, improve compatibility between land uses, conserve water, control soil erosion, and preserve the character of existing neighborhoods.

Submission 315

From: Glen Brackenridge <[redacted]>
Sent: Monday, March 27, 2023 11:31 PM
To: GreenlineExtension
Subject: Public Comment #7

Metro Staff:

The ROW for the C Line (Green) Extension to Torrance Transit Project is currently home to many pipelines that carry hazardous materials, including petroleum products, natural gas, and other chemicals. The construction of a light rail train down the ROW would pose a significant risk to public safety and the environment due to the potential for pipeline accidents or incidents.

In the event of a pipeline leak or rupture, hazardous materials could spill onto nearby streets and neighborhoods, causing serious health impacts and environmental damage. The presence of pipelines along the ROW also increases the risk of explosions or fires, which could have catastrophic consequences for the surrounding community.

Moreover, construction activities associated with the light rail train down the ROW could potentially damage the pipelines, leading to additional safety risks and environmental hazards. Even minor damage to a pipeline could result in a major leak or rupture, threatening the health and safety of nearby residents and the environment.

315-1

Given these risks, it is imperative that Metro and other relevant authorities conduct a thorough analysis of the potential impacts of constructing a light rail train down the ROW, taking into account the presence of pipelines and other hazards. Alternatives that avoid the ROW and reduce the risks to public safety and the environment should be considered and evaluated in the Draft Environmental Impact Report for the C Line (Green) Extension to Torrance Transit Project.

Thank You,

Glen Brackenridge

Submission 316

From: Glen Brackenridge <[redacted]>
Sent: Monday, March 27, 2023 11:30 PM
To: GreenlineExtension
Subject: Public Comment #6

Metro Staff:

The proposed option that goes down the ROW would violate the National Environmental Policy Act (NEPA) by causing significant environmental harm to the local ecosystem. Specifically, the destruction of trees and vegetation would impact air quality, reduce carbon sequestration, and alter local wildlife habitats. 316-1

The proposed option that goes down the ROW would also violate the California Environmental Quality Act (CEQA) by causing significant impacts to the environment and the community. Noise pollution, traffic congestion, and the loss of trees and vegetation would adversely affect the quality of life for residents and could lead to long-term health impacts. 316-2

The option that goes down Hawthorne Boulevard would be more consistent with the **City of Torrance's General Plan**, which emphasizes the preservation of natural resources and the promotion of sustainable development. The destruction of trees and vegetation associated with the ROW option conflicts with the General Plan's goals. 316-3

The ROW option would also have negative impacts on the **federally-protected California gnatcatcher bird**, which has been observed in the project area. The loss of natural habitat would **violate the Endangered Species Act** (ESA) and require significant mitigation efforts. 316-4

In contrast, the option that goes down Hawthorne Boulevard would avoid significant impacts on the environment and wildlife, and would comply with all applicable environmental regulations. This option would minimize noise pollution and preserve trees and vegetation, promoting a healthier and more sustainable community. 316-5

Thank You,

Glen Brackenridge

Submission 317

From: Glen Brackenridge [redacted]
Sent: Monday, March 27, 2023 11:07 PM
To: GreenlineExtension
Subject: Public Comment #5

Metro Staff:

As a resident of Lawndale I would like to comment about the lack of discussion of emminent domain. Egineering staff at Metro have commented that properties along the ROW south of 170th street may have portions of their yards taken in order to achieve the needed width of that section. If this is going to be necessary for the ROW option, than the Metro Board should be informed that is going to be a cosequence. For them to make an informed decision regarding their constituents, they should know how they will potentially be affected. 317-1

Thank You,

Glen Brackenridge

Submission 318

From: Glen Brackenridge <[redacted]>
Sent: Monday, March 27, 2023 11:02 PM
To: GreenlineExtension
Subject: Public Comment #4

Metro Staff:

As a resident of Lawndale I would like to respond to the question in the DEIR regarding the ROW option: **"Would the project result in generation of a substantial or permanent increase in ambient noise levels in the vicinity of the project."** Metro's answer is for the ROW operation at grade, the noise level increase is significant and unavoidable. With 200-300 trains passing daily, and honking horns at the crossing at 170th street, this level of noise is unacceptable. Have noise levels been taken currently at the ROW when the BNSF train is NOT going by? If so, readings would show that the ROW is peacefully quiet. I'd request Metro compare that to the current level of noise on Hawthorne Boulevard at all hours. I think it's clear that as a busy thoroughfare, Hawthorne Boulevard already has much higher ambient noise levels due to traffic, and therefore would not noticeably be altered by the addition of a light rail train. 318-1

Thank You,

Glen Brackenridge

Submission 319

From: Glen Brackenridge [redacted]
Sent: Monday, March 27, 2023 10:57 PM
To: GreenlineExtension
Subject: Public Comment #3

Metro Staff:

As a resident of Lawndale I would like to respond to the question in the DEIR regarding the ROW option: **"Would the Project substantially damage scenic resources, including but not limited to trees..."** The DEIR says that there is NO IMPACT for Metro going down the ROW. How can you possibly say that? The ROW is one of the most scenic, peaceful places in Lawndale. Lawndale has a park ratio of 0.8 acres/1000 people, when the county average is over 3 acres/1000 people. The ROW currently serves the community as a park, and helps make up a vast portion of that 0.8 acres. Lawndale identified trying to build a park as one of their highest priorities in that 2016 report. This was their no.1 project: (screen shot taken from report) 319-1

1. Project Name: Multipurpose Park Along Railroad

   Project Location (address, assessor's parcel number, or nearest intersection):

   170th St and Manhattan Beach Blvd.

   Project Type (choose one):

   - ☐ Repairs to Existing Amenities
   - ☐ Add/Replace Amenities in Existing
   - ☑ Park Build New Park or Specialty Facility (include acreage in description)

   Brief Description of Project:

   Multipurpose park along available space next to railroads for all to use starting at 170th St and ending on Manhattan Beach Blvd. Property is not city owned. Land acquisition required.

According to DEIR page 3.3-13:
"Visual quality refers to the aesthetics of a view. Determining the quality of a view is based in part on the viewer's values and notions about what constitutes a quality setting. Existing visual quality is compared to the expected appearance of the site in order to determine whether the visual character of the area would be degraded. Factors such as changes in the appearance of the project site, structure height and massing, setbacks, landscape buffers, and other features are taken into account."

Based in this definition, the ROW option will destroy the visual aesthetics of Lawndale. Currently there are no fences or soundwalls on the ROW. Building a train down the ROW will destroy our much needed park land, will deforest our limited number of trees, and will be a visual and environmental blight on the community. 319-2

Thank You,

Glen Brackenridge

Submission 320

From: Glen Brackenridge [redacted]
Sent: Monday, March 27, 2023 10:48 PM
To: GreenlineExtension
Subject: Public Comment #2

Metro Staff:

As a resident of Lawndale I would like to respond to the question in the DEIR regarding the ROW option: "**Would the Project physically divide an established community?**" The DEIR says for the ROW, the effect is "less than significant." On the contrary, the effect is PERMANENT and incredibly significant. As a homeowner I cross from one side of the community to the other across the ROW every day with my dogs. Schoolchildren walk to school across the ROW. Neighbors constantly pass back and forth. How can you possibly say that the effect is "less than significant" when you are putting fences down the ROW ensuring that we can no longer cross? 320-1

Thank You,

Glen Brackenridge

Submission 321

From: Glen Brackenridge <[redacted]
Sent: Monday, March 27, 2023 9:30 PM
To: GreenlineExtension
Subject: Public Comment #1

Metro Staff:

As a resident of Lawndale I would like to respond to the question in the DEIR regarding the ROW option: "**Will the project result in inadequate emergency access?**" The DEIR says for the ROW, the effect is "less than significant." I disagree. How was this determined? For those of us who live between Inglewood Ave and the ROW, we would no longer be able to exit our neighborhood easily, going east. If there is backup on Inglewood, as there frequently is, this could be a real problem. 321-1

In addition, McCormick Ambulance Station on 182nd would be directly impeded from reaching residents in North Redondo as it would have to wait at the railroad crossing at 182nd and the ROW. Wheras this would not be a problem if the Hawthorne Blvd option was chosen. 321-2

Thank You,

Glen Brackenridge

Submission 322

From: Glen Brackenridge <[redacted]>
Sent: Monday, March 27, 2023 11:39 PM
To: GreenlineExtension
Subject: Public Comment #8

Metro Staff,

I would ask that before a cost option is shown for any proposed route down the ROW to the Metro Board, that any cost should also include the expense of moving all of the pipelines that are currently on the ROW. Have all of those pipelines been identified? What is the cost of their relocation? Has this cost been added to the general total of the ROW alternatives? 322-1

Thank You,

Glen Brackenridge

Submission 323

From: J T <[redacted]>
Sent: Monday, March 27, 2023 4:36 PM
To: GreenlineExtension
Subject: Comment on C-line extension.

Hi,

I live in the Nido park area. I think the only option that makes sense is the below grade following the rail ROW. The Hawthorne Blvd option will disrupt the traffic on the road and will put the station in the middle of the road. It will be hard to make any bike or walking connections to it. Also the elevated tracks will let the noise to travel for miles. 323-1 323-2

Following the ROW below grade minimizes the impact to the homes nearby. It also allows putting the station next to the Redondo beach transit center. This will turn the center to a multimodal transit center and greatly increase usage. The bike lane under the power lines could be extended to the station making it much easier for anyone in North Redondo to use the transit center. 323-3

The value in a network depends on the number of connections. Having one large multimodal transit center is much better than a separate train station and bus station. 323-4

James Tucker
Grevillea Ave. Redondo Beach CA.

Submission 324

From: Jamison Hughes [redacted]
Sent: Monday, March 27, 2023 9:59 PM
To: GreenlineExtension
Subject: Draft EIR Comment

To whom it may concern,

I am writing to express my opposition to the proposed light rail project that is set to be built through our neighborhood in Lawndale with the Metro Row or trench option. 324-1

While I understand the potential benefits of a light rail system, such as reduced traffic congestion and improved public transportation options, I believe that this particular project will have significant negative impacts on our community. 324-2

First and foremost, history is filled with transportation projects that detrimentally affect low-income or communities of color. The proposed project has no stops in the city of Lawndale yet we will disproportionately suffer most of the disruption through construction, vibrations to our house and the noise of up to 200 trains passing through each day. 324-3

It also seems as though the need for this extension is based on a made-up new ridership number. We know that ridership is down on the Metro system due to the perceived danger. 324-4

It benefits the city of Torrance, and understandably, they are in favor of it because it does not seem to affect many of their residents. The project, however, would cause major disruptions to our community in Lawdale. I urge you to reconsider the proposed light rail project and instead focus on alternative solutions to our transportation challenges. Our neighborhood is peaceful, and we should not sacrifice our quality of life for the sake of a poorly conceived public transportation system that has zero benefits to the city of Lawndale. 324-5

Thank you for your attention to this matter.

Sincerely,
Jamison Hughes
[redacted]

Submission 325

From: Janette Kurth <[redacted]>
Sent: Monday, March 27, 2023 11:01 PM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; FourthDistrict@bos.lacounty.gov; GreenlineExtension; Dierking, Mark; dierkingmark@yahoo.com
Subject: What is lacking are studies on the human mental health altering and neurological impacts of Noise Pollution exposure

To: Metro and Metro Board Members

After having a chance to review the Draft Environmental Impact Report, please consider the following as our ninth DEIR group response for the record. We are responding in joint installments submitted by group members to ensure each concern is highlighted and expressed so it represents the breadth of our combined communities.

This installment is commenting on concerns about lack of Human Health Impacts studies. The DEIR only mentions human health briefly with regard to Air Quality, Energy and Hazardous Materials.
The DEIR claims less than significant impact under Energy and HazMat due to chemicals and emissions for construction which we would dispute due to a cumulative impact factor.
However under Air Quality for trenching, the designation is Significant and Unavoidable. 325-1

There can be no fully At-Grade project build because of the McCormick Ambulance facility on 182nd St a half block away from the crossing, therefore it would be necessary to trench under 182nd St. which would impose excavation for trenching violating the EPA air quality regulations for the duration of construction, noted in the DEIR as 5 - 7 years. Note there are homes within 50 feet of where this would occur. 325-2
The scenario for 170th St. in Lawndale would be similar due to school crossing and limited access for emergencies. 325-3

What is lacking are studies on the human mental health altering and neurological impacts of Noise Pollution exposure which can according to numerous studies by well respectedminstitutions have a negative effect on the human brain. The DEIR indicates noise would be Significant and Unavoidable (3.6-2). 325-4

Please note there are many studies linking serious health risks to living near this type of noise. Some of these risks include stress related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity. Chronic stress, sleep disturbances, and anxiety are noted to impact children living with high levels of noise pollution. They can develop impairments in memory, attention, and reading skills. 325-5
Other more serious health effects include high blood pressure and increased risk of heart attack.
DEIR Community Response Series from Right of Say-Redondo ... https://mail.aol.com/webmail-std/en-us/PrintMessage
1 of 3 3/27/23, 2:23 PM

The willingness to even consider exposing 1,100 households along the ROW to these kinds of health risks is inconceivable.
Here are links to some articles that lay out some of the dangers of noise pollution:
EPA.gov - Clean Air Act Title IV - Noise Pollution - https://www.epa.gov/clean-air-act-overview /clean-air-act-title-iv-noise-pollution 325-6
Harvard - The Effects of Noise on Health, Noise pollution is more than a nuisance. It's a health risk - https://hms.harvard.edu/magazine/viral-world/effects-noise-health

NIH - Decibel Hell: The Effects of Living in a Noisy World - https://www.ncbi.nlm.nih.gov /pmc/articles/PMC1253729/ 325-6

Stress is another Human Health Impact we are concerned about. For the impacted community we are faced with the threat being thrust upon our homes, our community, our environment and our lives being permanently altered to an insurmountable extreme.

This is the stress we are forced to endure and feel harassed by. When we could and should have been enjoying our lives in peace, we are instead finding ourselves embroiled in not only this painstaking brutal process by no fault of our own, but we also have abusive rhetoric and name calling thrown at us by our neighboring city, more community harassment once again by no fault of our own. Some of us have recently suffered the shock of newly finding out about this project and what it means to our homes and peaceful enjoyment while others of us have been involved in this issue for years. 325-7
Those of us who are at a more advanced age will never be able to get those years back.

This amount of stress and anxiety will surely have lasting effects on our health and well being, some of us already suffer from PTSD. Other stress related health problems include digestive health which can lead to more serious issues. This health wear and tear impact has been Significant and Unavoidable and it is not being considered in the DEIR as an environmental impact. If harassment on the job creates a hostile environment, then so too should a process like this be thought of as creating a hostile environment in our communities. Not something we ever asked for, nor do we deserve.

Health risks due to stress include: Brain Function Complications, Memory disorders, Cognition and Learning disorders, compromised Immune System Functions, deteriorated Function of the Cardiovascular System, Gastrointestinal Complications and impairments to the Endocrine System.
The most difficult part to digest is this is all being done and perpetuated for over a decade knowing there are much better, more beneficial and less destructive alternatives to consider. 325-8
DEIR Community Response Series from Right of Say-Redondo ... https://mail.aol.com/webmail-std/en-us/PrintMessage
2 of 3 3/27/23, 2:23 PM

Once again the only suitable mitigation for all of this is to recommend the Hawthorne Blvd. Elevated option, for the sake of our combined communities between the two cities of Redondo Beach and Lawndale. 325-9
Thank you for your consideration in this matter.
Respectfully, Jan Kurth

From: Jerome Chang [redacted]
Sent: Monday, March 27, 2023 11:54 PM
To: GreenlineExtension
Subject: Choose Hawthorne option

Please go down Hawthorne Blvd. it's where all the destinations are: businesses 326-1

And if cost and extra time are the issues, mimic the Silver Line and employ rapid buses 326-2

_____
Vote this Tues, March 7, 2023

Jerome Chang, educator & architect
Candidate for RBUSD Board of Education
www.VoteJerome.com

Submission 327

From: Jose Jimenez [redacted]
Sent: Monday, March 27, 2023 5:41 PM
To: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; GreenlineExtension; jbutts@cityofinglewood.org; jdupontw@aol.com; kathryn@bos.lacounty.gov; mayor.helpdesk@lacity.org; thirddistrict@bos.lacounty.gov
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 327-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 327-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 327-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 327-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 327-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 327-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 327-7

Thank you,

Jose A Jimenez

Submission 328

From: Julie Young [redacted]
Sent: Monday, March 27, 2023 9:49 PM
To: GreenlineExtension
Subject: Draft EIR Comment

Dear Metro & Metro Board Members,

I am deeply concerned about the DEIR in regards to the possible Green Line extension along the Right of Way. I'm writing today as a resident of Redondo Beach and I own property adjacent to the Right of Way.

I fail to see anything in the DEIR that addresses the freight line being moved further west, and as a result closer to the underground gas pipelines — the pipelines that were being worked on in summer of 2020 that caused pretty significant property damage (a sink hole outside my front door) that literally took years to properly repair. Please note the pipelines are generally at a depth of 6-7 feet, where they go under Grant Avenue - they are at a depth of greater than 30 feet. 328-1

As a property owner adjacent to the right of way, I have been repeatedly told that light rail is "quiet, not disruptive, and would likely go unnoticed" as literally hundreds of trains go by on a daily basis, however page ES-22 clearly states that the operation of project as proposed would have “significant and unavoidable" "increased noise levels.” There are literally HUNDREDS of homes and residents that would be directly negatively impacted by daily increased noise for up to 20 hours daily if the project is done as proposed. While the Hawthorne boulevard option does have some residences within a stones throw of where the tracks would be - the number impacted would be much fewer. 328-2

It only makes sense to have mass transit stay near mass transit and not cut through local neighborhoods. The benefits to local businesses if the extension goes down the right of way would be immeasurably beneficial for them! Having metro ridership get a first hand view of local shopping options during their time on transit outweighs passing by private bedroom windows. 328-3

I understand the benefits of mass transit - I really do. However, the reality of my family taking the metro if the extension comes through by any option is slim to none, and I know I’m not alone. Ridership is drastically down across the board, and taking my family of 6 on the metro is not only expensive, but I rarely feel safe on the Metro anymore when I do take it. I wish I could feel safe. I wish I could take the Metro more, but the statistics of Metro's safety doesn’t lie, and I’m just not willing to risk it. 328-4

I would prefer a high frequency bus alternative to the extension as proposed. 328-5

Julie Young
[redacted]

From: Lily Kua [redacted]
Sent: Monday, March 27, 2023 10:49 PM
To: GreenlineExtension
Subject: C Line (Green) Extension to Torrance

Dear Metro Board,

I'm writing to express my concern about the proposed plan to run a commuter train through the densely populated neighborhoods. As a resident of Ruxton Ridge, I strongly believe that this plan should not be implemented for several reasons.

Running a commuter train thru a populated neighborhood would impact a significant safety risk to the residents. As you know, trains are heavy and fast-moving vehicles that can cause serious damage & accidents if something goes wrong. This risk is even higher in a densely populated area where there are more people and obstacles that could potentially cause accidents. It's not worth the risk to the safety and well-being of the residents. 329-1

The pollution & noise disruption caused by the train would be a major inconvenience to the residents. As you know, Commuter trains are known for their loud noises & vibration, this vibration can slowly damage the foundations & decrease the home values of the properties in the area. The loud noises can be heard and felt for miles around. This would disrupt the peace and quite of the neighborhoods and make it difficult for all residents to go about their daily lives without disturbance. 329-2

As of now residents of the community are able to enjoy the pleasant weather & climate by having their windows & doors open for fresh air, how fair would it be to the residents to now live with doors & windows closed to prevent from being disturbed and annoyed by the noisy train running so frequently day & night? Have you, each Member, considered the unfairness in imposing such disruption in quality of life on our daily basis for every day of the residents' lives? Have you personally contemplated how your lives would be if something loud went right past your houses every few minutes, every single day for the rest of your life? 329-3

I strongly believe that running a commuter train thru a densely populated neighborhood is not a wise decision. The safety risks, noise pollution, and disruption caused by the train (Green line) would have a negative impact on the resident's quality of life and well-being. I urge you to consider alternative options that would not pose such risks to the community. 329-4

Thank you so much for your attention to this important matter.

Sincerely,

Lily Kua
[redacted]
RB

Submission 330

From: Angie Souza [redacted]
Sent: Wednesday, March 22, 2023 7:06 PM
To: GreenlineExtension
Cc: HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jdupontw@aol.com; mayor@cityofinglewood.org; mayor.helpdesk@lacity.org
Subject: C-Line(Green Line (DEIR) Public Comments

Importance: High

SAFETY:

I am addressing the subject of safety. I live at Breakwater Village along the ROW. We have 191 units plus the 1,000 other home in Redondo
Beach and Lawndale and El Nico Park

You want to move the current track 15 feet closer to our property and add two more sets of track. A total of 3 tracks in such a narrow space. 330-1
These trains carry liquid petroleum and with the homes,passengers and children in the park I worry about possible derailments. We have had several in the past and Just recently in East Palenstine Ohio, where the residents are still dealing with the after effects. I am concerned for our health and safety. 330-2

I hope the METRO and Metro Board will consider our HEALTH AND SAFETY 330-3

Sincerely,
Angeline Souza

From: bryan henry [redacted]
Sent: Wednesday, March 22, 2023 9:23 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 331-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 331-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 331-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 331-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 331-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 331-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 331-7

Thank you,

Sent from my iPhone

Submission 332

From: Dana Icaza [redacted]
Sent: Wednesday, March 22, 2023 12:27 PM
To: GreenlineExtension
Subject: No to Row

Please say no to metro on Row. There are way too many safety concerns with too many children's lives at stake. The ground is not meant for that much traffic. 332-1

Thank you

Submission 333

From: Doug Boswell [redacted]
Sent: Wednesday, March 22, 2023 12:09 PM
To: GreenlineExtension; Sheridan, Georgia; Dierking, Mark; Mieger, David
Cc: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com
Subject: Please select the Hawthorne Blvd elevated route for the C-Line extension

To Metro:

As a resident of North Redondo I ask that you select the Hawthorne Blvd elevated route for the C-Line extension. As detailed in your DEIR, the 2 ROW options, expanded to 3 sets of tracks will contribute to continued damage to nearby homes from the virtually continuous vibration during hours of operation. People's homes have already suffered such damage over the years. The best option to extend the C-Line to Torrance is to avoid the ROW entirely and select the Hawthorne Blvd route.

333-1

Thank you for your attention to this matter.

Sincerely,

Doug Boswell
Redondo Beach resident since 1989

Submission 334

From: Dre Nicole Amundson [redacted]
Sent: Wednesday, March 22, 2023 1:04 PM
To: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; GreenlineExtension; jbutts@cityofinglewood.org; jdupontw@aol.com; kathryn@bos.lacounty.gov; mayor.helpdesk@lacity.org; thirddistrict@bos.lacounty.gov
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am with the neighbors who are egregiously offended by your insensitive decision to run this train through a neighborhood full of homes. After attending the broad meeting where a man had a heart attack, and learned of another neighbor's dog tragically being decapitated should send a clear message to your broad that this selfish choice is inhumane. The obvious solution is to run the train down Hathwrone. Not sure how you're going to save money while your insurance company is going to be paying out lump sums to injuries and mental distress caused by those living too close to a train. 334-1

Think with your heads, not your wallets, and think about the ways in which you could help this community instead of divide. 334-2

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: - NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. - SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. - LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. - RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. Thank you, 334-3 334-4 334-5 334-6 334-7 334-8 334-9

Submission 335

From: Janice Tanabe [redacted]
Sent: Wednesday, March 22, 2023 4:35 PM
To: GreenlineExtension
Cc: HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; JButts@cityofinglewood.org; jdupontw@aol.com
Subject: C-Line (Green) DEIR Public Comments

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

The Chapter on Air Quality does not adequately address the severe impact on the effect of the dust during construction and the pollution emitted by passing trains on ones health. A person with allergies, asthma and heart palpitations will be strongly affected by these allergens. 335-1

Thank you for your attention to this matter.

Janice Tanabe
Breakwater Seniors with a Mission

Submission 336

From: Janice Tanabe [redacted]
Sent: Tuesday, March 21, 2023 4:24 PM
To: GreenlineExtension
Cc: HollyJMitchell@bos.lacounty.gov; JButts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject: C-Line (Green) DEIR Public Comments

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

The Chapter on Geology, Soils and Palenontological does not adequately address the severe impact of the condition of the soil along the R.O. W. Already there is a 3-year old sinkhole just 200 yards away. Construction and running trains next to my senior residential development will loosen more earth; and if there is an accident with the oil freight trains, a spill will ruin our 'backyard' experience. 336-1

Thank you for your attention to this matter.

Janice Tanabe
Breakwater Seniors with a Mission

Submission 337

From: John Schreiber [redacted]
Sent: Wednesday, March 22, 2023 2:33 PM
To: GreenlineExtension
Cc: jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; fourthdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com
Subject: Metro C Line Extension -- HAZARDOUS MATERIALS & SAFETY

Dear Metro and Metro Board Members,

I am submitting one of multiple comments on the proposed C Line (Green Line) Extension and want to first state -- I strongly urge you as a board to choose the Hawthorne Boulevard elevated option over the ROW options. 337-1

I also want to specifically address multiple issues with the findings of the Draft Environmental Impact Report and in this email I want to address **HAZARDOUS MATERIALS.**

Choosing the ROW option for the C line extension would present significant safety issues regarding hazardous materials. I think these issues were inadequately addressed in the Draft EIR. 337-2

In some parts of the ROW in Lawndale, Metro plans to move the existing freight track to within 8-10 feet of property lines. This freight track carries highly flammable petroleum products in tanker cars and has had a history of derailment (see attached article). Just down the line from here, on January 12, 2017, the very train you want to move closer to homes derailed and overturned. If a derailment were to happen along the ROW, petroleum tanker cars would quite literally land in backyards and possibly into structures. With so many train derailments in the news, you can see why this is a terrible idea. Even if Metro mitigates the tracks and modernizes them, there is still the unacceptable risk a train can derail and injure or even kill. 337-3

https://www.cbsnews.com/losangeles/news/train-derailment-in-el-segundo-forces-road-closure/

In addition to the current freight track, the Metro ROW has buried high-pressure petroleum pipelines underground. The draft EIR barely addresses these pipelines and the possibility for disaster if something happens to them during construction. The draft EIR essentially states "we will deal with it when we get to it." How can Metro take such a lackadaisical approach to these pipelines? Especially when they sit in unstable soil that has a history of sinkholes and erosion? You are just asking for disaster. 337-4

Thanks,

John Schreiber
[redacted] Lawndale

Los Angeles County
Metropolitan Transportation Authority

Final Environmental Impact Report
Appendix C. Public Comments on the Draft EIR
Part 2: Submissions 338-663

Metro

Submission 338

From: Mark Nelson (Home Gmail) <[redacted]
Sent: Monday, March 27, 2023 6:18 PM
To: GreenlineExtension; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; Holly J. Mitchell; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org
Subject: Public Safety and Violence from Metro Trains: Violent Crime Increase Focus

Public Comment into the Public Record - Metro Board
Public Comment - Metro Green Line DEIR is Defective

To Whom It May Concern:

I see no record of analysis of the violent crime that occurs on Metro routes and also the crime that undoubtedly spills off into the neighborhoods that Metro runs through. I cannot imagine that have routes in local neighborhoods would not lead to increased crime. The DEIR is defective and fails to address this. The DEIR must be remediated to address crime and the spread of crime and violence. 338-1

The links below demonstrate the clear and present danger of Metro that Continues to Increase.

RECENT VIOLENT CRIME ON METRO ARTICLES

Violent Crime on the Rise in Metro
https://www.youtube.com/watch?v=hgt9-oMfabY

Rise in Violent Crime, Overdose Deaths on Metro
https://www.youtube.com/watch?v=X7YSfmA3S1Q

Rise in Violent Crime on Metro Causes Need for Ambassadors
https://www.youtube.com/watch?v=XNeLnSzMTR0

Violence on Metro is a Growing Problem
https://www.youtube.com/watch?v=dXNC53Y1v1E

Metro Riders Bail Due to Violence
https://www.latimes.com/california/story/2023-03-14/horror-the-deadly-use-of-drugs-on-metro-trains

Rapes, Murders, Violent Crime up 24% on Metro
https://www.cbsnews.com/losangeles/news/la-metro-blasts-classical-music-in-attempt-to-make-train-station-safer/

Riders Fleeing Metro Amongst Violence
https://www.koreadailyus.com/la-riders-are-fleeing-metro-stations-as-violent-crime-surges/

Metro Facing Huge Crime Increase
https://www.kcrw.com/news/shows/press-play-with-madeleine-brand/abortion-pill-public-transit-moving-on-film-ny-phil/la-metro-crime-drugs

Metro Ridership is Plummeting
https://www.city-journal.org/los-angeles-metro-needs-more-law-enforcement-less-social-work

LA Metro Crime Stats are Horror Show
https://www.lamag.com/citythinkblog/l-a-metro-crime-statistics-are-an-absolute-horrorshow/

Submission 339

From: Mark Nelson (Home Gmail) [redacted]
Sent: Monday, March 27, 2023 11:57 PM
To: GreenlineExtension; Holly J. Mitchell
Subject: DEIR Comment - Green Line - Child Abductions and Residential/School/Special Needs Neighborhoods in Lawndale and Redondo Beach

The residential neighborhoods around the right of way that Metro wants to use are full of schools and children. Metro has a history of child abduction attempts and that type of criminal should not be encouraged to come into residential neighborhoods near schools.

339-1

Child Abduction on Metro from Blind Man
https://abc7.com/kidnap-attempt-child-abduction-arrest-metro/6416382/

Submission 340

From: Mark Nelson (Home Gmail)[redacted]
Sent: Monday, March 27, 2023 6:37 PM
To: GreenlineExtension; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; Holly J. Mitchell; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org
Subject: Public Safety and Violence from Metro Transit: Sexual Assualt/Rape Focus

Public Comment into the Public Record - Metro Board
Public Comment - Metro Green Line DEIR is Defective

To Whom It May Concern:

I see no record of analysis of the rape and other sexual assault that occurs on Metro routes and also the crime that undoubtedly spills off into the neighborhoods that Metro runs through. I cannot imagine that have routes in local neighborhoods would not lead to increased crime. The DEIR is defective and fails to address this. The DEIR must be remediated to address crime and the spread of crime and violence such as sexual assault into neighborhoods with routes. 340-1

The links below demonstrate the clear and present danger of Metro that continues to increase in terms of rape and sexual assault. 340-2

RAPE AND SEXUAL ASSUALT CRIME ON METRO ARTICLES

Rapes, Murders, Violent Crime up 24% on Metro
https://www.cbsnews.com/losangeles/news/la-metro-blasts-classical-music-in-attempt-to-make-train-station-safer/

Brazen Rape on Metro
https://www.latimes.com/archives/la-xpm-2012-nov-10-la-me-1110-bus-rape-20121110-story.html

Roughly a Rape a Month on Metro
https://lasd.org/wp-content/uploads/2022/04/Post_Sheriff_TSB_Presentation.pdf

Teen Raped after Metro Stalking
https://abc7.com/teen-raped-rape-suspect-los-angeles-police-16-year-old-girl-attacked/11092428/

Beating, Rape at Red Line
https://www.cbsnews.com/losangeles/news/transient-wanted-rape-metro-station/

Mentally Disabled Woman Raped for 10 Minutes on Metro
https://laist.com/news/criminal-justice/mentally-disabled-woman-raped-for-1

Increase in Brazen Crime on Metro, Attempted Murder, Rape and Assault
https://kfiam640.iheart.com/content/2022-04-20-securing-the-metro/

Metro Rape and other Violent Crimes Up 24%
https://www.dailynews.com/2023/02/24/crime-skyrockets-on-la-metro-system-including-a-jump-in-drug-deaths/

Metro's Long History of Sexual Assaults - Rape, sodomy and attempted rape involving two victims at the Central Library and three at Union Station
http://libraryarchives.metro.net/DPGTL/employeenews/mymetro/20050600-mta-report-june-2005.pdf

From January 2019 to March 2021, LA Metro received 254 sexual offense reports from Transit Security
https://dailybruin.com/2021/05/10/advocates-commuter-students-push-for-improved-safety-on-la-metro-system

No one in Metro takes sexual assault or groping seriously
https://laist.com/news/la-metro-safety-women-riders-harassment

I get sexually harassed A LOT
https://laist.com/news/la-metro-safety-women-riders-harassment

More Metro Rape Stalking
https://www.cbsnews.com/losangeles/news/sexual-assault-woman-followed-crenshaw-expo-metro-station/

Submission 341

From: Michael Garlan <[redacted]>
Sent: Monday, March 27, 2023 4:58 PM
To: GreenlineExtension
Subject: DEIR COMMENT

Figure 3.6-23 Proposed Project - Combined Light Rail and Freight Relocation Mitigated Noise Impacts shows Sensitive Clusters F2, F3 and F5 as being in the Degree of Impact category of “Less Than Significant With Mitigation”. These clusters should be classified as “Significant and Unavoidable” due to there proximity to the At Grade Crossing at 182nd St. The Bells at the crossing could be as loud as 103 dba SEL at the residence at the corner of 182nd St and Firmona. All the homes in these clusters would be subject to the crossing bells, the train quacker and the sound of the passing train due to the gap in the sound wall. 341-1

Additionally, nearly all the homes in these clusters do not have air conditioning, so occupants do not have the option of closing their windows to try to mitigate the train noise. 341-2

Thank you,
Michael Garlan
Redondo Beach

Submission 342

From: Hughes, Michelle [redacted]
Sent: Monday, March 27, 2023 10:22 PM
To: GreenlineExtension
Cc: mmorse11@roadrunner.com
Subject: Opposition to the Metro on the ROW

To Whom It May Concern:

I am writing to express my strong opposition to the proposed metro train on the ROW that is slated to be built in our Lawndale neighborhood. As a resident of this community, I believe that this train will have a negative impact on our daily lives and the overall quality of our neighborhood with absolutely no benefit to our community as the train will not have any stops here. 342-1

Firstly, the construction of the train will cause significant disruption to our daily lives. The noise pollution from the construction work will make it difficult for residents to carry out their daily activities in peace. In addition, the increased traffic that will come with the construction of the train will lead to more congestion on our already busy streets, making it even harder for residents to get around. 342-2

Secondly, the train itself will also be a source of constant noise pollution. The sound of the train passing through our neighborhood at all hours of the day and night will disrupt our peace and quiet. This will be particularly problematic for families with young children, elderly residents, and those who work from home. 342-3

Finally, I believe that the train will have a negative impact on the value of our homes. With the constant noise pollution and increased traffic, our neighborhood will become less desirable to potential homebuyers. This will make it harder for residents to sell their homes and could lead to a decline in property values. 342-4

In light of these concerns, I strongly urge you to reconsider the construction of the train in our neighborhood on the ROW. I believe that this project will have a negative impact on our quality of life and the value of our homes. 342-5

Sincerely,

Michelle Hughes | [redacted]

Clear Channel Outdoor | GET MORE WITH US.

Michelle Hughes
California Marketing Manager
19320 Harborgate Way | Torrance, CA 90501
O 310.755.7383
clearchanneloutdoor.com
Twitter LinkedIn Insta Facebook Blog

Submission 343

From: [redacted]
Sent: Monday, March 27, 2023 5:21 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; horvath.rbd3@gmail.com; k_mitchell7@mac.com
Subject: DEIR Stakeholder Response - Aesthetics

Dear Metro and Metro Board of Directors,

I am a Redondo Beach homeowner sharing my back property line with the ROW adjacent to El Nido Park on Firmona Ave. just south of 182nd St. This is my final response the the C-Line (Green) Draft Environmental Impact Report.

I have been saying all along that building a project of this caliber, an ill-designed commuter railway in a bad location, where we have a little bit of organic landscape to enjoy and the reason we bought our homes here would forever change the landscape of my home and my community. This organic, natural environment plays an important role in defining the visual setting, even for an urban community. In cases like ours, regionally recognized natural features contribute to an urban community's aesthetic character and visual quality. In SBCCOG-2002 South Bay Rail Studies, BNSF and South Bay Cities Council of Governments concluded a linear parkway could easily be introduced in the ROW. This was after rerouting the more frequent freight to the Alameda corridor and the ROW was falling under the category of "lightly used or abandoned corridors", therefore the public was anticipating this change and that was the basis for buying our home here rather than further west. 343-1

The DEIR only acknowledges aesthetics above the ground, but not the ground itself. On the ROW in the vicinity of 182nd St. it is necessary to trench to allow ambulance and emergency response free uninhibited access which could be a matter of life or death. I have been told numerous times that behind my house the new light rails would be hidden behind the freight berm or trenched, therefor out of my view. I do leave my house frequently and 182nd St is my daily path to food and other necessities. It is the route I take to visit family. It is where aviary wildlife live their lives and we enjoy watching them. 343-2

Currently I enjoy the aesthetics of the natural ground along this daily path on 182nd St. I enjoy the view of the park unhindered by the blight of the mechanical chasm a trench would bring. No matter how hard I could try to keep my focus up high above the ground, the chasm would always be in my view as I go about my daily life. The oversimplified concession of "you won't see it, it'll be hidden behind the berm" or "down in the trench so you won't see it" is dismissive and disingenuous. Metro can do better. Of course I will see it. 343-3

The only improvement to this narrow swath of land would be to add native grass. It would be aesthetically more pleasing and keep the area much cleaner. Currently the ROW is unkempt and adding more rail will not improve it all, it would just make matters much worse. 343-4

The DEIR is totally dismissive of the impacts of construction aesthetics, either writing it off as temporary, when 5 - 7 years of that kind of industrial intrusion would be something intolerable for a long enough time to have concerning mental health impacts. I also see claims of a low profile footprints deemed as insignificant or low impact. This is not possible, there would be big brown clouds of dirt, a constant barrage of industrial equipment and vehicles, plus the workers who on top of the berm would have full view into my home. 343-5

Please understand there is no way to "mitigate" any of this. We should not have to work so hard at begging to be left alone. I am at an age when I need to be living in comfort for the rest of my life. This process has not been that and it has been going on for years. What an intrusion this has been. 343-6

Please recommend Hawthorne Blvd. elevated or any other option besides the ROW to preserve the quality of life of the many actual people like myself. 343-7

Thank you to the Board of Directors for your consideration.

Monique Negrete-Mitchell

Submission 344

From: Morgan Schultz <[redacted]>
Sent: Monday, March 27, 2023 9:03 PM
To: GreenlineExtension
Subject: Homeowner 4561 W 162nd Street - Response to DEIR

Dear LA Metro,

My name is Morgan Schultz and I am a first-time homeowner and Lawndale resident located at [redacted] This is a direct response to the DEIR. I am writing to express my strong opposition to any of the proposed ROW options that will send 200 trains a day passed my house. The noise and vibration, the potential air and water quality impacts, and the safety concerns would have a significant negative impact on my family and my community - particularly the lower income residents who already face numerous challenges. **If LA Metro chooses the ROW option, you are yet again taking advantage of vulnerable, primarily BIPOC communities that don't have a voice. This is a social justice issue!** 344-1

My husband and I chose to buy a home in Lawndale after renting in this area for two years. We fell in love with this diverse neighborhood. It is a quiet, safe, community-oriented respite compared to other areas we have lived in Los Angeles. Our neighbors are kind, caring and supportive of one another. The proposed ROW plans would significantly disrupt the neighborhood we fell in love with. **The constant disruption of 200 trains would make it impossible for us to enjoy our home and outdoor space, as the noise and vibration from the trains would be constant and overwhelming.** We just renovated our backyard and look forward to welcoming a newborn baby in 2024. This would significantly impact the quality of life we imagined for ourselves when we moved here. 344-2

Additionally, I strongly believe that this option would disproportionately impact the lower income residents in the area, who may not have the means to relocate or mitigate the negative impacts of the increased train traffic/noise. These are working class families, who come home after working long, physically demanding hours, and want nothing more than peace and quiet to unwind. If LA Metro chooses the ROW option, they would be taking away their only peace and quiet! **Additionally, there is already evidence of sinkholes, and a high likelihood of additional property damage (foundation issues, exterior finishes, etc.)**, and lower income households would not have the means to remedy these problems. I urge you to consider the impacts on all members of our community before making a decision. 344-3

In addition, the increased traffic and activity could have a **negative impact on the air and water quality in the area, which could have long-term health consequences for residents.** 344-4

Lastly, the increased traffic and activity in the area would pose a danger to the many animals and children who live and play in the area. The freight train is already extremely close to the residences. The ROW option would bring them even closer. The noise and disruption could scare animals and cause them to run into traffic, while children could be at risk of being hit by passing trains or vehicles. **You would not only be impacting this community financially, but you will also be putting our safety at risk!** 344-5

The Torrance Blvd. option would immensely decrease these negative impacts. The budget differences are negligible when looking at the other projects you have spent on across LA County. In light of these concerns, I urge LA Metro to reconsider the ROW option and to explore other alternatives that would be less disruptive and damaging to our community. **Vote as an ally to low-income, BIPOC communities, and vote NO on ROW!** 344-6

Thank you for your attention to this important matter.

Sincerely,

Morgan Schultz

[redacted]

Submission 345

From: Paul Miller [redacted]>
Sent: Monday, March 27, 2023 11:21 PM
To: GreenlineExtension
Cc: Mary Miller
Subject: C Line (Green) Extension to Torrance - Input

Dear Metro Board and Mark Dierking,

My family and I are long time Torrance residents who live directly along Hawthorne Blvd. & 176th Street (at the corner of 176th St. and Little Hawthorne), adjacent to/ east of where the potential South Bay Galleria Station would be located according to the Hawthorne Blvd. Elevated Line Option.

We are big proponents of public transportation in general in order to reduce traffic/ pollution, and to connect many more people to areas throughout the region. My wife and I both lived in New York City and love using subways and public transportation to commute.

However we feel the At Grade ROW option is the most financially responsible and beneficial option being studied. The train tracks and ROW were established prior to the housing that was built adjacent to the ROW. The ROW was purchased by Metro explicitly to run Metro lines along the ROW in the future, therefore it is only logical that the Metro train lines are built and run along the ROW. 345-1

The ROW option includes numerous improvements to the ROW including additional/ enhanced landscaping, sound barriers, pedestrian/ biking paths, and improved amenities.

The Hawthorne option however widens Hawthorne Blvd. with no pedestrian/ biking paths, no landscaping improvements, and no improved amenities; except the addition of the Metro train line. It is incredibly more expensive and takes the longest to build, therefore increasing the escalation costs significantly. The amount of reinforced concrete to build the elevated train line and station structure would significantly add to the carbon footprint of the project, therefore reducing the benefits to the environmental impact of the project. 345-2

The proposed elevated station in the middle of Hawthorne Blvd. would add to the already congested thoroughfare due to adding at-grade crosswalks along Hawthorne Blvd. at an area that already has traffic back-ups from Artesia to 177th St. and beyond. Our home is currently impacted from light and air pollution from thousands of idling and moving trucks/vehicles that already drive past our home every day and blow downwind to the east towards our house. Adding the at-grade pedestrian crosswalks to the center median station would add even more traffic and pollution from idling vehicles at new traffic signals at the new pedestrian crossings right in front of our home. The Hawthorne option also eliminates the landscape buffer that is currently along Little Hawthorne between 177th and Artesia in order to accommodate the concrete columns that support the proposed station, because the center median is not wide enough currently to accommodate the station structural footprint. Therefore the station would push the north-bound Hawthorne lanes even closer to our home and eliminate any landscape buffer to mitigate pollution. The center station would also eliminate or greatly reduce any of the center median larger trees that currently occupy the center median landscape area - again increasing the pollution mitigating landscaping. 345-3

The Hawthorne Blvd. option construction project would be incredibly disruptive to Hawthorne Blvd. that constantly has traffic jams already; without construction, because the contractors would need to close off multiple lanes to build the station and train line if the Hawthorne option is selected. 345-4

We hope this does not happen, however if for some reason the Hawthorne option is selected, we implore that the

design would maintain a landscape buffer zone with evergreen (not deciduous) bushes and trees to screen/ mitigate pollution to the Torrance houses to the east and instead reduce the width of Little Hawthorne drive lanes to result in a one way thoroughfare in lieu of eliminating the landscaping buffer along the sidewalk between Hawthorne and Little Hawthorne. 345-5

We have participated in multiple town hall sessions with Metro and attended multiple walking tours throughout this process, therefore we have seen and heard the pros and cons of each option.

With proper planning/ improvements and hopefully the implementation of a quiet zone train line along the ROW (without bells at the street crossings), the Metro improvements along the new train line at the ROW would bring much-needed train transit in this area in addition to providing supplemental improvements through new pedestrian/ bicycle paths and landscaping that would benefit the immediately adjacent residents as well as residents in the surrounding neighborhoods. 345-6

In summary, LA County needs additional train/subway metro lines to eventually connect the South Bay to the airport, Long Beach, and the Greater Los Angeles Metropolitan Area, but it should be done logically and more cost effectively along existing Right of Way Track areas. The at-grade option along the ROW is the most cost effective, quickest, and most logical solution for extending the C Line through the South Bay area. 345-7

Thank you for your time and consideration.

Paul Miller
[redacted]

Submission 346

From: Ray Hollar [redacted]
Sent: Monday, March 27, 2023 4:59 PM
To: GreenlineExtension
Subject: DEIR: Residential Rental Real Estate is a business

Metro Staff,

Why is residential rental real estate not recognized as a business in the DEIR? I am very sensitive to this issue, as those of you who listened to my comments during the DEIR Public hearing in Torrance may recall. Residential rental real estate is a business, a very difficult business which takes many years to develop; I know because I have been a landlord for over 30 years. If you were paying attention during the pandemic, a lot of people were paid by the government not to work. But landlords were required to continue working, without government support, and if they did not get paid, too bad: the normal remedy for non-paying tenants, court action, was taken away by the government. 346-1

The term “commercial business” is used in the DEIR.
The words “rental” and “landlord” or “apartment” do not even appear in the DEIR.
The word “renter” appears only once in the DEIR, in the FEMA Flood Insurance program. 346-2

“Housing” appears

OK, so the word “family” is the term associated with residences.

Most of Lawndale is zoned R-2. Along the ROW in Lawndale, there are far more rental residences than owner-occupied.

Please update the DEIR to include the unique category of residential rental real estate as a business. If “commercial businesses” are compensates for impact, especially during construction, then residential rental real estate businesses should be also. 346-3

Ray Hollar

Submission 347

From: Ray Hollar [redacted]
Sent: Monday, March 27, 2023 4:44 PM
To: GreenlineExtension
Subject: DEIR FAQs: Property Values

Metro Staff,
In C Line Extension to Torrance website, link to "All Documents for this Project," FAQ folder, the Frequently Asked Questions (FAQ) file, page … well the pages are not numbered, I think page 12, is the question, "Will the Project impact my property values?" The reply is "… studies show that residential properties within walking distance (half-mile) of a station typically experience an increase in property values …"

347-1

Please produce these studies.

Secondly, while this may be true, the answer does not address impact on values of property close to the trains, especially near noisy curves or street crossings, but not necessarily close to a station. Where are the studies which address the impact on those properties? Please produce them.

Ray Hollar

Submission 348

From: GEORGE GILLEN [redacted]
Sent: Monday, March 27, 2023 5:00 PM
To: GreenlineExtension
Subject: Fwd: DEIR Community Response Series from Right of Say-Redondo Beach Quality of Life Installment #10 FINAL

Sent from my iPhone

Begin forwarded message:

From: RightOfSay/RBQoL <info@rightofsay.com>
Date: March 27, 2023 at 2:15:56 PM PDT
To: greenlineextension@metro.net
Cc: anajarian@glendaleca.gov, fdutra@cityofwhittier.org, firstdistrict@bos.lacounty.gov, HollyJMitchell@bos.lacounty.gov, jdupontw@aol.com, mayor.helpdesk@lacity.org, FourthDistrict@bos.lacounty.gov, mbohlke@sbcglobal.net, councilmember.yaroslavsky@lacity.org, Kathryn@bos.lacounty.gov, jbutts@cityofinglewood.org, paul.krekorian@lacity.org, thirddistrict@bos.lacounty.gov, info@timsandoval.com
Subject: DEIR Community Response Series from Right of Say-Redondo Beach Quality of Life Installment #10 FINAL

Dear Metro and Metro Board of Directors,

After having a chance to review the Draft Environmental Impact Report, please consider the following as our ninth DEIR group response for the record. We are responding in joint installments submitted by group members to ensure each concern is highlighted and expressed so it represents the breadth of our combined communities. This installment is commenting on concerns about lack of Human Health Impacts studies. The DEIR only mentions human health briefly with regard to Air Quality, Energy and Hazardous Materials.

348-1

The DEIR claims less than significant impact under Energy and HazMat due to chemicals and emissions for construction which we would dispute due to a cumulative impact factor. However under Air Quality for trenching, the designation is Significant and Unavoidable.

348-2

There can be no fully At-Grade project build because of the McCormick Ambulance facility on 182nd St a half block away from the crossing, therefore it would be necessary to trench under 182nd St. which would impose excavation for trenching violating the EPA air quality regulations for the duration of construction, noted in the DEIR as 5 - 7 years. Note there are homes within 50 feet of where this would occur. The scenario for 170th St. in Lawndale would be similar due to school crossing and limited access for emergencies.

348-3

What is lacking are studies on the human mental health altering and neurological impacts of Noise Pollution exposure which can according to numerous studies by well respected institutions have a negative effect on the human brain. The DEIR indicates noise would be Significant and Unavoidable (3.6-2).

348-4

Please note there are many studies linking serious health risks to living near this type of noise. Some of these risks include stress related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity. Chronic stress, sleep disturbances, and anxiety are noted to impact children living with high levels of noise pollution. They can develop impairments in memory, attention, and reading skills. Other more serious health effects include high blood pressure and increased risk of heart attack. The willingness to even consider exposing 1,100 households along the ROW to these kinds of health risks is inconceivable. 348-5

Here are links to some articles that lay out some of the dangers of noise pollution:

EPA.gov - Clean Air Act Title IV - Noise Pollution - *https://www.epa.gov/clean-air-act-overview/clean-air-act-title-iv-noise-pollution* 348-6

Harvard - The Effects of Noise on Health, Noise pollution is more than a nuisance. It's a health risk - *https://hms.harvard.edu/magazine/viral-world/effects-noise-health*

NIH - Decibel Hell: The Effects of Living in a Noisy World - *https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1253729/*

Stress is another Human Health Impact we are concerned about. For the impacted community we are faced with the threat being thrust upon our homes, our community, our environment and our lives being permanently altered to an insurmountable extreme. This is the stress we are forced to endure and feel harassed by. When we could and should have been enjoying our lives in peace, we are instead finding ourselves embroiled in not only this painstaking brutal process by no fault of our own, but we also have abusive rhetoric and name calling thrown at us by our neighboring city, more community harassment once again by no fault of our own. Some of us have recently suffered the shock of newly finding out about this project and what it means to our homes and peaceful enjoyment while others of us have been involved in this issue for years. 348-7

Those of us who are at a more advanced age will never be able to get those years back. This amount of stress and anxiety will surely have lasting effects on our health and well being, some of us already suffer from PTSD. Other stress related health problems include digestive health which can lead to more serious issues. This health wear and tear impact has been Significant and Unavoidable and it is not being considered in the DEIR as an environmental impact. If harassment on the job creates a hostile environment, then so too should a process like this be thought of as creating a hostile environment in our communities. Not something we ever asked for, nor do we deserve.

Health risks due to stress include: Brain Function Complications, Memory disorders, Cognition and Learning disorders, compromised Immune System Functions, deteriorated Function of the Cardiovascular System, Gastrointestinal Complications and impairments to the Endocrine System. 348-8

The most difficult part to digest is this is all being done and perpetuated for over a decade knowing there are much better, more beneficial and less destructive alternatives to consider.

Once again the only suitable mitigation for all of this is to recommend the Hawthorne Blvd. Elevated option, for the sake of our combined communities between the two cities of Redondo Beach and Lawndale. 348-9

Thank you for your consideration in this matter.

Respectfully,

Right of Say/Redondo Beach Quality of Life Coalition

"Continuing to Grow In Numbers"

Submission 349

From: Roy Bolling [redacted]
Sent: Monday, March 27, 2023 4:24 PM
To: GreenlineExtension
Subject: Draft EIR Comment

Hello,

I am the owner of an apartment building approximately 80' from the railroad track. As it is now. When a train arrives, as it goes around the curve the lights go directly into 6 bedrooms..
I can't imagine how much light pollution could be tolerated by the residents with trains going by constantly. 349-1
With the lights the vibrations and the noise, I can't imagine how this could pass an environmental impact report.
My apartment building is also heavily cantalouvered. I am terrified that if it receives vibration day-and-night that it would be very harmful to the building. 349-2

My house in lawndale was condemned due to lawndale clay, or as it's also called expansive soil.
It was Demoed as mandated by the city. 349-3

Many of the old homes, probably almost all of them, still have the regular depth foundations and I would imagine there will be a lot more condemnations that will occur.

Craig Casner owns several homes in Lawndale that are just sitting vacant because of the settling from the expansive soil. The roofs leek the walls crack et cetera. I can't imagine trains going through day and night without causing a lot of destruction to other homes. 349-4
Please consider the Hawthorne Boulevard option, or buses. 349-5

Sincerely,

Roy Bolling

Submission 350

From: Ruby <[redacted]>
Sent: Monday, March 27, 2023 4:41 PM
To: GreenlineExtension; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; fourthdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com
Subject: C Line Extension Draft EIR Comments

Dear Metro and Metro Board Members,

I'm told our 'opinion counts'
I'm also told our correspondence will not count if it doesn't directly address the DEIR? 350-1

LASTLY, I'm told our, the many people who have called, emailed and hand delivered our written 'vote', rather concerns of Metros plan of lightrail trains to cut right through our neighborhood rather than HAWTHORNE BLVD, a non-residential area, will not be addresses until 2024??? 350-2

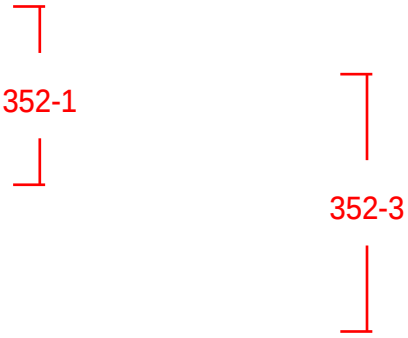
Please, tell me what is true

Submission 351

From: Ryan Rodriguez <[redacted]
Sent: Monday, March 27, 2023 10:26 PM
To: GreenlineExtension
Subject: Against Row C Option

To Metro

I'm against Metro ROW C.
DEIR P1-18 Utilities downplays the peril of 1000 families. We will be living in a continuing state of fear. Excavation is high risk endeavor where most gas pipelines explosions occur. The risk will intensify with an active track to also include derailments and accidents. This should never be permitted in a high density area. 351-1


352-1
352-3

352-1
352-2
352-3
352-4

352-5
352-6
352-7

353-1
353-2
353-3

353-4

Submission 354

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, ~~I~~ We would like to share ~~my~~ our opinion on what light rail route ~~I~~ We would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

354-1

Additional Comments on the Draft Environmental Impact Report:

Name: Mr + Mrs G. Floratos

Address: [redacted]

Phone: n.a.

Email: n.a.

Submission 355

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

355-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 356

DRAFT

March 21, 2023

Georgia Sheridan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012
Email: greenlineextension@metro.net

RE: Metro C Line Extension to Torrance Project Draft Environmental Impact Report Comments

Dear Ms. Sheridan:

On behalf of the City of Redondo Beach, California, please accept this letter as the City's official comment letter regarding the Metro C Line (Green) Extension to Torrance Project Draft Environmental Impact Report (DEIR). The City respectfully submits these comments to you, as the Metro representative accepting the DEIR comments for the project, for consideration as Metro prepares the Final EIR for this project and considers alternative alignments.

As noted in the City's May 17, 2022 letter to LA County Supervisors Mitchell and Hahn, a copy of which was sent to the LA County Metro Board, the City Council expresses unified support of an elevated Hawthorne Boulevard alignment (Hawthorne Elevated Option) for the Metro C Line (Green) Extension to Torrance Project, which would run along the historic Red Car route. The City of Redondo Beach continues to urge the LA County Metro Board not to gravitate to the Metro ROW alignment options. As we detail below, the Hawthorne Elevated Option is the most equitable, environmentally sound and the only option that promises to connect residents of Central Los Angeles County with the economic powerhouse coming to Redondo Beach along Hawthorne Blvd.

356-1

I. Hawthorne Elevated Option is superior to the ROW Options (At-Grade and Trenched) in all regards except cost, which should not drive monumental generational investments.

As part of its decision-making process, Metro studied through the DEIR three potential alignments–the Metro railroad right-of-way (ROW) At-Grade Option, the Metro ROW Trenched, and the Hawthorne Elevated Option.

As a preliminary matter, we want you to know that L Catterton (the real-estate arm of LVMH) is in the process of investing nearly half a billion dollars in a mixed retail, 300-unit inclusionary apartment units, office space, and a 150-room hotel at the same intersection that would serve as the Redondo Beach stop for the Hawthorne Elevated Option. Between the mall and other uses, L Catterton projects about 750 new, permanent jobs to come to the site. Only the Hawthorne Elevated Option would deliver residents from the Willowbrook/Rosa Park station to all of the economic, family and medical centers along Hawthorne Blvd. by delivering them to its intersection with Artesia Blvd. The two ROW Options would deliver these residents to a residential neighborhood. If Metro does not seize this monumental, once-in-a-generation opportunity to send the C Line down the most utile path, the C Line could be destined to demise for nonuse. 356-2

If located along the Hawthorne Elevated Option, the C Line would also deliver residents from Redondo Beach, Lawndale, Torrance and Hawthorne conveniently to the Crenshaw/LAX Transit Project. If, however, the C Line is extended into our residential neighborhood along the ROW, the C Line would not serve as a central hub to move the masses efficiently to LAX. It would be a pity for government to have spent hundreds of millions of dollars improving LAX and installing a people mover, only to build a C Line extension that does not maximize ridership. 356-3

The City of Redondo Beach is united behind Hawthorne Elevated Option since it addresses many of our residents' concerns regarding noise, vibration, resident/child safety, and other factors, as well as having an expeditious, speedy route to the Torrance Transit center which would likely bolster its usership at a time of Metro ridership decline. The Hawthorne Elevated Option along Hawthorne Boulevard would also revitalize local businesses through higher visibility and the creation of a vibrant destination for riders.

II. <u>The City is united behind the Hawthorne Elevated Option and against the ROW Options.</u>

We are very concerned for our mixed-income senior residents at the Breakwater Village. Breakwater Village was built along the Metro ROW in the early 2000's. It boasts 191 units covenanted for seniors. It includes 20 affordable units, including Section 8 housing. The same is true for the mixed-income residents of the Ruxton Place and Ruxton Ridge, that are home to 27 and 28 units, respectively. 356-4

Shell's drilling on the Metro ROW created a sinkhole in close proximity to these sites, and even caused a sinkhole on the Ruxton property. For over a year that sinkhole was fenced off; where residents of the affordable units there did not have regular access to their front doors because the conditions. The land subsidence that occurred at the Ruxton Place is merely symptomatic of the potential, serious hazards that could arise from heavy machinery and construction on the ROW so close to pre-existing, heavy residential developments. To date, Metro has not articulated confidence that the

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geology on the ROW would permit the C Line to be extended with no damaging effect on the dense residential developments adjacent to the ROW. 356-4

The DEIR has concluded that the ROW options will have significant unavoidable noise impacts for the ongoing operations at those alignments. As well, construction of either ROW Options will have significant unavoidable impacts on residents related to both noise and vibration. Based on the multi-year timeline needed to build the light rail within feet of where many of these neighboring residents sleep nightly, the negative impact that this will have on so many lives, including our seniors', simply cannot be understated. 356-5

Below are the comments specific to the DEIR studies. With the concerns to the impacts to the quality of life and safety/security of more than 1000 residential households along the ROW Options, the City implores that Metro **not** move forward with either of the ROW Options.

III. Additional DEIR Comments.

Attached are comments from the Redondo Beach Planning Commission, the Redondo Beach Public Works & Sustainability Commission, and the public received by City Council in discussing the DEIR. The Redondo Beach City Council requests that Metro accept these as official comments to be addressed in the DEIR process. Below are additional official comments of the City of Redondo Beach.

Emergency Response Services:

- Metro should not consider the ROW At-Grade option. Life threatening delays could occur at the at-grade crossing at 182nd Street due to frequency of the light rail service stopping traffic and emergency response capabilities. In addition to police and fire, McCormick private ambulance service is located on and travels along 182nd Street regularly—this is a major corridor. The ROW At-Grade Option traffic stoppage will cause delays. The ability to get across tracks in a timely manner is critical for these life safety services. 356-6

- Regarding public services and emergency responders, the DEIR does not go deep enough to address deployment practices and the impacts of these delays.

Geology/Soils:

- The Draft EIR identifies less than significant issues with subsidence and settlement that may be in conflict with other known reports. As noted above, Shell's drilling on the Metro ROW created a sinkhole in close proximity to these sites, and even caused a sinkhole on the Ruxton property. As well, there was a prior undocumented ROW sinkhole near 190th Street. 356-7

  The DEIR Section 3.8-2.1 notes that the DEIR reviewed published maps, professional publications, and technical reports pertaining to the geology, soils, and seismicity of the RSA. Significant impact would include exposing people or

structures to adverse effects, including the risk of loss, injury or death, as well as when a geological unit or soil would become unstable as a result of the project and potentially result in on or off-site subsidence or collapse. The DEIR needs to review the studies of soils in the immediate area, including the sinkhole in the vicinity of the Ruxton housing development, to ensure that the conditions and potential mitigation is adequate. This includes the study conducted by Ninyo & Moore on behalf of the Shell Pipeline Co. and the Galleria DEIR.

356-7

- There is a concern with safety with 3 sets of tracks over pipelines where there are unstable soils (including clay soils) along the ROW alignments. There are seemingly unrepairable unstable soils evidenced by a sinkhole in the area, including adjacent to the alignment and spread onto property of Ruxton Place. Evaluation needs to be done to determine where the pipelines are located throughout the corridor.

- The Hawthorne Elevated Option has the opportunity for engineering over more stable soils where Red Car had been routed for several decades. This is the preferred option to address geology and soils impacts.

356-8

At-Grade Crossing:

- Page 3.1-23 of the DEIR did not include the impacts to 182nd Street traffic. 182nd Street should be considered a major arterial since there are approvals for improvements to Galleria site and the new Transit Center has just been completed in the vicinity. The DEIR should include evaluating impacts of the additional possible high-density residential development per the Redondo Beach Housing Element sites inventory and the cumulative impacts of the ROW alignments with the increased traffic from these developments.

356-9

- Page 3.1-45 of the DEIR regarding roadways relies on the municipalities to implement measures to deter cut through traffic when 182nd Street is experiencing traffic stoppage due to the ROW at Grade option. The DEIR is undercounting cut through traffic impacts on arterials. This needs to be addressed.

356-10

- The DEIR claims no impact on bicycle safety, yet riding bicycles across rail tracks is a hazard due to tire size and uneven surfaces. At this point there is only one set of tracks to cross at 182nd Street, but the proposed ROW at-grade option would have two additional sets of tracks, compounding the safety hazard. This safety hazard needs to be addressed.

356-11

- Was there sufficient analysis of transportation impacts on Inglewood and 182nd Street as a result of the frequency of trains and resulting restriction of traffic in ROW At-Grade Option?

356-12

Noise and Vibration

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- On Table 3.6-11 no ambient noise measurement was taken south of Artesia Boulevard on Ruxton Avenue and other adjacent residential roadways or south of 182nd Street on Firmona Avenue, Fisk Lane, Fisk Court, or Spreckles Court. There are numerous residential properties in these areas. Ambient noise measurements need to be taken to accurately reflect the impacts. 356-13

- The significant unavoidable impacts of the ROW Options regarding noise will be in perpetuity for operations. Metro should not move forward with those Options. And even the Trench Option would only be LTSM if other agencies take action for Quiet Zone, relying on other agencies to do the mitigation. This doesn't guarantee that there will not be continued noise just because the Quiet Zone designation is made. The City does not believe the benefits of these ROW Options outweigh the significant unavoidable impacts. 356-14

- Noise and vibration metrics make no reference to the noise standards in residential districts per the Redondo Beach Municipal Code. The DEIR needs to respect the local municipalities' regulations.

    - For the Proposed Project (ROW At-Grade) and the Trench Option, the projected noise levels are in excess of City's noise ordinance during construction and during operation (RBMC 4-24.301)
    - For the Proposed Project (ROW At-Grade) and the Trench Option, the projected noise levels during operation occur prior to 7 AM and after 10 PM and so are in violation of City's noise ordinance (RBMC 4-24.301, 4-24.503) 356-15
    - For the Proposed Project (ROW At-Grade) and the Trench Option, the projected vibration levels listed to have significant impact violates City ordinance (RBMC 4-24.504)

- Considering there are already vibration impacts as a result of the existing freight operations, are the proposed mitigation measures for ROW options proven sufficient for the lifetime of the project? 356-16

Air Quality

For the Trench Option, air quality risk is listed as significant and unavoidable. 356-17

Safety

- For the Proposed Project (ROW At-Grade) and the Trench Option, the City did not observe adequate discussion of safety issues related to brittle buried pipelines in the right of way. 356-18

- The City did not observe adequate discussion of safety issues related to derailment. Information needs to be provided to address the hazardous materials carried on the freight rail, if there are any issues with moving that closer to residences than it currently is, and impacts if a derailment were to occur. 356-19

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- Pipeline locations are not shown on the cross section drawings or in the materials. Impacts should be considered for both construction and operation if there are issues with the pipelines (i.e., leaks, repairs, etc.). 356-20

Biological

- The DEIR notes no wildlife impact, yet there have been observed owls and hawks in the El Nido Park and cemetery vicinity. 356-21

- For the ROW At-Grade Option and the Trench Option, significant substantial adverse effects are projected either directly or through habitat modifications on local wildlife. Metro should provide better mitigation requirements to protect local wildlife. 356-22

Transportation

- Metro should provide First / Last Mile improvements to the scope of the project. 356-23

- Metro should elaborate on bus connectivity from the proposed Hawthorne Light Rail Station to the new Redondo Beach Transit Center. Explore partnership with South Bay Social District (SBSD - formerly South Bay Galleria) to make connection. 356-24

- Provide some discussion of dedicated connectivity from the proposed C Line extension to the Del Amo Mall. 356-25

- Discuss parking options for Hawthorne Light Rail Station and explore partnership with SBSD. 356-26

Other Issues

- Concerns have been raised by residents regarding incorrect figures and diagrams. Any information needing correction needs to be reviewed to see if those corrections show additional impacts. 356-27

- The “No Project Alternative” shows significant unavoidable impacts in many categories. Where is the significant data to support this? 356-28

- The Hawthorne Elevated Option is most environmentally sound option and should be the option pursued if Metro is going to build the project. The Hawthorne Elevated Option is the option that does not directly impact adjacent residential uses. 356-29

- There is no level of service data or analysis. The DEIR mentions in the Land Use section that this is consistent with the local General Plans. However, the Redondo Beach Circulation Element requires this level of service analysis. 356-30

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- The ridership study should be included as a part of the DEIR since “improving mobility within the South Bay and encourage mode shift” is objective of project. 356-31
- In the absence of selection of a light rail option, or if the no build option is selected, discuss how funds will remain invested into South Bay transit needs. 356-32
- If the ROW Options are not selected, has there been any analysis of how this area could be utilized for alternative forms of transportation, such as bike lanes and for pedestrians. 356-33
- How much money is BNSF investing annually to maintaining the train tracks on the ROW? (Norfolk Southern) 356-34
- What will be done to protect residents in the South Bay from second hand smoke from Fentanyl, meth, etc consumption on the Metro, irrespective of the path it goes? 356-35
- What is metro doing to prevent and reduce the crimes, including violent and sexual crimes, that it exports to communities on its mass transit? https://www.dailynews.com/2023/02/24/crime-skyrockets-on-la-metro-system-including-a-jump-in-drug-deaths/ 356-36
- Why doesn't moving the freight rail closer to Redondo Beach residents, without slowing down the speed of the train to 5mph or below, violate section 10.10 of our General Plan? 356-37
- How does the operation of a metro light rail for 20 hours (verify # of hours) in a day comply with Redondo Beach General Plan Policy 10.10.1, regarding the City’s operational restrictions during the early morning and late evening hours to reduce adverse noise impacts in residential areas and other noise sensitive areas? 356-38
- What will Metro be doing to protect people's indoor / outdoor cats from being struck by the Metro light rails on the ROW? 356-39
- How does the movement of the heavy freight rail closer to the high-density residential, without reducing its speed to 5 mph in Redondo Beach, comply with RBMC Section 4-24.504, which precludes the operation of any device which creates vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property, or at 150 feet (forty-six (46) meters) from the source if on a public space or public right-of-way? 356-40
- Lighting impacts studied were primarily focused on construction lighting impacts. However, the study doesn’t address the lighting on the trains themselves, along 356-41

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the tracks, at intersections/crossings, etc. related to the operations of the light rail. This needs to be evaluated to ensure that proper mitigation is in place. 356-41

IV. Consideration of Other Alternatives Studied in the DEIR – High Frequency Bus Alternative.

If Metro is considering pursuing one of the other Alternatives (other than the three Options), the City of Redondo Beach recommends consideration of the High Frequency Bus (HFB) Alternative. The DEIR acknowledges the HFB Alternative as the environmentally superior alternative, as it would avoid or reduce all impacts to a less than significant level. Although this alternative would not necessarily realize the same level of benefits or fully meet the objectives of the options, it would provide a mass transit service similar to light rail at what is expected to be a fraction of the cost.

The review of the HFB Alternative should be comparable in service to the options. The DEIR noted that the HFB Alternative would take 25 minutes to traverse the same 4.5-mile corridor, compared to 7 minutes for the light rail options; however, the HFB Alternative added several additional stops. To accurately compare the alternatives, the HFB Alternative should have the same bus stop frequency—only adding two stops total in Redondo Beach at the Galleria and in Torrance at the Torrance Transit Center Station. 356-42

If Metro decides to pursue one of the less costly Alternatives rather than the light rail Options, the funding that had been set aside that would no longer be used for this particular project needs to be redirected to improve transit in the South Bay area.

These comments have been reviewed and approved by the Redondo Beach City Council at their March 21, 2023 public meeting. If Metro has any questions regarding this comment letter, please contact Brandy Forbes, Community Development Director for the City of Redondo Beach at 310-318-0637 x2200 or brandy.forbes@redondo.org. Thank you for your consideration of our comments.

Sincerely,

Mayor William Brand

Joined by:

Nils Nehrenheim
Council Member, District 1

Todd Loewenstein
Council Member, District 2

Christian Horvath
Council Member, District 3

Zein E. Obagi, Jr.
Council Member, District 4

Laura Emdee

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Council Member, District 5

CC: L.A. County Metro Board
Mike Witzansky, City Manager
Luke Smude, Assistant to the City Manager
Brandy Forbes, Community Development Director
L.A. County Supervisor Holly J. Mitchell
L.A. County Supervisor Janice Hahn

Attachments:

- Redondo Beach Planning Commission Recommended Comments February 16, 2023
- Redondo Beach Public Works Commission Recommended Comments February 27, 2023
- Public Comments received by City Council in discussion of the DEIR
- City of Redondo Beach Comments and Request Letter on Metro C Line Extension to Torrance Project May 17, 2022
- City of Redondo Beach Letter Submitting Comments on Revised and Recirculated Notice of Preparation Dated March 16, 2021
- City of Redondo Beach Support Letter Green Line Alternative 3 Signed July 18, 2018

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City of Redondo Beach
Planning Commission
Recommendations to City Council for Comments
Metro C Line Extension Draft Environmental Impact Report
February 16, 2023

EMERGENCY RESPONSE SERVICES

1. Metro should not consider the ROW at-grade option. Life threatening delays could occur at the at-grade crossing at 182nd Street due to frequency of the light rail service stopping traffic and emergency response capabilities. In addition to police and fire, McCormick private ambulance service is located on and travels along 182nd Street regularly—this is a major corridor. ROW at-grade traffic stoppage will cause delays. The ability to get across tracks in a timely manner is critical for these life safety services. 356-43

2. Regarding public services and emergency responders, the DEIR does not go deep enough to address deployment practices and the impacts of these delays. 356-44

3. The Planning Commission recommends that the City Council has for review fire and police data and ambulance frequency to see how much these services use the crossing intersections (182nd Street) by their March 21, 2023 meeting.

SOILS

4. There is a concern with safety with 3 sets of tracks over pipelines where there are unstable soils (including clay soils) along the ROW alignments. There are seemingly unrepairable unstable soils evidenced by a sinkhole in the area, including adjacent to the alignment and spread onto property of Ruxton Place. 356-45

5. The raised elevation route down Hawthorne has the opportunity for engineering over more stable soils where Red Car had been routed for several decades. 356-46

AT GRADE CROSSING

6. Page 3.1-23 of the DEIR did not include in the materials the impacts to 182nd Street traffic. 182nd Street should be considered a major arterial since there are approvals for improvements to Galleria site and the new Transit Center has just been completed in the vicinity. The DEIR should include evaluating impacts of the additional possible high-density residential development per the Redondo Beach Housing Element sites inventory and the cumulative impacts of the ROW alignments with the increased traffic from these developments. 356-47

7. Page 3.1-45 of the DEIR regarding roadways relies on the municipalities to implement measures to deter cut through traffic when 182nd Street is experiencing traffic stoppage due to the ROW at Grade option. The DEIR is undercounting cut through traffic impacts on arterials. 356-48

8. The DEIR claims no impact on bicycle safety, yet riding bicycles across rail tracks is a hazard due to tire size and uneven surfaces. At this point there is only one set of tracks to cross at 182nd Street, but the proposed ROW at-grade option would have two additional sets of tracks, compounding the safety hazard. 356-49

9. Was there sufficient analysis of transportation impacts on Inglewood and 182nd Street as a result of the frequency of trains and resulting restriction of traffic in ROW at-grade option? 356-50

NOISE AND VIBRATION

10. The significant unavoidable impacts of ROW options regarding noise will be in perpetuity for operations. Metro should not move forward with those options. And even the Trench Option would only be LTSM if other agencies take action for Quiet Zone, relying on other agencies to do the mitigation. The Planning Commission does not believe the benefits of these ROW project options outweigh the significant unavoidable impacts. 356-51

11. Noise and vibration metrics make no reference to the noise standards in residential districts per the Redondo Beach 356-52

Municipal Code. The DEIR needs to respect the local municipalities' regulations. 356-52

12. Considering there are already vibration impacts as a result of the existing freight operations, are the proposed mitigation measures for ROW options proven sufficient for the lifetime of the project? 356-53

OTHER COMMENTS

13. There is a concern about impacts to quality of life and safety/security of more than 1000 residential households along the ROW alignment options (see all categories above). 356-54

14. The "No Project Alternative" shows significant unavoidable impacts in many categories. Where is the significant data to support this? 356-55

15. The Hawthorne Option is most environmentally sound option and should be the option pursued if Metro is going to build the project. The Hawthorne Option is the option that does not directly impact adjacent residential uses. 356-56

16. There is no level of service data or analysis. The DEIR mentions in the Land Use section that this is consistent with the local General Plans. However, the Redondo Beach Circulation Element requires this level of service analysis. 356-57

17. The Planning Commission recommends that City Council look at what the mitigation measures are that are necessary to bring to LTSM to see if those measures are sufficient.

18. The ridership study should be included as a part of the DEIR since "improving mobility within the South Bay and encourage mode shift" is objective of project. 356-58

19. The DEIR notes no wildlife impact, yet there have been observed owls and hawks in the El Nido Park and cemetery vicinity. 356-59

Submission 356

Public Works Department
Engineering Services Division

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel: 310 318-0661
fax: 310 374-4828

TRANSMITTAL MEMO

DATE: March 3, 2023

FROM: Lauren Sablan, Public Works & Sustainability Commission Liaison

TO: Brandy Forbes, Community Development Director

SUBJECT: RECOMMENDATIONS FOR COMMENTS ON METRO C LINE EXTENSION DRAFT ENVIRONMENTAL IMPACT REPORT

Per the request of City Council, the Public Works & Sustainability Commission reviewed the Metro C Line Extension Draft Environmental Impact Report (DEIR) and provided input on the DEIR during the February 27, 2023 Public Works & Sustainability Commission Meeting. Attached are the recommendations as approved by the Public Works & Sustainability Commission.

ATTACHMENT:

- Recommendations to City Council for Comments Metro C Line Extension Draft Environmental Impact Report February 27, 2023

City of Redondo Beach
Public Works & Sustainability Commission
Recommendations to City Council for Comments
Metro C Line Extension Draft Environmental Impact Report
February 27, 2023

1. The PWC prefers the Hawthorne option for the following reasons:
   A. Noise and Vibrations
      - For the Proposed Project (right of way at grade) and the Trench Option, the projected noise levels are in excess of City's noise ordinance during construction and during operation (RBMC 4-24.301)
      - For the Proposed Project (right of way at grade) and the Trench Option, the projected noise levels during operation occur prior to 7 AM and after 10 PM and so are in violation of City's noise ordinance (RBMC 4-24.301, 4-24.503)
      - For the Proposed Project (right of way at grade) and the Trench Option, the projected vibration levels listed to have significant impact violates City ordinance (RBMC 4-24.504)

356-60

   B. Geology
      - DEIR 3.8-3.12 Subsidence and settlement - The Draft EIR identifies less than significant issues with subsidence that may be in conflict with other known reports.

356-61

   C. Air quality
      - For the Trench Option, air quality risk is listed as significant and unavoidable.
   D. Safety
      - For the Proposed Project (right of way at grade) and the Trench Option, Commission did not observe adequate discussion of safety issues related to brittle buried pipelines in the right of way.

356-62

      - Commission did not observe adequate discussion of safety issues related to derailment.

356-63

   E. Biological
      - For the Hawthorne Option and the Trench Option, significant substantial adverse effects are projected either directly or through habitat modifications on local wildlife. Metro should provide better mitigation requirements to protect local wildlife.

356-64

   F. Transportation

- Metro should provide First / Last Mile improvements to the scope of the project.
- Metro should elaborate on bus connectivity from the proposed Hawthorne Light Rail Station to the to the new Redondo Beach Transit Center. Explore partnership with SBSD to make connection.
- Provide some discussion of dedicated connectivity from the proposed C Line extension to the Del Amo Mall.
- Discuss parking options for Hawthorne Light Rail Station and explore partnership with SBSD.

2. In the absence of selection of a light rail option, or if the no build option is selected, discuss how funds will remain invested into South Bay transit needs.

356-65

356-66

356-67

356-68

356-69

Submission 356

no2row.com

Kevin Mitchell
Redondo Beach resident of 25 years
March 14, 2023

Destination is Most Important Factor for the C Line Expansion project

Metro has been touting how the new C Line will connect the South Bay with greater Los Angeles. They are openly stating in their presentations that their goal is to connect the South Bay with North Hollywood while avoiding Downtown Los Angeles. So from the Torrance Transit Center, you're going to take the C Line to the K Line to the E Line to the D Line to the B Line.

During yesterday's SBCCOG transportation meetings, Mayor Butts of Inglewood was soliciting funds for a project to connect SoFi, The Forum, and Hollywood Park area with the K Line at their Inglewood station. The traffic jams out of SoFi are becoming legendary. Not sure of all the details, but this serves as an illustration of the need to consider destinations as the primary driver for ridership. No one cares about going to North Hollywood if you can't access Dodger Stadium. No one wants to go to El Segundo if you can't access LAX.

Unfortunately, Metro keeps promoting this idea of connectedness without the due diligence of asking what it is that is being connected. They know full well, people do not want to ride a train to then have to board a bus. Buses are a city's least desirable form of transportation and riders do not give up their cars for buses. 356-70

Redondo Beach has a very important community development project in the works with the South Bay Social District, formally The Galleria. New retail, new live/work spaces, new hotel, and a new fascia on Hawthorne Blvd. and Artesia Blvd.

Stuart Miller, as a spokesperson for The Galleria communicated to Metro in a letter dated December 22, 2022 that, "The proposed Green Line extension route along the ROW offers no significant destinations, while the new South Bay Social District will be built just a matter of feet away from the proposed station location on Hawthorne Boulevard." 356-71

The E Line provides a relevant comparison. Beginning is at the Santa Monica Pier, it travels through the West side to Culver City and USC/Exposition Park then into LA past Staples/Crypto Arena and LA LIVE to then connect with the B Line to N. Hollywood or Union Station.

The E Line uses the wide meridians of Colorado and Exposition to bring riders to relevant locations like Bergamont Station, the Amazon Studios Media Hub in Santa Monica and on to the Culver City Ivy Station and then USC and Downtown. Primarily the train is buttressed by wide streets and not residential backyards.

The South Bay needs revitalization to be relevant as an urban destination. The South Bay Social District is central to this need. A Hawthorne Blvd. station can help bring this much needed revitalization by attracting ridership to the front door. Currently, Hawthorne Blvd. suffers from neglect and a lack of vision from the surrounding municipalities. Lawndale's C Line 'no build' stance creates a 'no win' scenario where ROW residents, by default, will be burdened with a high-frequency train line in their backyards. Torrance has also proven itself to be beligerent about this project demonstrating a clear lack of vision and a willingness to victimize adjacent communities to demonstrate their disdain. 356-72

It has become clear, Metro will be putting in a train.

Hawthorne Blvd. should become the 'preferred option' that all three cities should get behind.

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[COMMENTS PROVIDED BY HOLLY OSBORNE MARCH 14, 2023]

Series of Drawings for Proposed Project

Start here. This is Lawndale, this is the start of the proposed project.

1)The maintenance access is to get at the petroleum pipelines underneath.

2) The furthest pipe is about 12 feet; you need about a foot more than that, so you need about 13 ft; so 18-20 is good,

3) The ROW is supposed to be 100 ft; here they have 20+31+25+20 = 96 ft. So they are missing 4 ft. Not sure where it went. 356-73

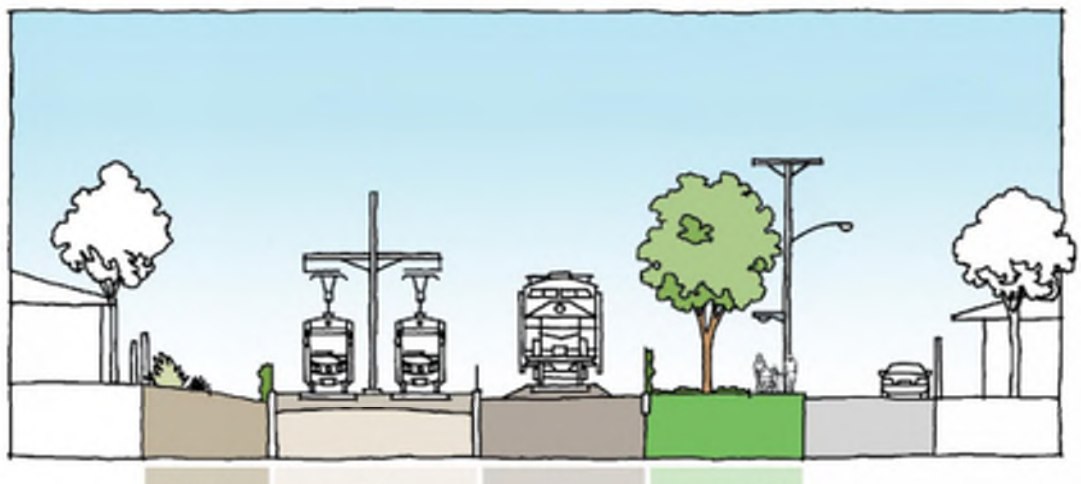
3) The freight train was at the center (which would have been at 50 ft; it is now at 20+12.5=32.5 feet from west edge.

And 51+12.5=63.5 ft from the east.

It has been shifted to the right 13.5.5 ft according to looking from the east edge; and 17.5 ft according to the west. (Hey, what is 4 ft between friends?) 356-74

4) the 20 ft path is a joke. (Our bicycle path in North Redondo is 16 ft wide. Could it support a big tree like that, and a bunch of cyclists, and some pedestrians? 356-75

Figure 2.3-4. Proposed Project – Looking South Between 165th Street and 170th Street



Source: Cityworks Design, 2022

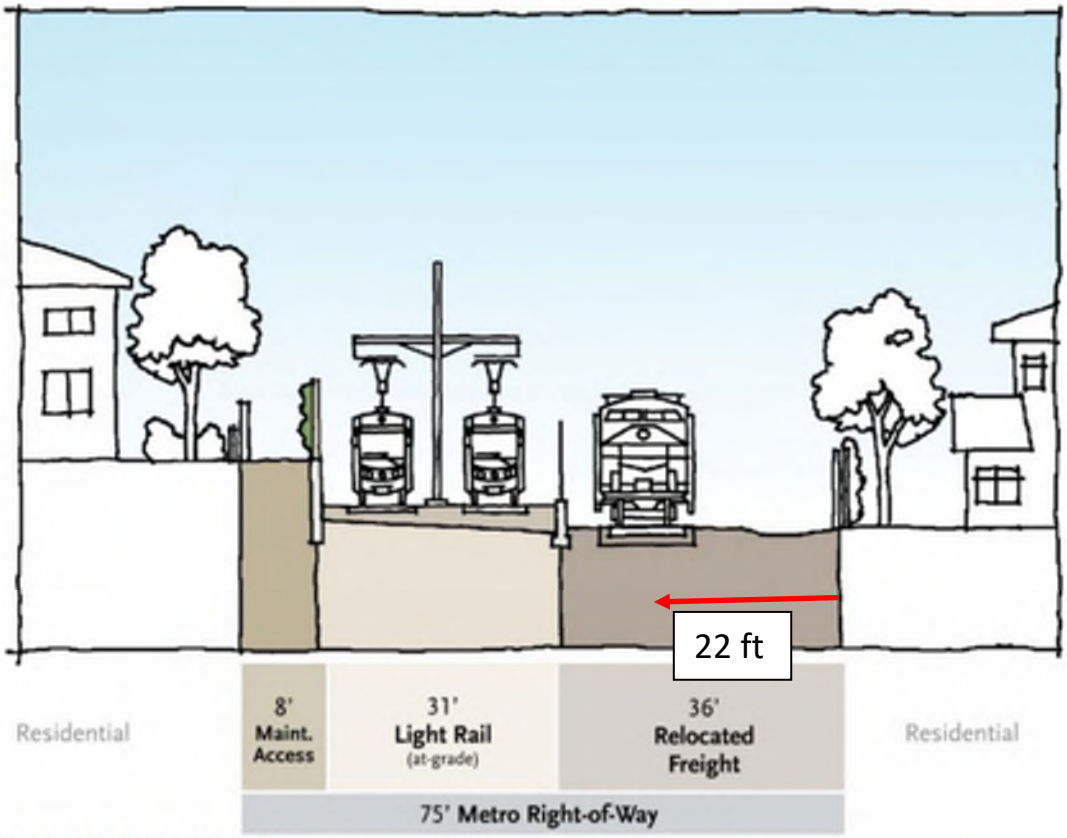
ON TO THE NEXT FIGURE. ASSUME IT IS RIGHT AT 170th. We have been told the shift it now only 3 ft to the west.

Some how, the Maintenance access is now only 8 ft. I have measured the distance. The furthest pipes are now 12 ft. SO, are they going to stack the pipes on top of each other, or what**? THAT IS A QUESTION**. Or are they going to take someone's property? (This is the diagram that appeared as 81 ft wide with a 14 ft access in the August Diagrams.)

356-76

Taking this diagram at face value, the center track of freight train is 25-3 = 22 ft from edge

Figure 2.3-5. Proposed Project – Looking South Between 170th Street and Artesia Boulevard



Source: Cityworks Design, 2022

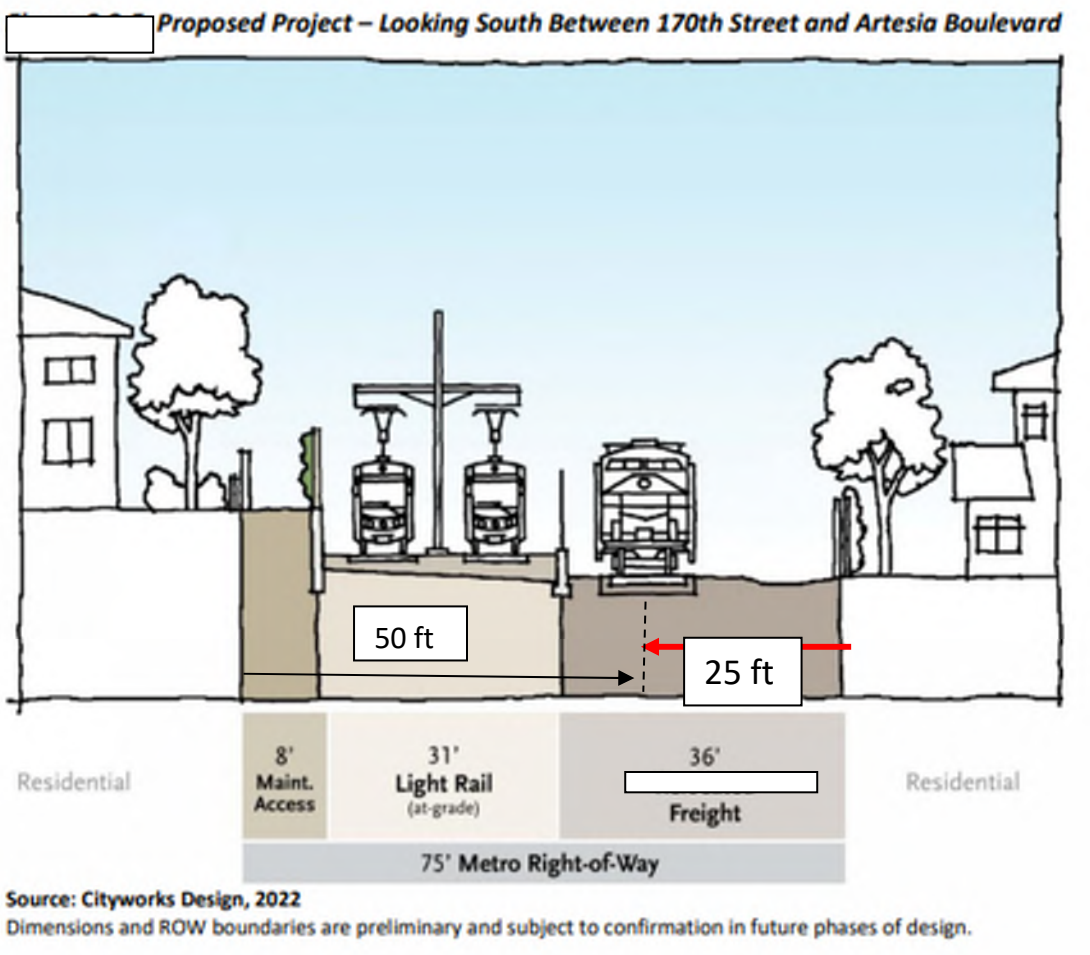
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

w

I am repeating the diagram, but this time the freight train HAS NO SHIFT IT HAS TO LINE UP WITH THE BRIDGE,

SO this diagram is now **JUST BEFORE ARTESIA BOULEVARD**. That means it is 25 ft from Western wall. IF THE FREIGHT TRAIN IS BACK TO WHERE IT WAS ORIGNALLY, that means it is now closer to the light rail. Don't know what the requirements are.

356-77



Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

THIS IS THE DIAGRAM JUST AFTER THE BRIDGE. THE ONLY THING THAT HAS CHANGED IS HOW LOW THE HOUSES ARE TO THE WEST.

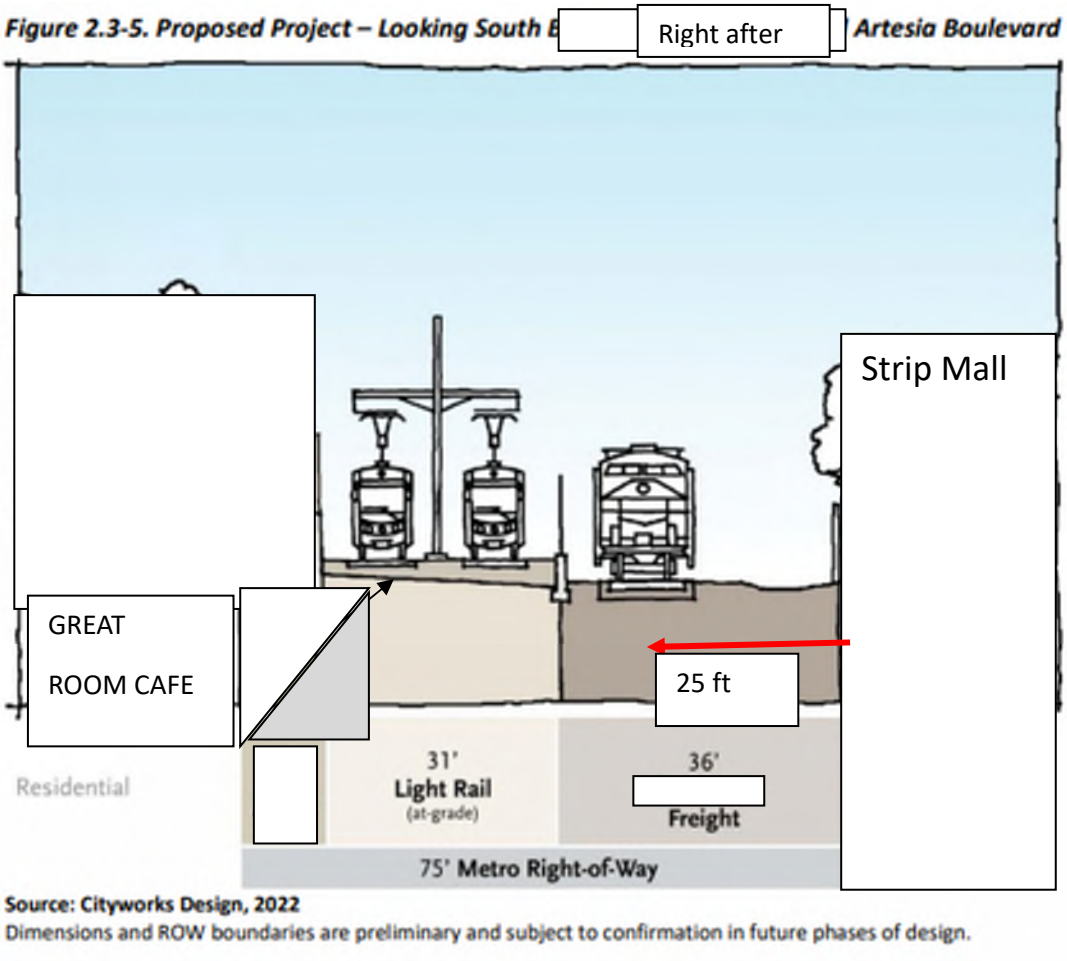
This is RIGHT AFTER THE BRIDGE. Before you get to Breakwater. The ROW is still only 75 ft wide. And it is flat to about only 34 ft from the center of the track to the west..

The train will be floating on air, unless you provide dirt to fill in the embankment.

Was that mentioned in DEIR?

356-78

Submission 356



Here is where I stopped. MAGICALLY, the configuration of the at grade rail changed.

Don't now how.

But here is what you should notice:

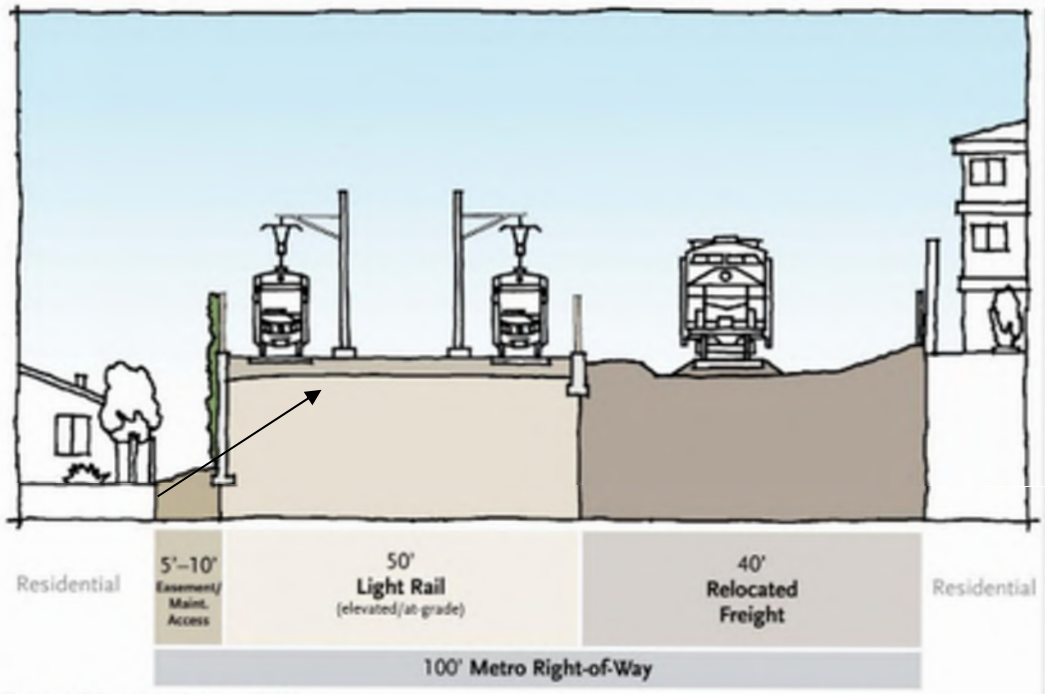
This is at Breakwater, somewhere.

356-79

But look at the backyard notice on the East side.. It says EASEMENT. Who owns that property? Metro, or the homeowners?

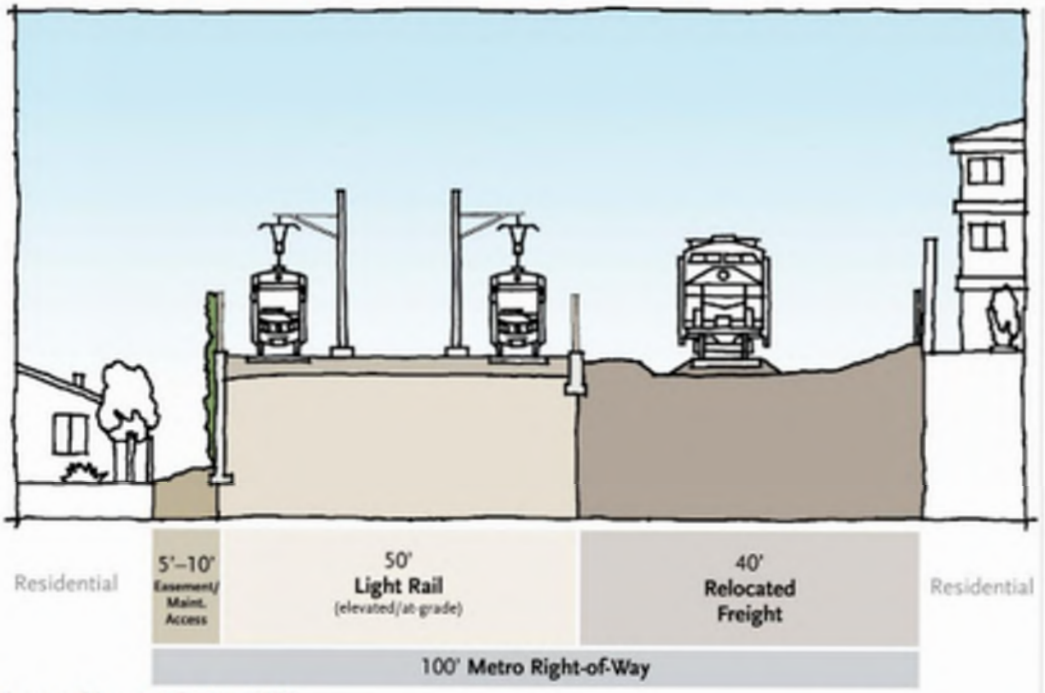
And one of the LRT's is sitting on fill dirt. (It would be air, otherwise.)

Figure 2.3-6. Proposed Project – Looking South of Artesia Boulevard



Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

Figure 2.3-6. Proposed Project – Looking South of Artesia Boulevard



Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

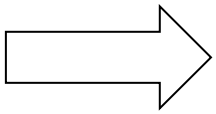
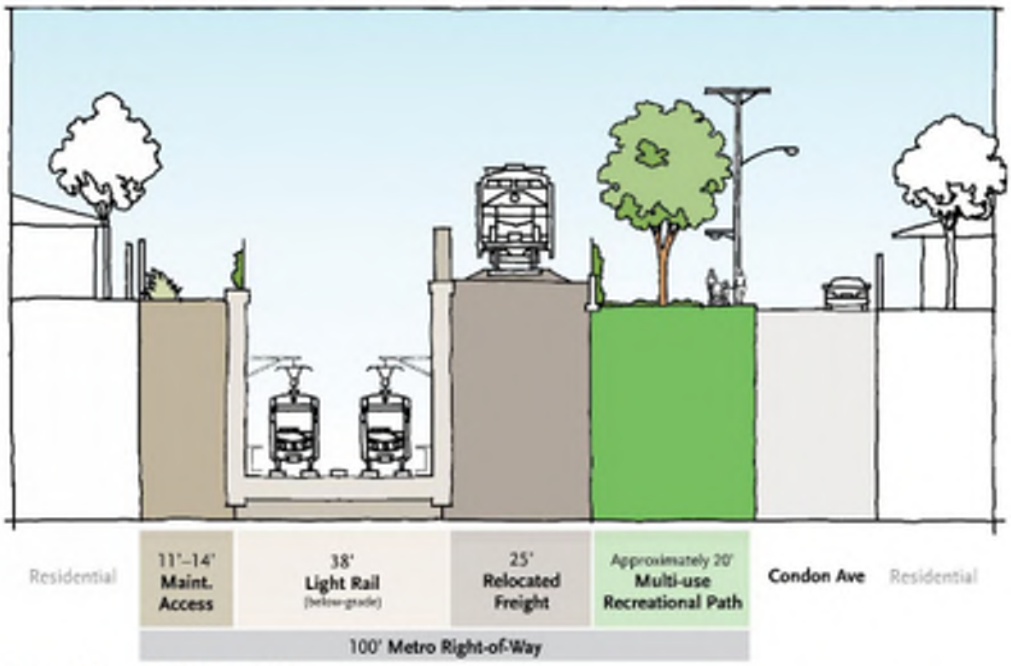


Figure ES-8. Trench Option - Looking South Between 162nd Street and 168th Street



Source: Cityworks Design, 2022

Note: Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

Submission 356

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING
March 14, 2023

N.1. DISCUSSION AND POSSIBLE ACTION ON THE SUBMITTAL OF OFFICIAL COMMENTS TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) REGARDING THE METRO C (GREEN) LINE EXTENSION TO TORRANCE PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

- Email Communications

Submission 356

From: Vickie Kroneberger
To: Lina Carrillo; Latrice Williams
Cc: Brandy Forbes
Subject: FW: Comments re: Metro Green Line Extension in Redondo Beach [N.1?]
Date: Tuesday, March 14, 2023 12:36:20 PM

Is this responsive to Agenda Item N1 for this evening? Can you prepare Blue Folder for Public Communications for this item with the email below, and add any others you may have received? Need by 3p please.

From: Nancy Skiba [redacted]
Sent: Wednesday, March 8, 2023 1:12 PM
To: CityClerk <CityClerk@redondo.org>
Subject: Comments re: Metro Green Line Extension in Redondo Beach

You don't often get email from foresthaven@hotmail.com. Learn why this is important

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Beach Cities Health District in Redondo Beach has spent millions of dollars supporting and promoting Blue Zones. Blue Zones has made numerous findings that chronic stress is the silent killer and causes intergenerational health damage. There are many studies linking excessive intermittent noise, such as the proposed Metro line through Redondo Beach to chronic stress and its many health damages, including early death.

The DEIR is defective and fails to consider the negative health impacts found by BCHD's Blue Zones program. The DEIR must be halted and amended to include that specific health damages found by BCHD's Blue Zones program. As a proposed new health damaging project, any route causing additional 24/7/365 damaging intermittent noise and vibration cannot be pursued without intergeneration health damages.

356-80

This stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks in offspring. Although people often underestimate the influence of the mind on the body, a growing catalog of research shows that high levels of stress over an extended time can drastically alter physical function and affect nearly every organ system. How living near a railroad can harm your health: From chronic stress to an increased risk of cancer, scientists say that constant exposure to trains takes a toll on the human body. Effects of Exposure to Road, Railway, Airport and Recreational Noise on Blood Pressure and Hypertension: transportation noise can induce annoyance, sleep disturbance with awakening, cognitive impairment, physiological stress reactions, endocrine imbalance and cardiovascular disorders. Transportation noise exposure is believed to be detrimental to human health through stress reactions with activation of the hypothalamic–pituitary–adrenal axis, followed by increased levels of stress hormones. In addition, nighttime noise exposure

can impact sleep quality and duration, which are crucial for physiological and mental restoration. The references above are demonstrative and not fully inclusive of the Metro-ignored Blue Zones impacts to health caused by the proposed Metro Green Line extension through Redondo Beach Neighborhoods. 356-81

Therefore, please do not build a Metro Green Line Extension near homes in Redondo Beach ! Please build the Green Line Extension on Hawthorne Boulevard to protect families and their homes/neighborhood. 356-82

Sincerely,

Nancy Skiba

From:	Vickie Kroneberger
To:	Latrice Williams
Subject:	FW: Item N.1 Blue Folder Items
Date:	Tuesday, March 14, 2023 3:00:03 PM
Attachments:	RuxtonGeo draftEval.png DEIR CityCouncil 31423.pdf image001.png image002.png
Importance:	High

Can you include this email and attachments to N.1 and re-send to me? I'm working on all the other Blue Folders that came in just under the wire.
Thanks in advance!

From [redacted]
Sent: Tuesday, March 14, 2023 2:48 PM
To: CityClerk <CityClerk@redondo.org>
Subject: Fwd: Item N.1 Blue Folder Items

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Hi,
Please use this email instead, I forgot to attach another image for my Biology Resource comments

Subject: Item N.1 Blue Folder Items

Hello City Clerk,

For Item N.1 Blue Folder I'm attaching a PDF document titled Ruxton Geo draftEval, and the following link to the 2017 Galleria Draft EIR goes with it. Please ensure all members have this, and I've included screenshots below: https://www.redondo.org/civicax/filebank/blobdload.aspx?BlobID=34511

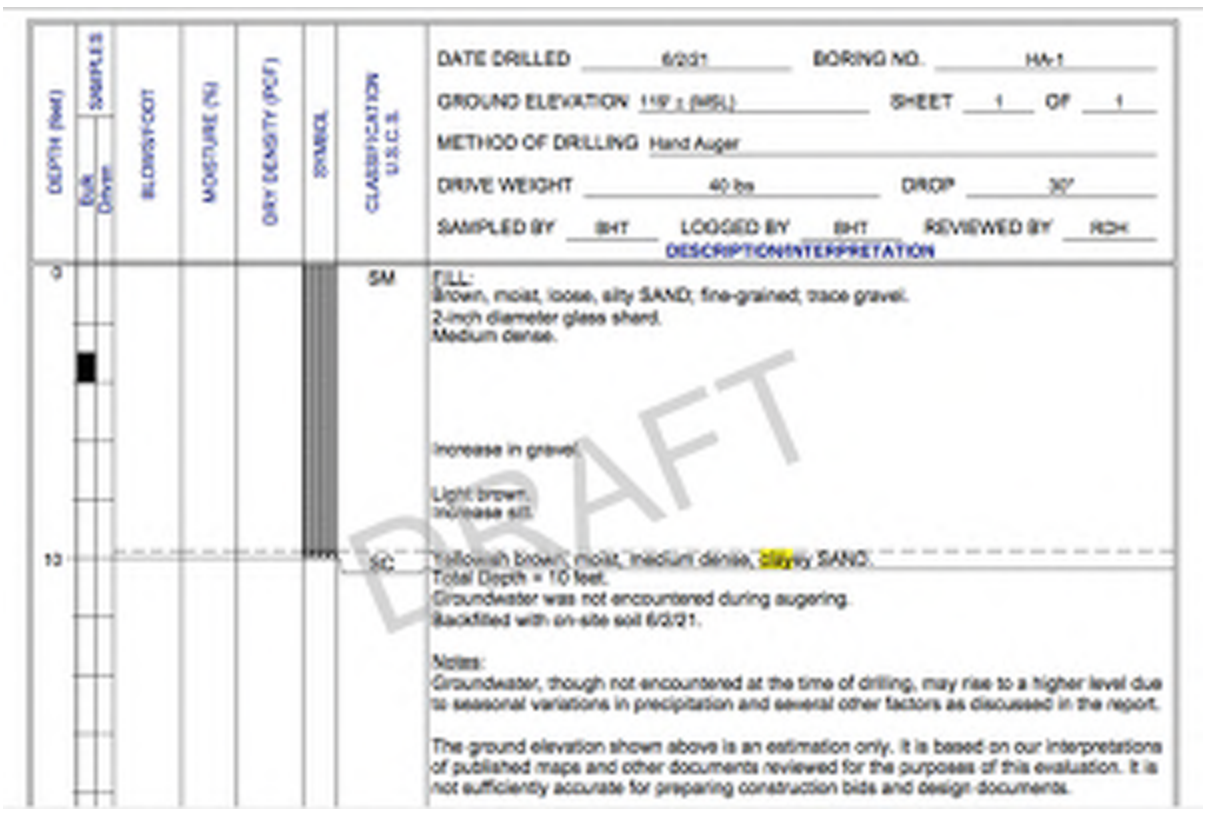
Also attached are my oral comments in written form with proposed edits to the DEIR letter being discussed. Please distribute to all members plus the mayor accordingly.

Please let me know if it's better to print hard copies for them and if so, how many would I need to bring? I know cm Obagi will be remote and Mayor Brand may or may not be present.

Thank you!

Niki Negrete-Mitchell, D3
[redacted]

Screenshots from Ruxton Geo Eval:



DATE DRILLED 6/2/21 BORING NO. HA-1
GROUND ELEVATION 118' ± (MSL) SHEET 1 OF 1
METHOD OF DRILLING Hand Auger
DRIVE WEIGHT 40 lbs DROP 30"
SAMPLED BY BHT LOGGED BY BHT REVIEWED BY RDH

DEPTH (feet)	SAMPLES Bulk	SAMPLES Driven	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	DESCRIPTION/INTERPRETATION
0							SM	FILL: Brown, moist, loose, silty SAND; fine-grained; trace gravel. 2-inch diameter glass shard. Medium dense. Increase in gravel. Light brown. Increase silt.
10							SC	Yellowish brown; moist, medium dense, clayey SAND. Total Depth = 10 feet. Groundwater was not encountered during augering. Backfilled with on-site soil 6/2/21. Notes: Groundwater, though not encountered at the time of drilling, may rise to a higher level due to seasonal variations in precipitation and several other factors as discussed in the report. The ground elevation shown above is an estimation only. It is based on our interpretations of published maps and other documents reviewed for the purposes of this evaluation. It is not sufficiently accurate for preparing construction bids and design documents.

DRAFT

356-83

SAMPLE LOCATION	SAMPLE DEPTH (ft)	DESCRIPTION	PERCENT PASSING NO. 4	PERCENT PASSING NO. 200	USCS (TOTAL SAMPLE)
B-5	12.5-13.5	POORLY GRADED SAND	100	2	SP
B-6	12.5-13.5	SILTY SAND	100	15	SM
B-6	20.5-21.5	POORLY GRADED SAND	100	4	SP

PERFORMED IN GENERAL ACCORDANCE WITH ASTM D 1140

DRAFT

FIGURE B-3

Ninyo & Moore
Geotechnical & Environmental Sciences Consultants

NO. 200 SIEVE ANALYSIS TEST RESULTS

1720 RUSKIN LANE
REDONDO BEACH, CALIFORNIA

211481001 | 11/21

356-83

2 &1/2 foot tall Great Horned Owl perched on a low wire above my back wall on ROW.

356-84

Submission 356

356-84

Niki Negrete-Mitchell, D3

Geology/soils

I've sent the PDF file of the Ruxton sinkhole performed by Ninyo & Moore, on behalf of Shell Pipeline Co. plus a link to the Galleria DEIR for comparison to Metro DEIR to the Blue Folder. 356-85

Also there was an undocumented old ROW sinkhole near 190th, and 20 years ago a condemned house near Man Bch Bl due to clay soils foundational damage 20 yrs ago. Old owner says he doesn't have the documentation. 356-86

After 2.5 years private home spaces finally repaired, but we don't know if it's done thoroughly, letter needs to be udated to reflect that. 356-87

Noise and Vibration

"Quiet zone" only establishes no bells at grade crossing, does not quiet down moving trains passing every 6 - 12 minutes 20 hrs day 4am-past midnight - that needs to be clear in the DEIR. Vague reference to "safety measures" in presentation. 356-88

On table 3.6-11 no ambient noise measurement was taken South of Artesia Bl on Ruxton Ave, or south of 182nd St on Firmona Ave, Fisk Ln and Ct or Spreckles Ct. Torrance addresses on 186th St are labeled as Redondo Beach. Inaccurate study not sufficient 356-89

Biological: (There is a lot of concern from residents on this, I'm adding clarified language) The DEIR notes no wildlife impact, yet there have been observed **Nesting Great Horned Owl and Red Tail Hawk families** in the El Nido Park and cemetery vicinity. 356-90

For **both the Proposed Project and Trench ROW Options** (Hawthorne is far enough from the tree canopy in El Nido), significant substantial adverse effects are projected either directly or through habitat modifications on local wildlife. Metro should provide better mitigation requirements to protect local wildlife. **Nesting owls and hawks which feed on invasive rodents (gophers, rats and mice) would be forced to leave their homes and food source on both ROW options** 356-91

Transportation:

- (This is to clear all of the confusion on connectivity from Hawthorne Bl without appearing confused ourselves) **DEIR should clarify for the Hawthorne Bl station there is an ample opportunity for riders to connect to any further destination via the sheer abundance of buses that stop and pick up at Artesia.** 356-92
- **In the rare case that riders need to go to the RB Transit Center, the DEIR should clarify every bus stops at Artesia before looping over to there and riders can easily shuttle over.** 356-93
- **The DEIR should clarify Hawthorne Bl station will be designed once decision is made boasting enhancements for accessible and safe pedestrian usage with city's input.** 356-94

Re: Del Amo - Torrance already has a shuttle to Del Amo from the Torrance TC. Statement above that connection to Del Amo can easily be made by boarding one of the many southbound buses. 356-95

5 GEOLOGIC AND SUBSURFACE CONDITIONS

Submission 356

The site is located in the west portion of the Los Angeles Basin in an area mapped as being underlain by dune and drift sand deposits (Dibblee, et. al., 1999). The exploratory borings in the sidewalk area encountered fill that generally consisted of brown, moist, loose to medium dense, silty sand to the total depth explored. Borings B-5 and B-6 encountered fill underlain by dune sand deposits. The fill encountered in borings B-5 and B-6 generally consisted of reddish yellow, moist, loose silty sand and was encountered to depths of approximately 9.5 and 15.5 feet in B-5 and B-6, respectively. The fill encountered in borings B-5 and B-6 were underlain by dune sand deposits, which were generally comprised of light brown and reddish brown, moist, loose to medium dense, poorly graded sand and silty sand. The removal of additional sidewalk panels did not expose additional voids at the surface. Voids were not encountered in our exploratory borings. More detailed descriptions of the subsurface materials are presented in the boring and test pit logs in Appendix A. The locations of our excavations are presented on the aerial view of the site on Figure 2.

DRAFT

Groundwater was not encountered in our exploratory excavations at the site. Fluctuations in the level of groundwater may occur due to variations in ground surface topography, subsurface stratification, rainfall, irrigation practices, groundwater pumping, and other factors which may not have been evident at the time of our field evaluation.

356-96

6 RECOMMENDATIONS

Based on discussions with Hamilton and Shell, it is understood that the removal and replacement of the retaining wall backfill in the affected area has been requested. Prior to excavation of retaining wall backfill, we recommend that the retaining wall in the subject area be underpinned/stabilized by installing push piers and/or helical piers placed below the retaining wall footings, or other applicable methods. The push piers and/or helical piers should be extended through the fill soils to sufficient depth to derive support in the underlying dune sand deposits. Voids in the area of the retaining wall footing may be filled with a combination of aggregate and expanding low-density polymer. We recommend that specialty contractors experienced with polymer injection and foundation underpinning evaluate this method of repair. The repairs should be performed by a qualified specialty contractor utilizing appropriate methods and materials.

Although the details of installation may vary depending upon the selected method of underpinning, push piers and/or helical piers generally consist of small-diameter steel piers that are driven or rotated down, usually hydraulically, into competent subsurface materials. Our analysis indicated that a design capacity of 25 kips per pier maybe utilized for underpinning design. We anticipate that the bearing material (dune sand deposits) will be encountered at depths of approximately 10

May 17, 2022

Los Angeles County Supervisor
Hon. Holly J. Mitchell
500 West Temple Street, Ste. 866
Los Angeles, CA 90012

Los Angeles County Supervisor
Hon. Janice Hahn
500 West Temple Street,
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project Comments and Request

Dear Supervisor Mitchell:

On behalf of the City of Redondo Beach, please accept this letter as unified support of an elevated Hawthorne Boulevard alignment for the Metro C Line (fka Green Line) Extension to Torrance Project which would run along the historic Red Car route. We urge your honors not to gravitate to the Metro ROW alignment merely because it is the lowest cost alternative. As we detail below, the elevated Hawthorne Blvd. alignment is the most equitable, environmentally sound and the only alternative that promises to connect residents of Central Los Angeles County with the economic powerhouse coming to Redondo Beach along Hawthorne Blvd. 356-97

I. Hawthorne Blvd alignment is the superior to the ROW alignment in all regards except as to cost, which should not drive monumental generational investments.

As part of its decision-making process, Metro is considering and studying through the DEIR, two potential alignments–the Metro railroad right-of-way (ROW) alignment, currently used by heavy rail, and the elevated Hawthorne Boulevard roadway alignment.[1] We hope that as Metro Board Members, you will take our feedback to heart as you render your decision on the C Line extension.

As a preliminary matter, we want you to know that L Catterton (the real-estate arm of LVMH) is about to invest nearly half a billion dollars in a mixed retail, 300-unit inclusionary apartment units, office space and a 150-room hotel at the same intersection that would serve as the Redondo Beach stop for the Hawthorne Blvd. alignment. Between the mall 356-98

[1] Metro officials have told us that they are no longer considering an at-grade pathway down Hawthorne Blvd.

and other uses, L Catterton projects about 750 new, permanent jobs to come to the site. Only the elevated Hawthorne Blvd. alignment would deliver residents from the Willowbrook/Rosa Park station to all of the economic, family and medical centers along Hawthorne Blvd. by delivering them to its intersection with Artesia Blvd. The ROW alignment would deliver these residents to a residential neighborhood. If the County does not seize this monumental, once-in-a-generation opportunity to send the C Line down the most utile path, the C Line could be destined to demise for nonuse. 356-99

If located along Hawthorne Blvd., the C Line would also deliver residents from Redondo Beach, Lawndale, Torrance and Hawthorne conveniently to the Crenshaw/LAX Transit Project. If, however, the C Line is extended into our residential neighborhood along the ROW, the C Line would not serve as a central hub to move the masses efficiently to LAX. It would be a pity for government to have spent hundreds of millions of dollars improving LAX and installing a people mover, only to build a C Line extension that does not maximize ridership. 356-100

The City of Redondo Beach is united behind elevated Hawthorne Boulevard alignment since it addresses many of our residents' concerns regarding noise, vibration, resident/child safety, and other factors, as well as having an expeditious, speedy route to the Torrance Transit center which would likely bolster its usership at a time of Metro ridership decline. The Hawthorne Blvd. alignment would also revitalize local businesses through higher visibility and the creation of a vibrant destination for riders.

II. <u>The City is united behind the Hawthorne Blvd. alignment and against the ROW.</u>

The City Council unanimously voted to reaffirm our recommendation of the elevated route along Hawthorne Blvd. We are very concerned for our mixed-income senior residents at the Breakwater Village. Breakwater Village was built along the Metro ROW in the early 2000's. It boasts 191 units covenanted for seniors. It includes 20 affordable units, including Section 8 housing. On May 11, 2022, we heard from elderly members of the Redondo beach community who talked about re-leveling the pictures on their wall every week due to the vibrations from the BNSF freight train that passes by Breakwater Village twice daily. 356-101

If you adopt the ROW alternative, Metro will relocate the BNSF freight train 15 feet closer to Breakwater Village. The residents are terrified about more cracks appearing on their property, the devaluation of their "nest eggs," and not being able to live out their golden years in peace and quiet. Imagine years – not months or weeks – of Metro construction within feet of your home. Peace and quiet is precisely what our seniors at Breakwater Village bargained for when they invested in their retirement homes there.

The same is true for the mixed-income residents of the Ruxton Place and Ruxton Ridge, that are home to 27 and 28 units, respectively. Metro staff declined to enter Ruxton Place. Had they done so, they would have seen firsthand the sink hole created by Shell's drilling on the Metro ROW. For over a year now that sinkhole has been fenced off; residents of the affordable units there do not have regular access to their front doors because the 356-102

sinkhole persists.[2] The land subsidence that occurred at the Ruxton Place is merely symptomatic of the potential, serious hazards that could arise from heavy machinery and construction on the ROW so close to pre-existing, heavy residential developments. To date, Metro has not articulated confidence that the geology on the ROW would permit the C Line to be extended with no damaging effect on the dense residential developments adjacent to the ROW. 356-102

On the other side of the Metro ROW from Breakwater Village are several single-family residential homes that front Condon Avenue. Due to an extreme grade change between those properties and the proposed elevation of the light rail for the Metro C Line ROW alignment, a major retaining wall of 15 to 20 feet in height would be required just 5 feet from the rear property lines of those residential lots. In many cases those homes are set just 20 feet from the rear property line, and in some instances just 5 to 10 feet. This major retaining wall would tower over the rear yards of these properties. As well, the height of that proposed retaining wall would be the height of most of these homes that are just a single story. In addition to the noise and vibration concerns that the proximity of the light rail would have on these the homes, the retaining wall would significantly reduce the light and air in the rear yards of these residential properties. 356-103

It's for these reasons and those stated below that we implore you to say "No" to the ROW. As noted previously in the Redondo Beach comments on the Notice of Preparation (NOP) of the Draft EIR in the March 16, 2021 letter (attached), the Metro railroad right-of-way (ROW) option is expected to have numerous devastating impacts on the 480+ Redondo Beach private homeowners who live directly adjacent to the ROW (some sharing property lines). Those adverse effects would persist whether the rail is at grade or made subterranean at certain roadways like 182nd Street (near Firmona Ave). 356-104

Based on the multi-year timeline needed to build the light rail within feet of where many of them sleep nightly, the negative impact that this will have on so many lives, including our seniors', simply cannot be understated. The City of Redondo Beach has expressed significant concerns about using the ROW for the C Line extension based on our understanding of the proposed project to date, including: 356-105

- Failure to equitably use tax dollars for the benefit of the maximum number of Angelenos from all over the County by directing the C Line extension down the alignment that would reach the greatest number of residents and garner higher ridership than implementing the ROW alternative;

- Failure to provide communities from the Willowbrook/Rosa Parks Metro stop areas to the South Bay job centers, medical offices and the economic powerhouses located along Hawthorne Blvd., including the soon to be 356-106

[2] We are thankful that staff from each of your offices have gotten to know about this issue. Jennifer LaMarque helped us get Shell's attention to the sinkhole in 2021, and Karishma Shamdasani visited the site and listened to considerately residents on May

totally revitalized South Bay Galleria, which will host about 750 new jobs, 300 new apartment units, 150 hotel rooms, office space and a modern, family-oriented mall; 356-106

- Concerns about drilling and excavating land used for numerous oil pipelines, for the construction of the partially subterranean light rail tracks; 356-107
- That there would be no time-savings associated by building the below-grade options on the ROW versus the elevated option on Hawthorne Blvd.; 356-108
- The below grade ROW alternative would be constructed at about a 30-foot grade differential from the adjacent train track that runs heavy loads of hazardous oil down the ROW twice a day;
- Metro has not analyzed the suitability of the land on the ROW to have a heavy, hazardous-material carrying train running next to below-grade light rail. In fact, in 2020, Shell conducted drilling along the ROW near the Ruxton, that cause land subsidence in that residential development for our affordable housing residents; 356-109
- Noise and vibration from construction and operation. 356-110

On April 11, 2022, two Redondo Beach Council Members and I, Mayor Brand, met with more than 60 concerned community members as part of the *Walk with Metro* event. At that meeting, Metro presented new facts that escalated existing concerns regarding the ROW alternative, including the need to re-align the freight line (that hauls oil, cars, jet fuel, and other industrial materials) further west, closer to existing homes.[3] 356-111

On May 11, 2022, Council Members Obagi and Loewenstein, and Community Development Director Brandy Forbes met with two groups of over 100 residents total at Breakwater Village and the Ruxton developments, respectively. At those meetings, Metro staff attempted to assuage residents' concerns about devaluation of their homes by pointing to increased value in Culver City and other areas around the Metro stops. But, Culver City and other areas are distinguishable in that there were opportunities there and in Pasadena to build new development around the Metro stops that were designed to block out the noise and other disruptions posed by trains passing every 6 minutes.

[3] Asked why they could not push the train tracks further east, one official answered that, around 182nd, that would put it too close to El Nido Park. But, putting it closer to homes should not be more ok than putting it closer to a park. On May 11, an engineer stated that pushing the freight train east would require Metro to take private property to the east of the ROW. Clearly, there are no good cost-effective options down the ROW 356-112

In Redondo Beach however, the developments at Breakwater Village and Ruxton were built less than twenty years ago with no contemplation of Metro trains passing by every six minutes. Their relative young age shows that these buildings will not be replaced anytime soon. In addition, they already have sustained cracks and damages due to their proximity to the freight train that passes by only twice a day. Yet, in the ROW alignment, Metro proposes to move the fuel carrying trains closer to our residents' homes. That is not ok. 356-113

III. The City still has many questions that Metro has not answered.

The City requests that the following questions are addressed, at a minimum in the DEIR

1. What are the standardized noise levels being used (federal or state guidelines)? 356-114
    a. If the noise levels exceed certain levels, will Metro provide noise-proofing to surrounding homes like LAX does in El Segundo? This should be considered for both during construction and post-construction impacts. 356-115
    b. Are the "ambient noise levels" greater for the freight train for the current position or the new position proposed after the freight rail realignment? 356-116
2. Since the freight line will be re-aligned, closer to the existing homes, what are the potential impacts of a derailment? If there is a derailment, what would the costs and impacts be to the City? 356-117
3. Are Police/Fire/EMT response times taken into account for the crossing on 182nd and the rail line, both during construction and after? 356-118
4. If the ROW alignment goes below grade at the crossing on 182nd and other intersections, how would the rail line retaining wall be structured to support the weight of the heavy freight on grade immediately next to the deep below-grade alignment (the representative on the tour mentioned needing to go as far as 30 feet or more below grade) for the Metro line to prevent soil subsidence issues we have seen elsewhere in the City? 356-119
5. Since the berms for the freight lines will be brought closer to private property, in some places, as close as five feet, what is the plan for providing extra retaining walls, addressing sound, vibration, and accommodating proper drainage? 356-120
6. Will personal transportation improvements, including a bike path and pedestrian walkway still be implemented? And, if so, where in Redondo Beach? 356-121
7. Has the soil and or geology on the ROW been studied to determine that the ROW land could tolerate a heavy freight train carrying oil directly adjacent to a pair of 30' below-grade light trail tracks? And to tolerate the differential vibrations of both 356-122

These comments have been reviewed and approved by the Redondo Beach City Council at their May 17, 2022 public meeting. If you or Metro have any questions regarding this comment letter, please contact Brandy Forbes, Community Development Director for the City of Redondo Beach at 310-318-0637 x2200 or brandy.forbes@redondo.org. Thank you for your consideration of our comments.

Sincerely,

Mayor William Brand

Joined by:

Nils Nehrenheim
Council Member, District 1

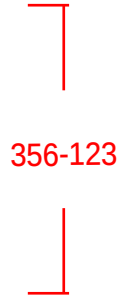
Todd Loewenstein
Council Member, District 2

Christian Horvath
Council Member, District 3

Zein E. Obagi, Jr.
Council Member, District 4

Laura Emdee
Council Member, District 5

CC: L.A. County Metro Board
Mike Witzansky, City Manager
Luke Smude, Assistant to the City Manager
Brandy Forbes, Community Development Director
Delores Roybal Saltarelli, Project Manager, LA County Metro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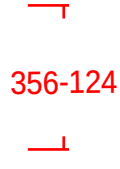
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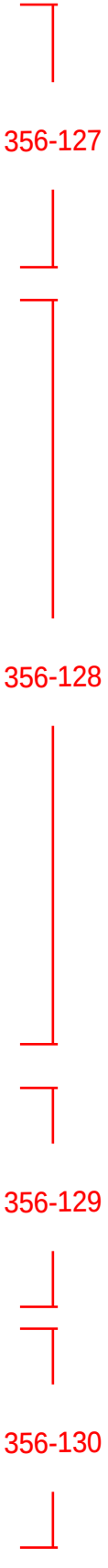
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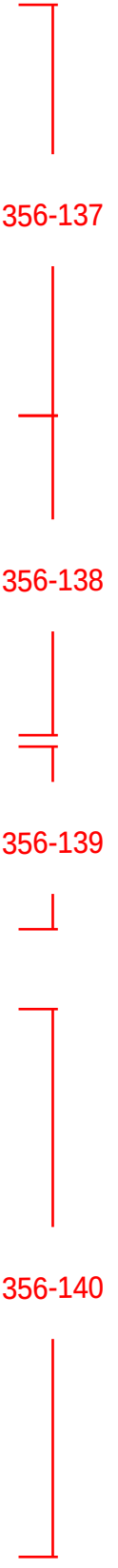
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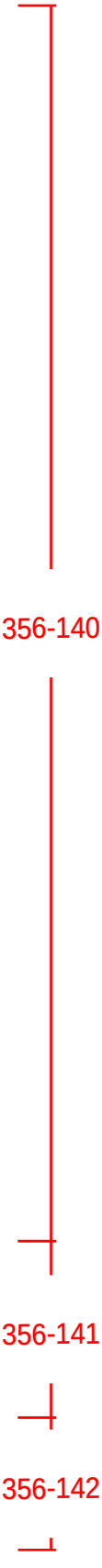
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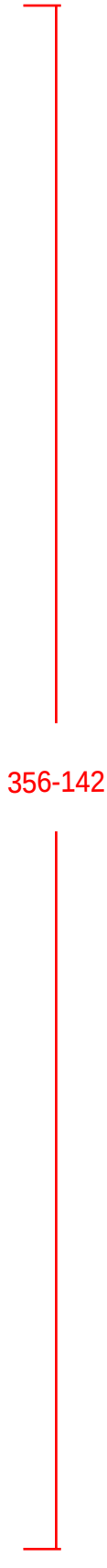
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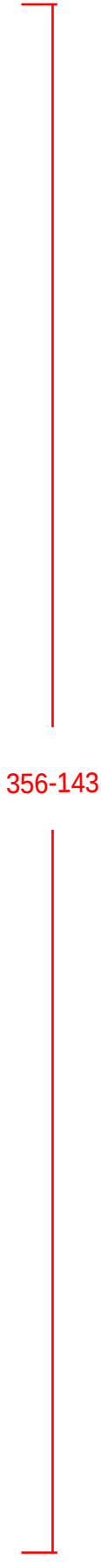
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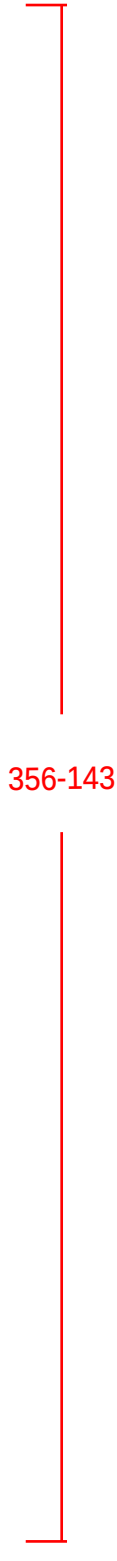
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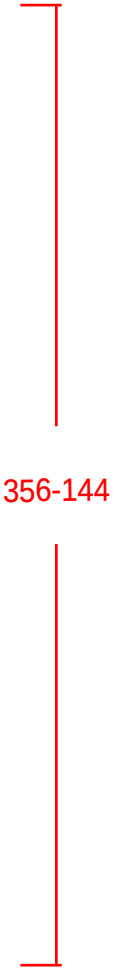
356-144

Submission 357

From: Keith Kubachka <[redacted]
Sent: Wednesday, March 22, 2023 10:47 AM
To: GreenlineExtension
Cc: info@rightofsay.com
Subject: Re: No on ROW Torrance C Line Extension (Green)

To: The Metro Board
From: April Kubachka
Date: 03/22/23
Re: No on ROW Torrance C Line Extension (Green)

I vehemently oppose the Right of Way Torrance "Greenline". As a Redondo resident and business owner, I know the only ones who will be negatively affected by this project are the residents of Torrance and Redondo Beach. Reviewing the DEIR (Draft Environmental Impact Report), I can say that this is a disaster. ES.2-3.1 Proposed Project to extend the C line into Torrance and Redondo Beach will bring no benefit and only bring crime, graffiti, congestion and noise to the South Bay. ES.3 on impact analysis states no impact or less than significant impact on most items, this is a blatant lie. They attempt to down play actual impact with simply made up or skewed data, and by phrasing the questions to evaluate to purposely side-step the actual question they want to avoid answering. (i.e. "Will the Project substantially increase hazards due to a geometric design feature or incompatible uses? Findings: less than significant" – **Are you serious?**)

357-1

357-2

357-3

This stops now! I, and the people of the South Bay, do not want this project in our cities PERIOD. No to the C Line (Green) extension.
,

357-4

Thank you,
Apri Kubachka

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Submission 358

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

March 23, 2023 EMAIL

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, California 90012

Dear Ms. Sheridan:

Notice of Availability
of a Draft Environmental Impact Report for the Green Line Extension to Torrance

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Availability of a Draft Environmental Impact Report for the Green Line Extension to Torrance. Metro proposes to implement a light rail transit Project that would extend the C Line (Green) from the existing Redondo Beach (Marine) Station to the Torrance Transit Center. The Draft EIR evaluated the Proposed Project, which would be an elevated or at-grade alignment within the existing Metro-owned right-of-way (ROW) for the entire 4.5-mile length. Two options are considered for the northern segment of the Project area between the Redondo Beach (Marine) Station and 190th Street: 1) Trench Option, which travels along the Metro ROW with the light rail located within a below grade trench, and 2) Hawthorne Option, with the light rail in an elevated configuration traveling parallel to the I-405 Freeway and within the median of Hawthorne Boulevard.

Metropolitan owns and operates facilities within and adjacent to the proposed Project Limits. Metropolitan's West Basin Feeder between Sta. 288+00 to 290+00 and Sta. 296+00 to 299+00 are located along Manhattan Blvd. and adjacent to I-405 within the Metropolitan easement along and or within the Project boundary. Metropolitan is concerned with potential impacts to these facilities and rights-of-way that may result from implementation of the proposed Project. 358-1

Metropolitan must be allowed to maintain its rights-of-way and access to its facilities and properties at all times, in order to repair and maintain the current condition of those facilities. In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Metropolitan will not permit procedures that could subject the pipes to excessive vehicle, impact, or vibratory loads. Any future design plans associated with this Project should be submitted to the attention of Metropolitan's Substructures Team. Approval 358-2

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Submission 358

of the Project should be contingent on Metropolitan's approval of design plans for portions of the proposed Project that could impact its facilities. 358-2

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by contacting Metropolitan's Substructures Team at EngineeringSubstructures@mwdh2o.com. To assist Metro in preparing plans that are compatible with Metropolitan's facilities and rights-of-way, enclosed is a copy of Substructure's review of the available plans in the DEIR. Please note that Metropolitan's facilities and rights-of-way must be fully shown and identified as Metropolitan's on all designs or plans submitted. 358-3

Additionally, appropriate property rights must be obtained from Metropolitan for any project activities within Metropolitan's property, such as the granting of a road easement or license. The granting of property rights may be subject to Metropolitan's Board of Director's approval. No work must be done including potholing or any studies within Metropolitan's property prior to the execution of an appropriate agreement. Please contact Metropolitan's Real Property Group regarding the process for obtaining access or property rights at RealEstateServices@mwdh2o.com. Metropolitan recommends that the EIR include reference to Metropolitan's property and granting of an agreement, and also acknowledge Metropolitan as a potential responsible agency "expected to use the EIR in their decision-making" per CEQA Guidelines Section 15124(d)(A). 358-4

Metropolitan encourages projects within its service area to include water conservation measures. While Metropolitan continues to build new supplies and develop means for more efficient use of current resources, projected population and economic growth will increase demands on the current system. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed Project. 358-5

We appreciate the opportunity to provide input to your planning process and look forward to receiving future plans and documentation for this Project. If we can be of further assistance, please contact Liz Florence at (213) 217-7193 or at eflorence@mwdh2o.com.

Very truly yours,

DocuSigned by:
Sean Carlson
A67ED56B82914E6...

Sean Carlson
Manager, Environmental Planning

lf:rdl
(Metro_C-Line Extension DEIR_ Comment Letter_3-23-2023)

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Enclosures:

1) Substructures Memo Job No. 2020-20-001 and attachments:
    a. Drawing TC-102
    b. DrawingTC-202
    c. Drawing T-704
    d. Drawing GX-120
    e. Drawing GX-220

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MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Date: March 22, 2023

To: Liz Florence, Associate Environmental Specialist
Environmental Planning

From: Francisco Flores, Manager
Substructures Team

Subject: West Basin Feeder
Sta. 288+00 to 290+00 and
Sta. 296+00 to 299+00
Substructures Job No. 2020-20-001

Refence is made to your email dated February 9, 2023, forwarding a link for MTA's proposed Green Line extension (Line C) project connection from existing Redondo Beach (Marine) station to the Torrance Transit station in the South Bay area of Los Angeles County. Included in the link to the DEIR documents were prints of the conceptual plans (Pages 1 through 213).

We have reviewed the submitted conceptual plans, and our comments and requirements are as follows:

1. The location of our 45-inch-inside-diameter precast concrete West Basin Feeder pipeline, as shown on Pages 46 (Drawing TC-102), 76 (Drawing TC-202), 130 (Drawing T-704), 143 (Drawing GX-120), and 152 (Drawing GX-220), is generally in agreement with our records. However, we request that our pipeline and accompanying 10-foot-wide permanent easement right-of-way also be shown and identified as Metropolitan's on all pertinent sheets of your plans. Enclosed is a copy of our Right-of-Way Map 1418-5 for your information and use.

   We request that the final alternative detail plans and sections showing the exact locations of the proposed trench/new piles/at-grade proposal in relation to our pipeline be submitted for our review and written approval. In addition, all the pipeline appurtenances such as manholes within the footprint of the proposed project must shown and identified as "protect in place".

   Metropolitan's Drawings A-2755 and B-8289 are enclosed, to convert elevation from NGVD29 to NAVD88 datum, use the following formula:

358-6

358-7

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Submission 358

$$Elevation_{NAVD88} = Elevation_{NGVD29} + 1.45 \text{ feet}$$

Trench Option

2. The proposed "grade-separation" design, as shown on Pages 76 (Drawing TC-202), 81 (Drawing T-204), and 152 (Drawing GX-220), will require relocation of Metropolitan's existing pipeline at Manhattan Beach Boulevard. However, we will need to further evaluate design criteria for the alignment for the final length, depth, and size due to utility conflict constraints. Please note that our air release and vacuum valve structure may need to be redesigned and introducing a new air release and pumpwell manhole structures if the proposed alignment results in a new high or low point. 358-8

   This proposal to relocate portion of our pipeline could run up to millions of dollars. All costs associated with the modification design, protection, and inspection of our facilities to accommodate this project must be borne by the project proponent. Please note that general cost estimate includes Metropolitan's design, inspection, administration and any required shutdown and dewatering. The cost may vary, depending on the actual site conditions. The relocation must be designed and constructed in accordance with Metropolitan's standard specifications and design criteria. 358-9

   In order for Metropolitan to determine a detailed scope, we require a deposit in the amount of $100,000 to apply toward the cost of our review of your project plans, establish a utility agreement, and to prepare a detailed cost estimate for the proposed protection and modification design of our facility. Please note that general cost estimate includes Metropolitan's design, inspection, administration and any required shutdown and dewatering. The cost may vary, depending on the actual site conditions.

   Regarding the schedule of work, the relocation of our pipeline would typically take 12 to 18 months from preliminary to final design and construction, and shutdowns and dewatering of our pipeline would only take place between the months of November and March. 358-10

Elevated and/or At-Grade Options

3. To evaluate the feasibility of the proposed options, we will need a comprehensive and substantial technical analysis be submitted for our review and written approval to demonstrate and ensure that there will be no adverse impacts that would compromise the operation, continuity, and long-term reliability of our water conveyance system. As such, we are requesting the following information for our review: 358-11

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Submission 358

- Based on Page 130 (Drawing T-704), please provide a site-specific geotechnical report with borings where the 8-foot-diameter CIDH pile at your Station 438+50 is the closest one to our pipeline, which runs along the Manhattan Beach Boulevard. 358-12

- Please include a vertical section normal to the pipeline alignment while crossing the 8-foot-diameter CIDH pile at your Station 438+50. Please also show the foundation stratigraphy using the closest borings, section of the pipeline, and horizontal clearance between the CIDH pipe and the pipeline. 358-13

- If groundwater drawdown is required to construct the 8-foot-diameter CIDH pile at your Station 438+50, the cone of depression expands and deepens during pumping until the flow in the aquifer is equal to the pumping rate. When the cone stops expanding, equilibrium exists and its configuration in terms of its radius and depth should be determined. If our pipeline alignment crosses the cone of depression, then settlement/lateral deflection profiles along the affected reach of the pipeline are required, as referenced in Metropolitan's Geotechnical Guidelines, copy attached. 358-14

- A contingency plan must be in place in the event of encountering perch water/running soil/unstable soil during the CIDH excavation at your Station 438+50 since the proposed pile at this location is closet to our pipeline. Please note that encountering running soil during the CIDH excavation would potentially undermine the pipeline, thereby adversely affecting its structural integrity and compromising the reliability and continuity of Metropolitan's conveyance and distribution system. 358-15

4. Our pipeline is a precast concrete pipe installed within a jacked casing from Station 297+13 to Station 297+53 with a 10-foot-wide concrete encasement at each end of the jacked casing, as shown on our Drawing A-2755, copy enclosed.

   The plans show that the proposed future at-grade rail tracks may cross over and outside the existing concrete encasement designed to carry the railroad loads. Outside the existing concrete encasement, our pipeline is not designed to carry the proposed railroad loads; therefore, a permanent concrete protective slab or a bridge structure must be placed over our pipeline to protect from excess loads. 358-16

   Please submit the live load per American Railway Engineering Association (equivalent Cooper E-xx loading) for the railway at-grade proposal.

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Submission 358

5. Cast-in-driven hole piles and piles support structures may impose vertical and/or lateral load on our pipeline. The structural calculations of the piles adjacent to our pipeline must be submitted for our review and written approval.

Furthermore, a settlement and/or lateral deformation study may be required for pile installations within 50 feet of our pipeline. The use of driven piles within 20 feet of the centerline of our pipeline is not permitted. Before construction commences, our pipeline must be located by potholing, under Metropolitan's supervision.

358-17

6. If the proposed grading exceeds 2 feet of cut or fill over our pipeline, a soil report showing the predicted settlement of our pipeline at 10-foot intervals must be submitted. This data must be carried past the point of zero change in each direction and the actual size and varying depth of the fill must be considered when determining the settlement/rebound.

Any grading that could result in a significant settlement of the pipeline will not be acceptable. If the pipeline settles or rebounds, deflection at the pipe joints will occur. This could result in cracking or chipping of the cement mortar and cement grout joint filler. It could also result in cracking or chipping of the mortar coating. This will allow corrosion to begin at the bells and spigot joints. Excessive settlement/rebound will cause the wall of the pipe to fail catastrophically.

358-18

7. Excavation for the proposed project could affect Metropolitan's facilities. Therefore, we request that the contractor submit an engineered shoring design to Metropolitan for review and acceptance a minimum of 30 days before the scheduled start of excavation. Excavation must not begin until the shoring design is accepted by Metropolitan. The submittal must include all required trenches, pits, and related calculations. The use of driven piles within 20 feet of the centerline of our pipeline will not be permitted. Before beginning construction, our pipeline and appurtenances should be located by potholing

under Metropolitan's supervision. There must be a minimum of 2- and 5-feet of clearance between our pipeline and the edge of the drilled hole for temporary and permanent piles, if applicable. There must be a minimum of 1-foot of clearance between any part of the shoring and Metropolitan's pipeline.

358-19

8. Procedures and specifications of construction equipment to be used for the removal and placement of soil in proximity to Metropolitan's pipeline must be submitted to Metropolitan for review and approval a minimum of 30 days prior to starting work in the vicinity of Metropolitan's pipeline. The submittal must include the equipment and procedures to be used for the placement and compaction of soil over and adjacent to Metropolitan's pipeline and meter vault. Metropolitan will not permit procedures, which could subject the pipe and meter vault to excessive

358-20

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vehicle, impact, or vibratory loads. Procedures for the removal and placement of soil over our pipeline must be such that excessive unbalanced loads are not imposed on the pipeline. 358-20

Storing of equipment or spoils over the footprint of our pipeline is not allowed. 358-21

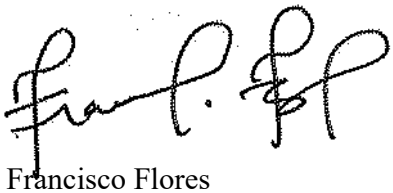
Vehicles that impose a load no greater than that imposed by an AASHTO H20 vehicle may be used when the cover is between 4 feet and 11 feet. When the cover over Metropolitan's pipeline is less than 4-feet Metropolitan's pipeline loading restrictions must apply. 358-22

No vibratory compaction equipment in vibratory mode must be used within 25 feet of the centerline of our pipeline. 358-23

9. We request that a stipulation be added to your plans and/or specifications to notify Daniel Diaz of our Water System Operations Team at (323) 276-7623 or cell (760) 792-2573, at least two working days prior to starting any work (including potholing) in the vicinity of our facilities. 358-24

We are returning prints of the Pages 46 (Drawing TC-102), 76 (Drawing TC-202), 130 (Drawing T-704), 143 (Drawing GX-120), and 152 (Drawing GX-220), stamped "REVIEWED — CORRECTIONS NOTED — RESUBMITTAL REQUIRED." 358-25

If you have any questions regarding this matter, please contact Ken Chung at 77670.

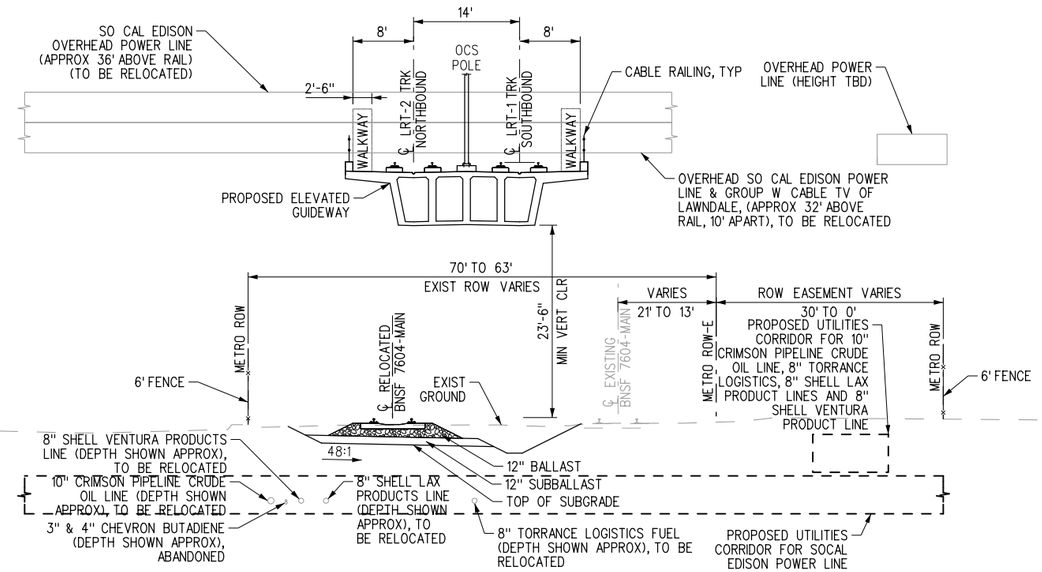


Francisco Flores

KC
DOC m2020-20-001

Enclosures (8)

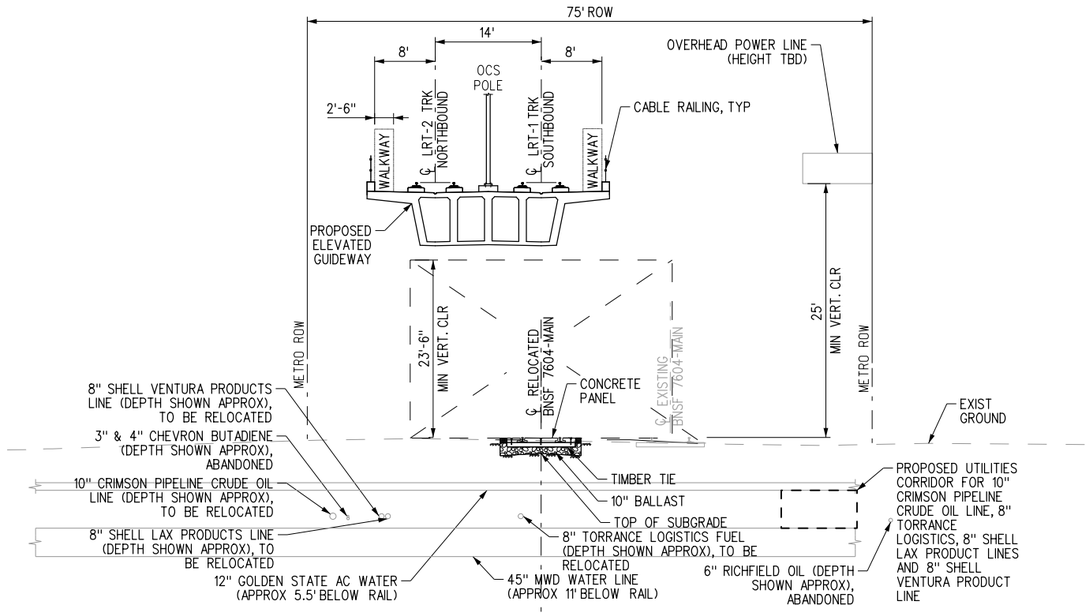
cc: D. Diaz w/plans
Substructures File w/plans



CROSS SECTION - ELEVATED GUIDEWAY W/ CROSSING OVERHEAD UTILITIES NORTH OF MANHATTAN BEACH BLVD

SCALE: 1"=10'

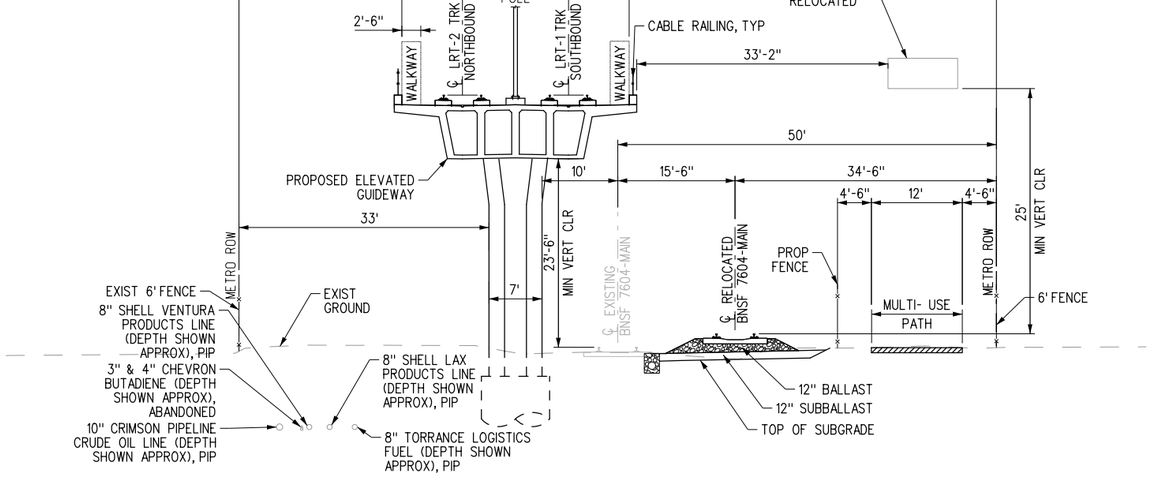
D1 T-103 T-403



CROSS SECTION - ELEVATED GUIDEWAY AT MANHATTAN BEACH BLVD

SCALE: 1"=10'

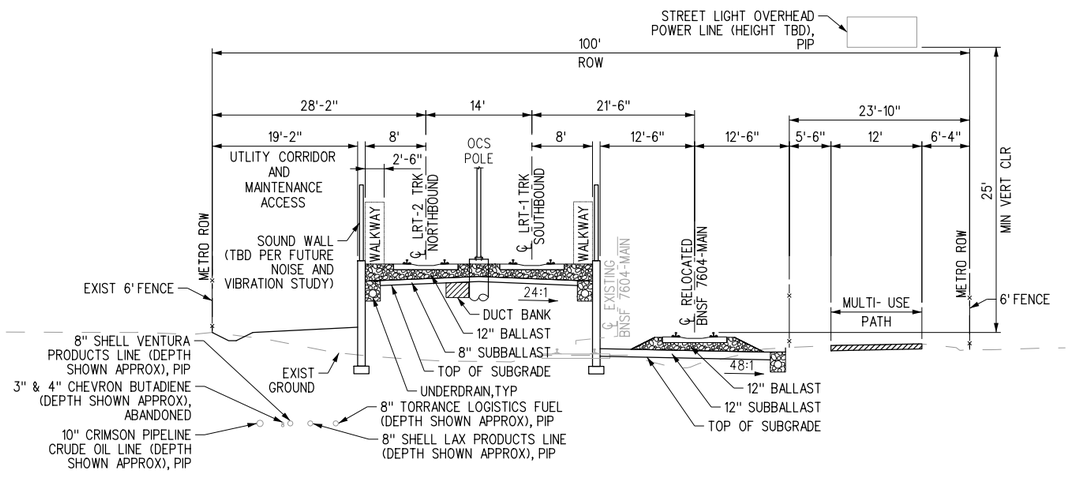
E T-104 T-404



CROSS SECTION - RETAINED FILL NORTH OF 161ST ST

SCALE: 1"=10'

F T-105 T-405



CROSS SECTION - RETAINED FILL SOUTH OF 162ND ST

SCALE: 1"=10'

G T-105 T-405

NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
2. ALL STRUCTURES, INCLUDING ELEVATED GUIDEWAY AND RETAINING WALLS ARE SHOWN CONCEPTUALLY, SEE STRUCTURES DRAWINGS FOR FURTHER DETAILS.

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY	J. GONZALEZ
DRAWN BY	B. EUN LLOVET
CHECKED BY	G. THOMPSON
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
PROPOSED PROJECT
TYPICAL SECTIONS
SHEET 2 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-102
REVISION	SHEET NO.
SCALE	AS SHOWN

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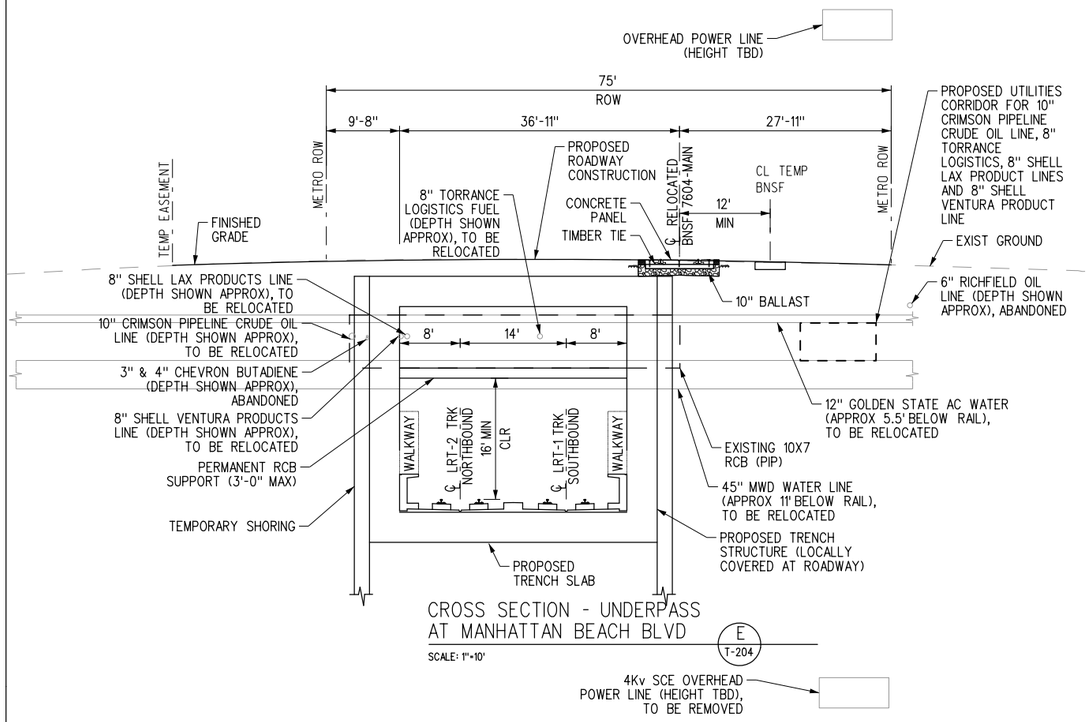
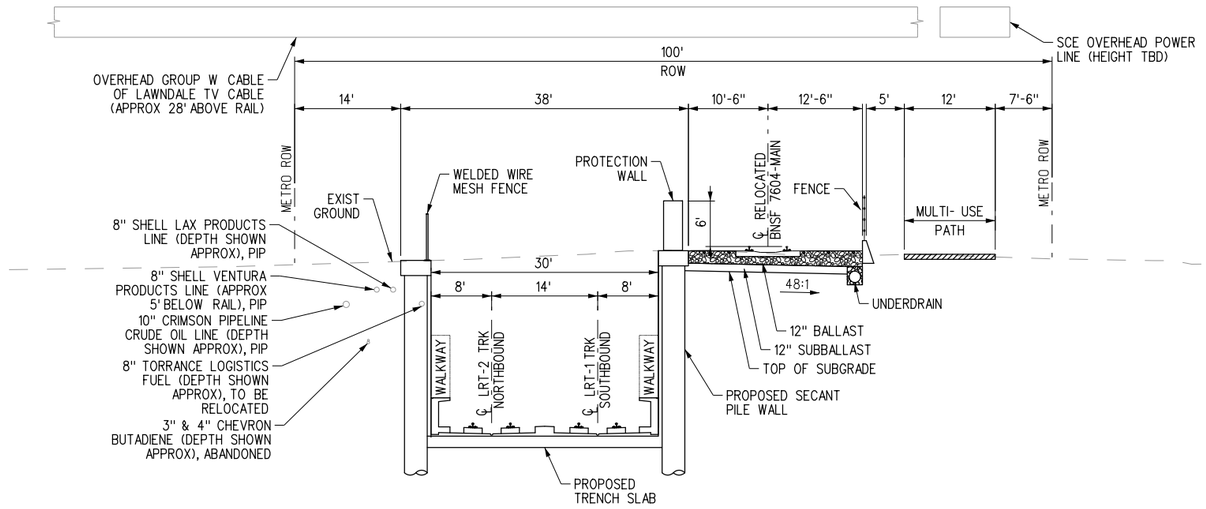


CROSS SECTION - UNDERPASS AT MANHATTAN BEACH BLVD (E, T-204)

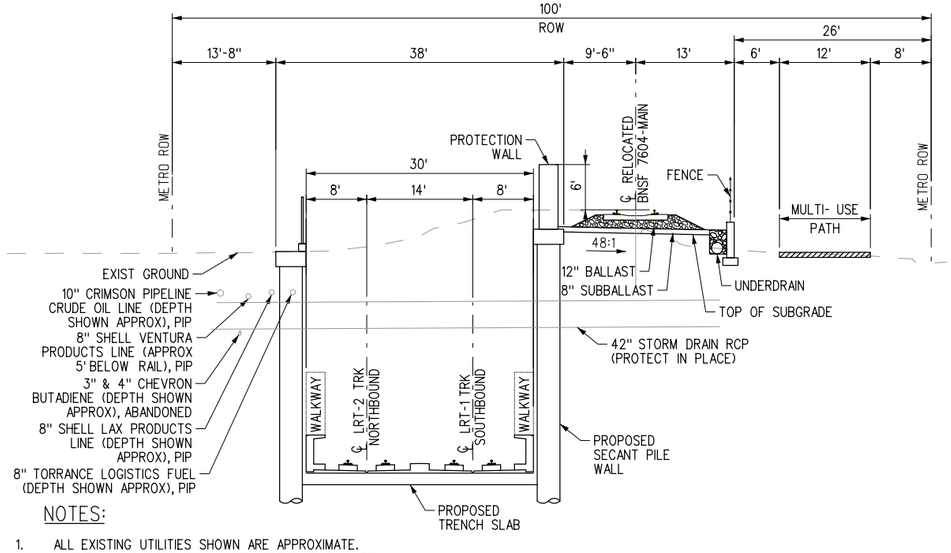
SCALE: 1"=10'

4Kv SCE OVERHEAD POWER LINE (HEIGHT TBD), TO BE REMOVED



CROSS SECTION - TRENCH SOUTH OF 162ND ST (F, T-205)

SCALE: 1"=10'

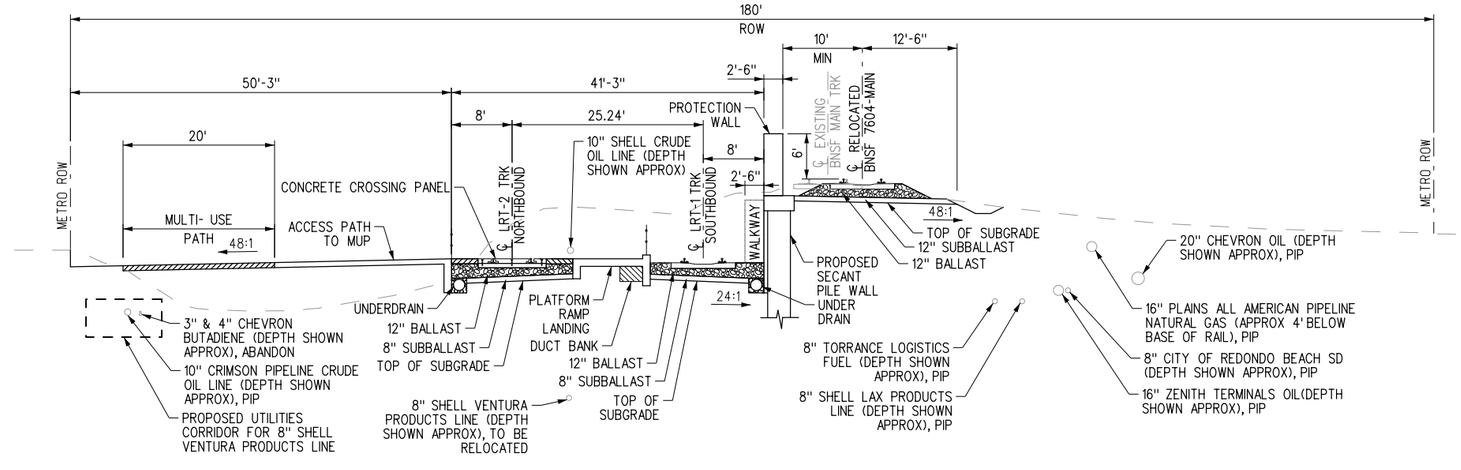


NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
2. ALL STRUCTURES, INCLUDING ELEVATED GUIDEWAY AND RETAINING WALLS ARE SHOWN CONCEPTUALLY, SEE STRUCTURES DRAWINGS FOR FURTHER DETAILS.

CROSS SECTION - TRENCH SOUTH OF 162ND ST (G, T-206)

SCALE: 1"=10'



CROSS SECTION - SOUTH OF REDONDO BEACH TRANSIT CENTER STATION (H, T-210)

SCALE: 1"=10'

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY	J. GONZALEZ
DRAWN BY	B. EUN LLOVET
CHECKED BY	G. THOMPSON
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
TRENCH OPTION
TYPICAL SECTIONS
SHEET 2 OF 3

CONTRACT NO.	AE63445001
DRAWING NO.	TC-202
REVISION	SHEET NO.
SCALE	AS SHOWN

12/23/2022 2:02:42 PM gonzalj
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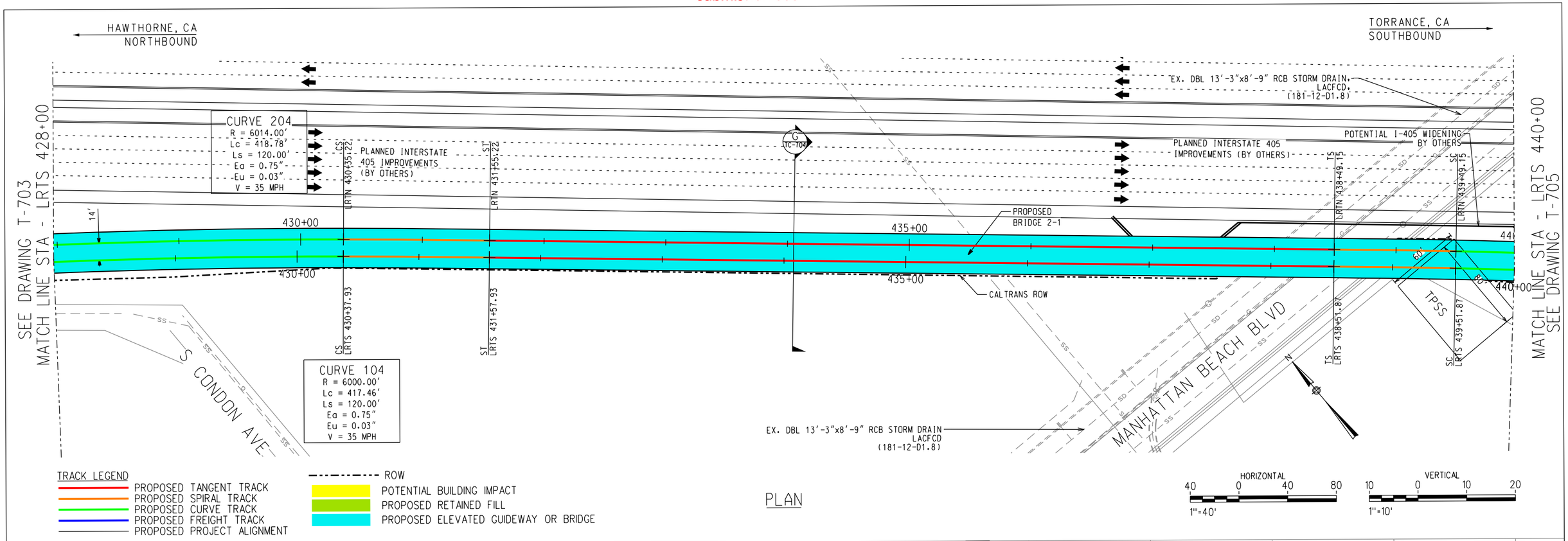
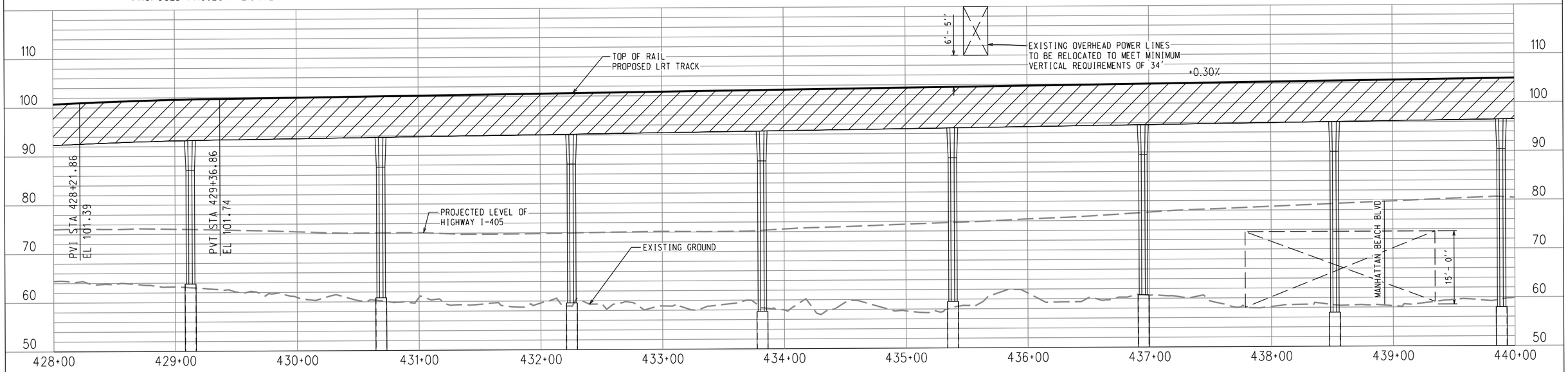


PLAN



PROFILE SOUTHBOUND LRT

NOT FOR CONSTRUCTION

REV.	DATE	BY	SUB	APP.

INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY	J. ESPADERO
DRAWN BY	D. VILARINO
CHECKED BY	A. BOONE
APPROVED BY	M. E. ALFONSO
DATE	07/22/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years | AECOM

SUBMITTED: _____ PROJECT MANAGER

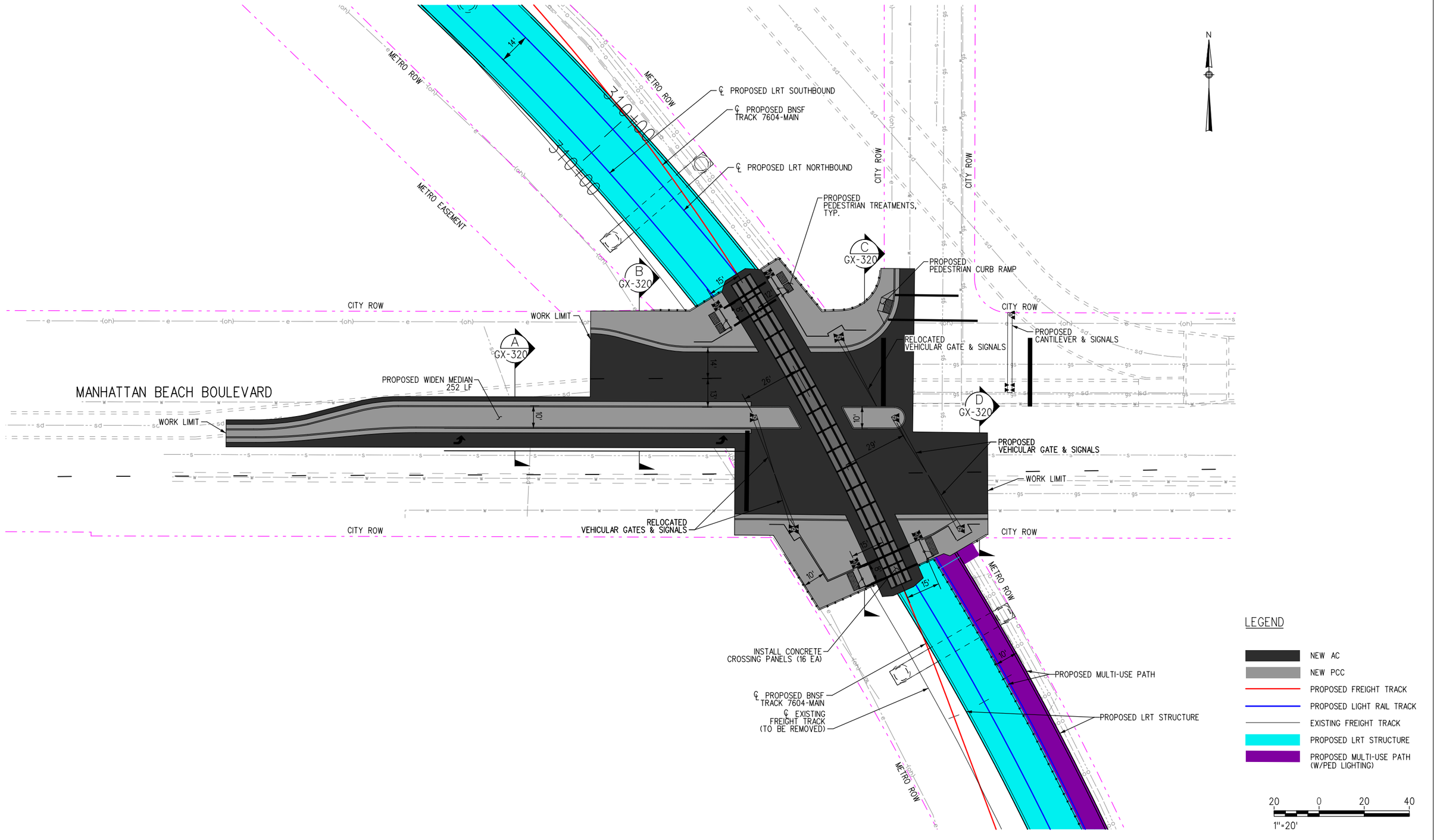
APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 428+00 TO LRTS 440+00
SHEET 4 OF 15

CONTRACT NO.	AE63445001
DRAWING NO.	T-704
REVISION	SHEET NO.
SCALE	AS SHOWN

22.07.2022 16:07:46 Dominik.Stefanowski
pw:\\aecom-eu-pw.bentley.com:AECOM_DS06_EU\Documents\60626028-Green Line Extension to Torrance\900-CAD GIS\910_CADD\20_SHEETS\ALIGNMENT_OPTION_2E\T4-704.sht

Submission 358



12/28/2022 5:38:40 PM gonzalj
I:\Projects\40200520\4020520_000\190_CAD Models and Sheets\04_C_Civil\Sheet Files\Crossings\GX-120.sht

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY	J. TAMAYO
DRAWN BY	J. TAMAYO
CHECKED BY	J. GONZALEZ
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

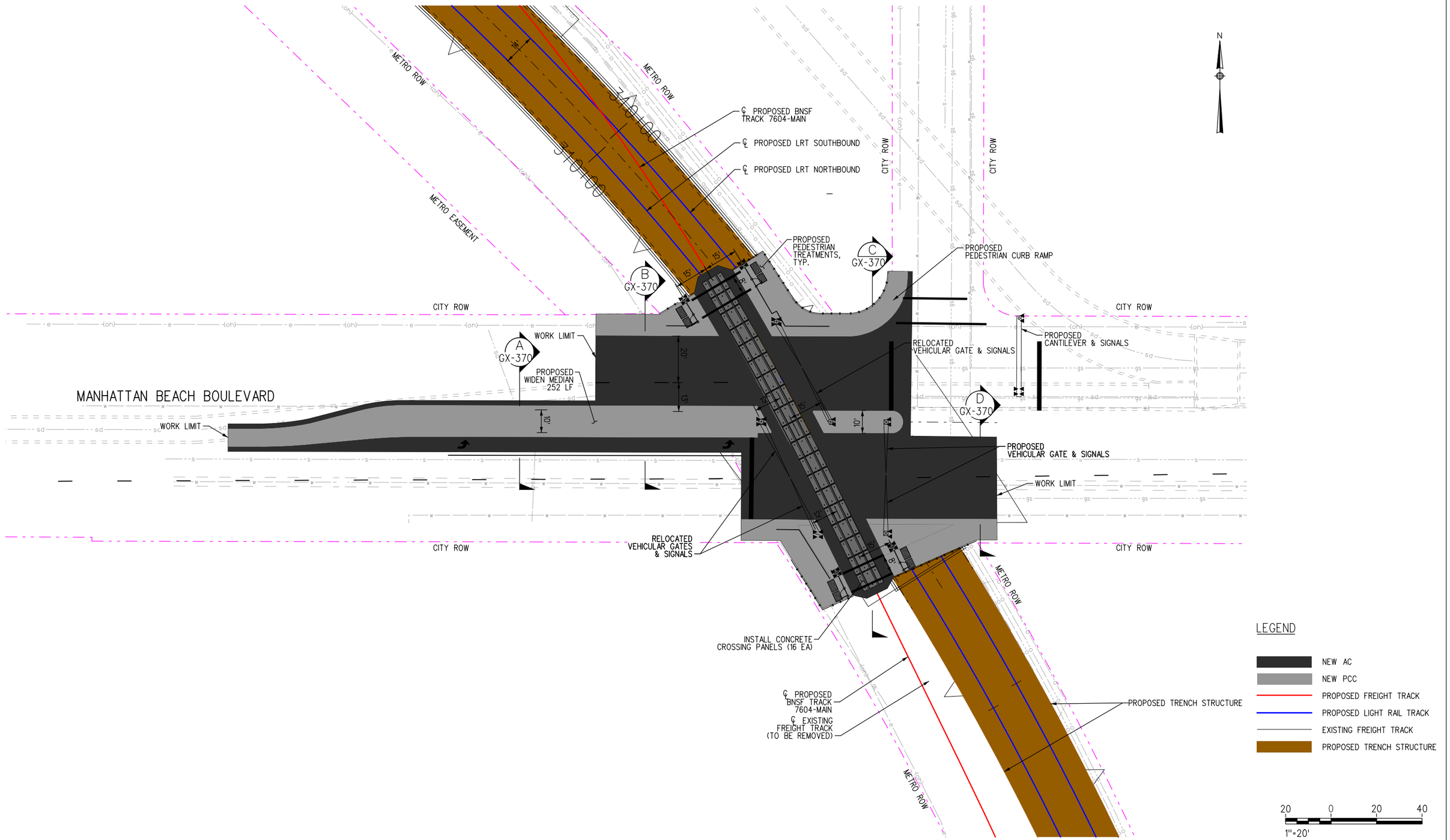
STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
PROPOSED PROJECT
MANHATTAN BEACH BOULEVARD GRADE CROSSING PLAN

CONTRACT NO.	AE63445001
DRAWING NO.	GX-120
REVISION	
SHEET NO.	
SCALE	AS SHOWN



12/28/2022 5:39:06 PM gonzalj
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NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY	J. TAMAYO
DRAWN BY	J. TAMAYO
CHECKED BY	J. GONZALEZ
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
TRENCH OPTION
MANHATTAN BEACH BOULEVARD
GRADE CROSSING PLAN

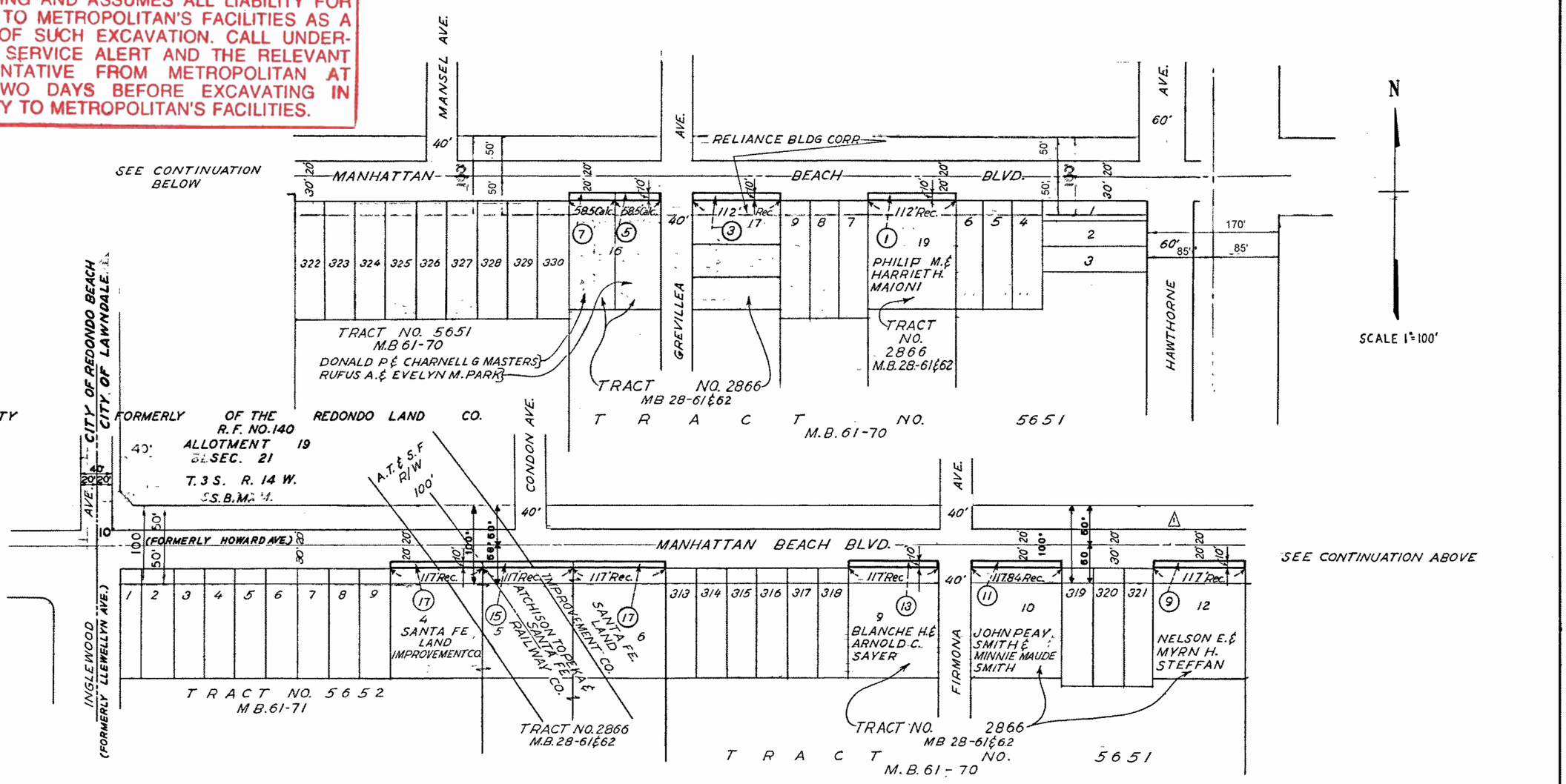
CONTRACT NO.	AE63445001
DRAWING NO.	GX-220
REVISION	SHEET NO.
SCALE	AS SHOWN

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C71471C

117 rec.

Submission 358

METROPOLITAN WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE SUBSTRUCTURE INFORMATION HEREIN PROVIDED. THE USER ASSUMES RESPONSIBILITY FOR VERIFYING SUBSTRUCTURE LOCATION BEFORE EXCAVATING AND ASSUMES ALL LIABILITY FOR DAMAGE TO METROPOLITAN'S FACILITIES AS A RESULT OF SUCH EXCAVATION. CALL UNDERGROUND SERVICE ALERT AND THE RELEVANT REPRESENTATIVE FROM METROPOLITAN AT LEAST TWO DAYS BEFORE EXCAVATING IN PROXIMITY TO METROPOLITAN'S FACILITIES.



PERMANENT EASEMENTS

PARCEL NO.	AREA IN ACRES	OWNERSHIP
△ (19)	0.006	WESTWOOD BUILDING MATERIALS

PARCEL NO.	AREA IN ACRES	OWNERSHIP
(1)	.026	PHILIP M.& HARRIET H. MAIONI
(3)	.026	RELIANCE BLDG. CORP.
(5)	.013	RUFUS A.& EVELYN M. PARK
(7)	.013	DONALD P.& CHARNELL G MASTERS
(9)	.027	NELSON E.& MYRN H. STEFFAN
(11)	.027	JOHN PEAY SMITH & MINNIE MAUDE SMITH
(13)	.027	BLANCHE H.& ARNOLD C. SAYER
(15)	.027	ATCHISON TOPEKA & SANTA FE RAILWAY CO.
(17)	.054	SANTA FE LAND IMPROVEMENT CO.

CITY OF LAWNDALE

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

RIGHT OF WAY MAP

DISTRIBUTION SYSTEM

HAWTHORNE AVE TO INGLEWOOD AVE.

DRAWN W.R.K. COMPUTED J.H.D.
TRACED W.R.K. CHECKED W.R.B.
REVISED W.R.K. 11-13-56

APPROVALS

CONST'N ENGINEER
DESIGN ENGINEER OMW RAS RBD
SUP'T OF CONST'N
CHIEF ENGINEER Julian Hinds

DATE AUGUST 1948

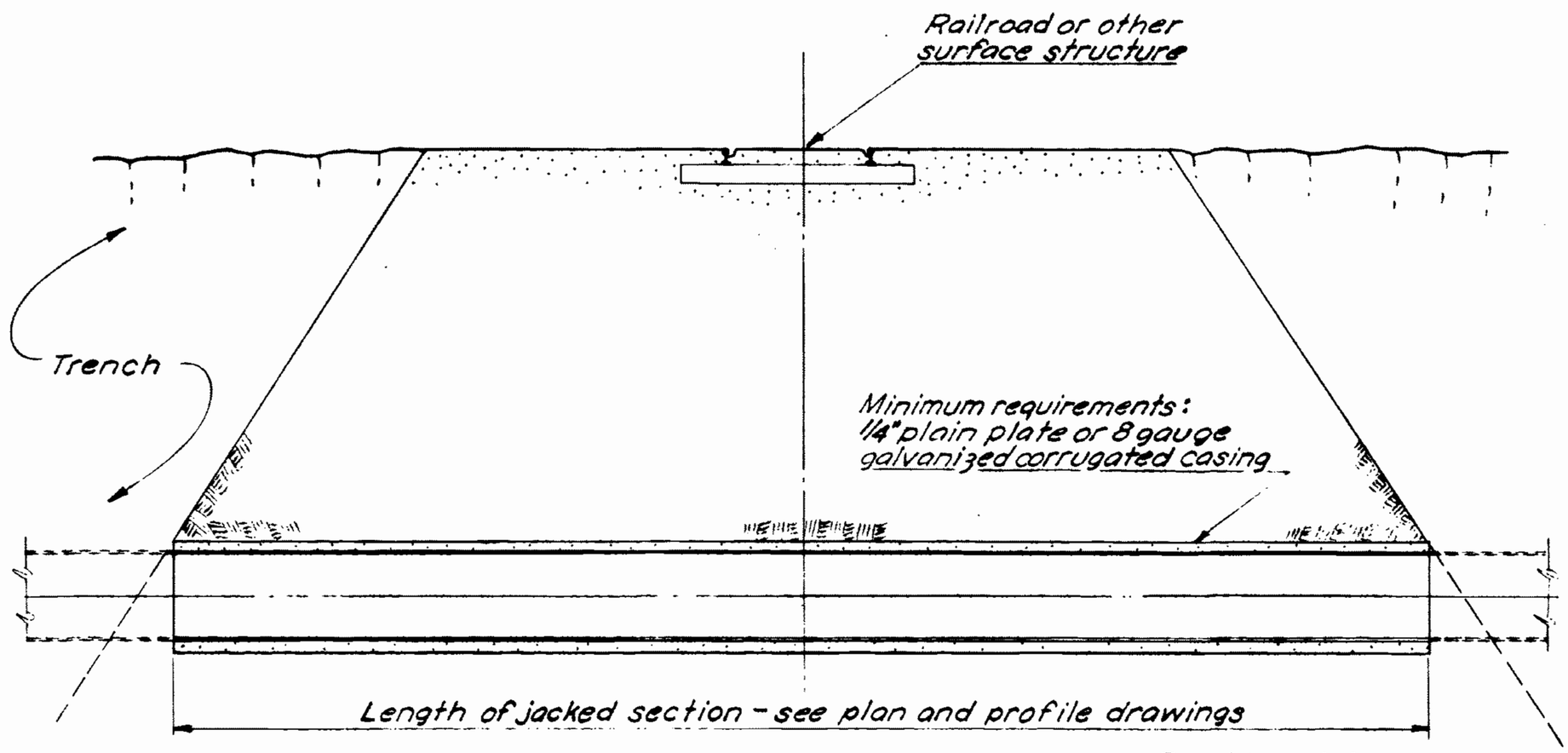
1418-5

REVISED: R.J.W. 11-7-61

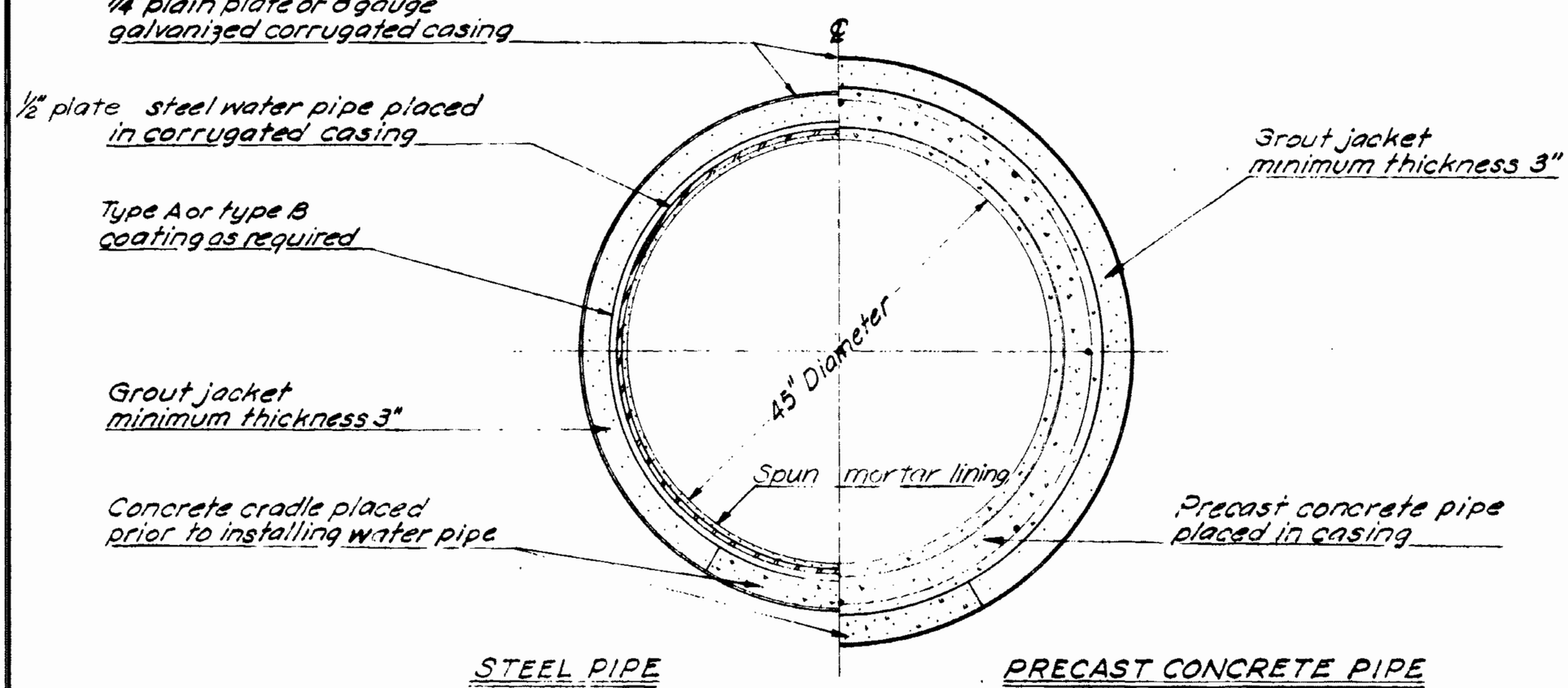
MICROFILMED
SEP 18 1973

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C71471C

Submission 358



LONGITUDINAL SECTION



STEEL PIPE PRECAST CONCRETE PIPE

CROSS SECTION

METROPOLITAN WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE SUBSTRUCTURE INFORMATION HEREIN PROVIDED. THE USER ASSUMES RESPONSIBILITY FOR VERIFYING SUBSTRUCTURE LOCATION BEFORE EXCAVATING AND ASSUMES ALL LIABILITY FOR DAMAGE TO METROPOLITAN'S FACILITIES AS A RESULT OF SUCH EXCAVATION. CALL UNDERGROUND SERVICE ALERT AND THE RELEVANT REPRESENTATIVE FROM METROPOLITAN AT LEAST TWO DAYS BEFORE EXCAVATING IN PROXIMITY TO METROPOLITAN'S FACILITIES.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

COLORADO RIVER AQUEDUCT
DISTRIBUTION SYSTEM

WEST BASIN FEEDER

JACKED INCASEMENT TYPICAL SECTIONS

DRAWN M.E.S. RECOMMENDED [illegible] CIVIL ENGINEER
TRACED M.E.S.
CHECKED amw APPROVED [illegible]

LOS ANGELES - AUG. 1948 A-2755

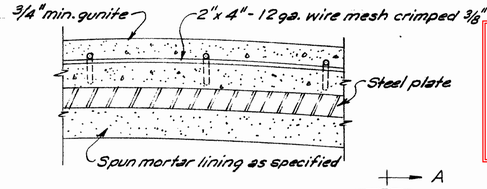
ORIGINAL - DO NOT DESTROY

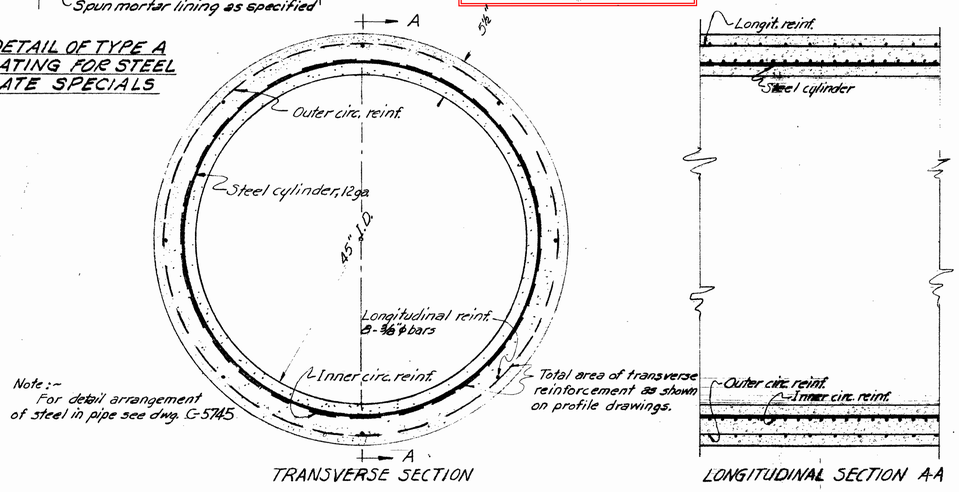
DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C71471C

Submission 350

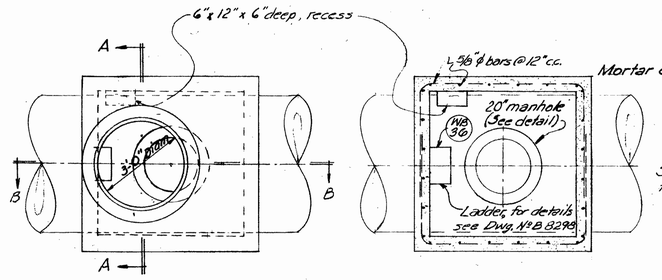
METROPOLITAN WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE SUBSTRUCTURE INFORMATION HEREIN PROVIDED. THE USER ASSUMES RESPONSIBILITY FOR VERIFYING SUBSTRUCTURE LOCATION BEFORE EXCAVATING AND ASSUMES ALL LIABILITY FOR DAMAGE TO METROPOLITAN'S FACILITIES AS A RESULT OF SUCH EXCAVATION. CALL UNDERGROUND SERVICE ALERT AND THE RELEVANT REPRESENTATIVE FROM METROPOLITAN AT LEAST TWO DAYS BEFORE EXCAVATING IN PROXIMITY TO METROPOLITAN'S FACILITIES.

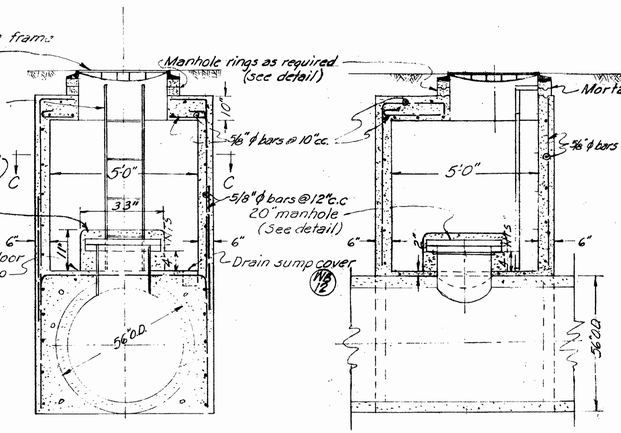
DETAIL OF TYPE A COATING FOR STEEL PLATE SPECIALS

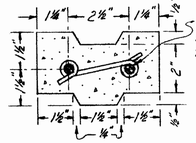




TYPICAL PIPE SECTIONS



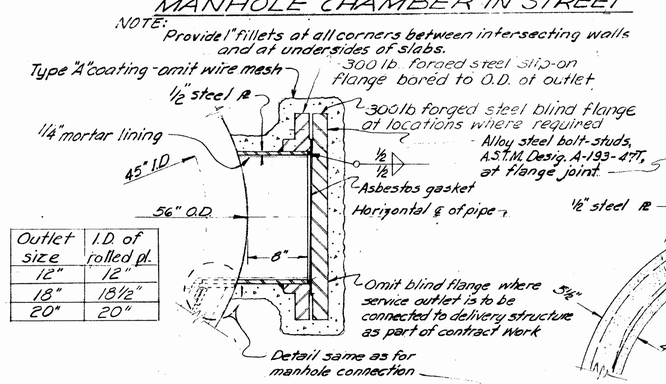




For structural details see Dwg. E-2762

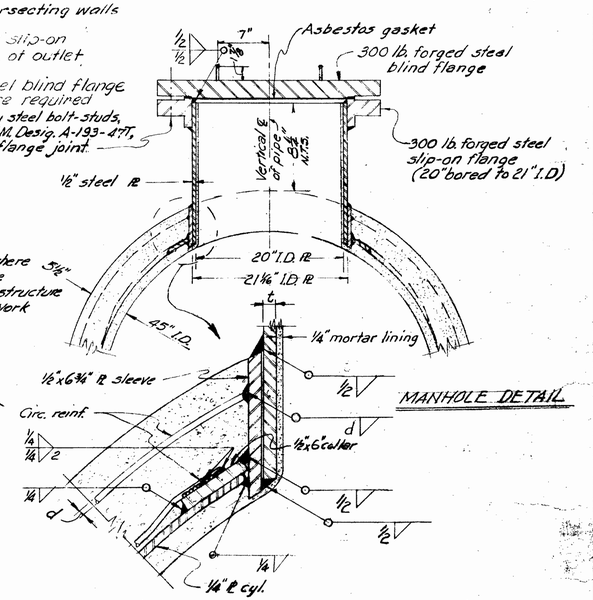
MANHOLE CHAMBER IN STREET

NOTE: Provide 1" fillets at all corners between intersecting walls and at undersides of slabs.

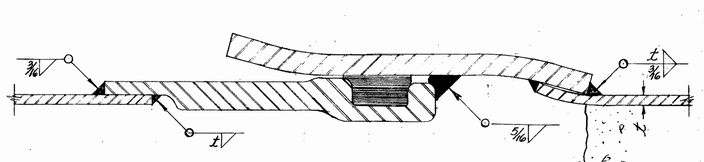


Outlet size	I.D. of rolled pl.
12"	12"
18"	18 1/2"
20"	20"

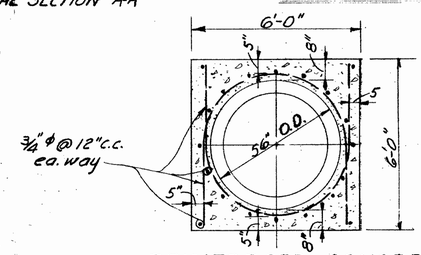
TYPICAL OUTLET



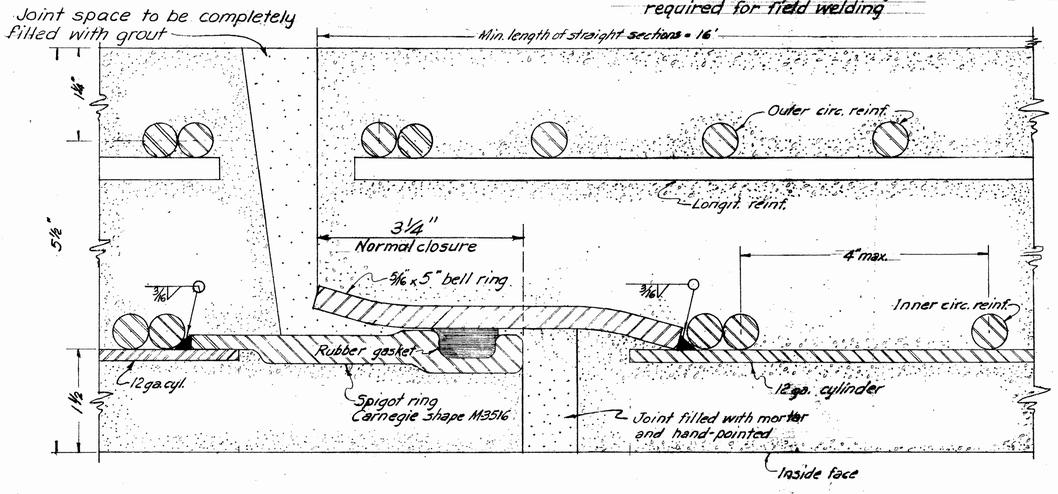
TYPICAL NOZZLE REINFORCING



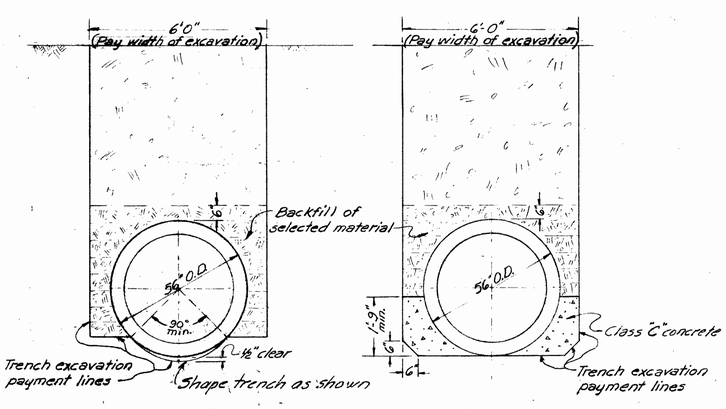
DETAIL OF WELDED LOCK JOINT



REINFORCED CONCRETE INCASEMENT



LOCK JOINT



TYPICAL TRENCH SECTIONS

Revised to show structure as constructed

No.	DATE	DR'N	CK'D		DR'N	REC.
2	9/15/50	M.S	W.N.B	Revised as Constructed	[illegible]	R.W.D
1	5/24/49	M.S	W.N.B	Revised Manhole	R.W.D	R.W.D

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

COLORADO RIVER AQUEDUCT DISTRIBUTION SYSTEM

WEST BASIN FEEDER

PRECAST CONCRETE PIPE CYLINDER & BAR REINFORCEMENT SECTIONS AND DETAILS

DRAWN G.C.P. 10-1-47 TRACED G.C.P. CHECKED [illegible] 10-1-47

RECOMMENDED R.W.D. CIVIL ENGINEER

APPROVED [signature] CHIEF ENGINEER

LOS ANGELES - JULY 1948 B-8289

Submission 358

DocuSign

Certificate Of Completion

Envelope Id: A6245D3BF7304CC3905FC9C36C71471C
Status: Completed
Subject: Complete with DocuSign: Metro_C-Line Extension DEIR_Comment Letter_3-23-2023.pdf
Source Envelope:
Document Pages: 16
Signatures: 1
Certificate Pages: 2
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Envelope Originator:
Rebecca A. De Leon,
700 N Alameda St
Los Angeles, CA 90012
rdeleon@mwdh2o.com
IP Address: 144.166.53.173

Record Tracking

Status: Original
3/23/2023 1:38:07 PM

Holder: Rebecca A. De Leon,
rdeleon@mwdh2o.com

Location: DocuSign

Signer Events	Signature	Timestamp
Sean Carlson scarlson@mwdh2o.com Team Mgr-Environ Planning Metropolitan Water District Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	DocuSigned by: Sean Carlson A87ED56B82914E6... Signature Adoption: Pre-selected Style Using IP Address: 155.190.3.8	Sent: 3/23/2023 1:42:51 PM Viewed: 3/23/2023 3:30:41 PM Signed: 3/23/2023 3:31:26 PM

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp
Elizabeth Florence eflorence@mwdh2o.com Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	COPIED	Sent: 3/23/2023 3:31:28 PM Viewed: 3/23/2023 3:33:37 PM
Rebecca A. De Leon, rdeleon@mwdh2o.com Admin Analyst Metropolitan Water District Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	COPIED	Sent: 3/23/2023 3:31:29 PM Resent: 3/23/2023 3:31:30 PM

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Submission 358

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	3/23/2023 1:42:51 PM
Certified Delivered	Security Checked	3/23/2023 3:30:41 PM
Signing Complete	Security Checked	3/23/2023 3:31:26 PM
Completed	Security Checked	3/23/2023 3:31:29 PM

Payment Events	Status	Timestamps

Submission 359

From: [redacted]
Sent: Wednesday, March 22, 2023 11:29 AM
To: GreenlineExtension
Cc: info@rightofsay.com
Subject: ROW Torrance C Line Extension (Green) Rejection

Re: No on ROW Torrance C Line Extension (Green)

Stop the ROW Right of Way C Line Extension (Green). I am a Redondo resident and business owner. This project will negatively the residents of Redondo Beach & Torrance. 359-1

The DEIR (Draft Environmental Impact Report), is a farse of double speak and untruths. ES.2-3.1 Proposed Project to extend the C line into Redondo Beach/Torrance will bring unprecedented crime to the South Bay. If you want to revitalize, take this line to the old Hawthorne Mall that had to close and then you tell me if it has a "significant impact" on revitalization. Let's see your so-called impact data conclusions in practice first. 359-2

ES.3 on impact analysis states no impact or less than significant impact on most items, the truth is old people will be forced out of their life long homes but it does not mention that in its tap dance of deception. (They use words like slightly used) 359-3

Stop this C Line (Green) extension project! 359-4
,

Thank you,
Keith Kubachka

Submission 360

From: [redacted]
Sent: Wednesday, March 22, 2023 2:39 PM
To: GreenlineExtension
Subject: Re: Green line extension

Please do not allow this to happen!! Our children and pets won't be safe. This is a residential area in Lawndale. We have sacrificed to be able to buy a home here. Please don't ruin our life here! 360-1

Sent from my iPhone

> On Mar 21, 2023, at 9:08 AM, GreenlineExtension <GreenlineExtension@metro.net> wrote:
>
> Hello,
>
> Thank you for your email and interest in Metro's C Line (Green) Extension to Torrance project. We have recorded your comment and added your contact information to our project email list.
>
> Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.
>
> The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.
>
> To access the Draft EIR and other project information, please reference the direct links below.
> * Draft EIR (Full Document)
> * Draft EIR (By Chapter)
> * Draft EIR Appendices (By Appendix)
> * Other Project Information Reports
>
> We will add you to our project database to receive updates on the project and additional information on ways to stay involved.
> Thank you again for your interest in the project.
>
> C Line (Green) Extension to Torrance Project Team
> Greenlineextension@metro.net Metro One Gateway Plaza Mail Stop:
> 99-13-1 Los Angeles, CA 90012
> 213.922.4004
> -----Original Message-----
> From: [redacted]
> Sent: Monday, March 20, 2023 9:42 PM
> To: GreenlineExtension <GreenlineExtension@metro.net>
> Subject: Green line extension
>
> The green line extension through Lawndale would be a major disruption to our life. The noise would be horrendous since we already have a lot of noise from Inglewood Ave. Please consider our quality of life!! 360-2

Submission 361

From: Mark Nelson (Home Gmail) [redacted]
Sent: Wednesday, March 22, 2023 8:50 AM
To: GreenlineExtension; Communications; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; Holly J. Mitchell; Eleanor Manzano
Subject: Metro Green Line Extension DEIR Public Comment - Metro's Proposed Use of Right-of-Way Will Lead to Significant Public Health Damages

"Sleep problems are direct, modifiable risk factors for the top ten causes of death and disability around the world, said Shane Creado, MD, at the 2023 Integrative Healthcare Symposium in New York City. “Sleep is a weapon,” said Creado. "It’s your variable fountain of youth. And it’s the difference between disability and great quality of life.”

"Research suggests that even a small loss of sleep can impair the immune system. In fact, one study by Matthew Walker, PhD, a cognitive neuroscientist, found that when participants restricted their sleep to four hours for just one night, their natural killer cell (NKC) activity dropped by 70 percent."

In his presentation, Creado, a sleep medicine doctor and psychiatrist trained in integrative and functional medicine, described sleep as a “cornerstone of integrative medicine” and detailed the crucial role that it plays in preventing disease.

The following provides additional **substantial evidence** that Metro's proposed expansion of use freight right-of-way through neighborhoods on the Green Line will cause significant damage to the health of impacted residents. Metro's DEIR finds that significant noise and vibration will occur, and as a 24/7/365 operation, peer-reviewed research demonstrates that the sleep and stress levels of surrounding residents will be negatively impacted. This impact on sleep will lead to chronic stress and lifetime health damages according to Blue Zones (**BCHD's multi-million dollar taxpayer expenditure program**), NIH peer-reviewed research, and the research of the MD practitioner below. 361-1

Why Sleep is Essential for Disease Prevention, An Integrative Sleep Doctor Explains
https://www.integrativepractitioner.com/patient-care-planning/why-sleep-is-essential-for-disease-prevention-an-integrative-sleep-doctor-explains

Sleep Scientist Warns Against Walking Through Life 'In An Underslept State
https://psychology.berkeley.edu/news/sleep-scientist-warns-against-walking-through-life-underslept-state

The Link Between Sleep Disorders and Heart Disease
https://www.integrativepractitioner.com/brain-health/-worldsleepday-poor-sleep-may-increase-the-risk-of-heart-disease-and-premature-death-by-two-to-seven-years/

Sleep disorders significant healthcare cost each year, research finds
https://www.integrativepractitioner.com/patient-care-planning/news/2021-06-03-sleep-disorders-significant-healthcare-cost-each-year-research-finds/

Submission 362

From: MIKE KIM [redacted]
Sent: Wednesday, March 22, 2023 3:20 PM
To: GreenlineExtension
Subject: No to ROW - for the C Line extension to Torrance

Hello,

I've met the Metro C Line extension team during Metro's town hall community meetings in Lawndale, Redondo Beach and Torrance and have to say that the team appears short staffed and tired and not ready to begin a new project such as this. If the Metro board votes 'no rail' extension to Torrance, I would expect few of the Metro team would be relieved.

I see that Metro is actively searching for new recruits to shore up the many Metro projects and in this job market, engineers and construction talent are in short supply. This Metro team seems stretched thin and has not exhibited the energy to build any of the options safely and for that I would ask that you recommend to the Metro board 'no rail' extension to Torrance. More errors are made when personnel are fatigued and these errors at times can be costly to rectify. 362-1

If a rail option must be picked, in light of recent freight train disasters I would recommend that the elevated rail option along Hawthorne Blvd be selected. 362-2

Respectfully,
Michael Kim

Submission 363

From: Randall Abram [redacted]
Sent: Wednesday, March 22, 2023 4:13 PM
To: GreenlineExtension
Subject: Lawndale

One of the options is to run the Metro extension along the right of way alongside many Lawndale homes. How many other locations are there that Metro has trains that run parallel to existing freight tracks? What safety measures will be implemented in the event of a train derailment while a Metro train is running alongside? 363-1

I oppose the Metro extension cutting through the neighborhood along Condon Avenue. 363-2

Thank you,

Randall Abram
Longtime Lawndale resident

Submission 364

From: Ray Hollar
To: GreenlineExtension
Subject: DEIR Questions: Median Parking Utilization, Mitigation ... Re: Third Try ... Re: Second Try ... Fwd: Hawthorne Blvd Option Parking Impact Assessment Questions
Date: Monday, March 13, 2023 4:20:29 AM

I appreciate that your designers tried to minimize impact to Hawthorne Blvd median parking. That said,
How did loss of parking spaces get elevated into the Executive Summary, item ES.6, as one of the "Areas of Controversy?"
If it is such a concern, why did you not propose any mitigation measures (of which there are many)?
Why did you not report the number of median parking spaces available (83) in the DEIR? I think this helps put the loss of 20 spaces in perspective.

Upon further review of your response below, how can you claim that median parking "does tend to be highly utilized" if you did not perform utilization counts?
I have performed utilization counts, during weekday business hours, and utilization tends to be about 35 spaces, less than half the 83 spaces available. I would not consider that "highly utilized."
The pandemic was over, practically, last year, well before the DEiR was published. Why didn't you perform counts to resolve this "area of controversy?"

Ray Hollar

364-1

Submission 365

From: Ray Hollar [redacted]
Sent: Wednesday, March 22, 2023 8:25 PM
To: GreenlineExtension
Subject: DEIR Figure 2.3-9 Proposed Project, Vertical Diagram:

In Reference DEIR Figure 2.3-9

Dear Metro Friends,

On the stretch of the path starting from elevated Marine Ave station, heading southeast, why bother transitioning to at-grade then elevating a short distance later before reaching Inglewood Avenue? 365-1

Wouldn't this cause the train to slow and provide a roller-coaster feeling by the riders, if any?

Is there a cost savings performing a transition from elevated to at-grade back to elevated, even for a short distance as shown in the Figure? 365-2
If so, how much savings?
Ray Hollar

From: Ray Hollar [redacted]
Sent: Wednesday, March 22, 2023 11:17 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Two Questions...Re: Ridership Summary Report: User Benefits per Project Trip (minutes)

Mr. Dierking and technical team,

Thank you for your reply.
The FTA process document to which you referred is fascinating and helpful, in general, especially the Project Justification Criteria.

You wrote that your User Benefit includes drive time, access time, wait time, time in vehicle, egress, etc., systemwide. I understand now.

I'm trying to make the numbers in your table relevant to a rider.

My simple analysis includes some of that, and I showed my rationale and numbers. And if were to agree on my good faith budget of 50 minutes extra time for an actual train rider per Project trip versus using a car for those items (possibly longer, especially if transfers are required, but I try not to overreach), you have to come up with 72.6 minutes of time savings systemwide independent of the actual train rider to offset my 50 minutes and end up with 22.6 minutes of User Benefit. That's a big hill to climb I wish to understand. 366-3
What I conclude from from your Table is that, rail users will take longer to get to their destinations (based on MY roll up of extra time vs driving), but due to reduced congestion on the road due to fewer drivers, a very large number of drivers will save bits of time which, when summed, are greater than the extra time rail riders have to endure.

Question: Can you show me a budget, a breakdown of components which sum to your User Benefit per project trip of 22.6 minutes, one component being similar to my sum of a typical train rider needing 50 min/trip to get to/from train/destination? 366-4

Question: What is your estimate of the uncertainty (and at what confidence level) in the values you report in Tables 3.1 and 3.2. The context in which I ask is that, current Metro rail ridership is less than half pre-pandemic values despite historically low unemployment: did your model predicted that? 366-5

Ray Hollar

-----Original Message-----
From: GreenlineExtension <GreenlineExtension@metro.net>
To: Ray Hollar [redacted]
Sent: Wed, Mar 1, 2023 11:38 am
Subject: RE: Ridership Summary Report: User Benefits per Project Trip (minutes)

Below are answers from our technical team in Red:

Submission 366

Reference Table 3.1, column 1, bottom cell, "User Benefits per Project Trip (minutes)"

Do the values in that row include the time riders have to use to ride the train versus drive a car?
User Benefits is not just travel time but a composite measure of all components of travel. The Federal Transit Administration (*https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FY12_Evaluation_Process(2).pdf*) defines as "Transportation system User Benefits reflect the improvements in regional mobility (as measured by the weighted in- and out-of-vehicle changes in travel-time to users of the regional transit system) caused by the implementation of the proposed New Starts or Small Starts project".

When you drive a car, you get in the car and go.

Let's just play with some numbers to estimate how much extra time is required to take a train versus a car.

1. To take the train, you must get to the train. That takes time to walk or drive and park. Neither of the two proposed train stations is close to residences (of course, your trains run as close as 50 feet along the ROW). I think your literature says that potential riders live within a mile of stations. So if the average walker has to walk a half mile, that takes, 8 minutes? To and from the train. Would driving to the station, parking, then walking to the kiosk be any faster? 16 minutes per round trip(RT)

2. Once arriving at the train station, you must visit the kiosk to buy and/or load a tap card, unless you have pre-loaded your card, which takes some time sometime. I'll budget a minute, each end, 2 minutes total per RT (it takes me longer).

3. Then you have to get on the train platform and wait for the train. 2 minutes each end, 4 minutes/RT

4. Then you have to wait for the train. The Green Line Eastbound, weekdays, starts at 3:41 AM and 96 trains run until 11:59PM. That is 20 hours, 18 minutes, 1218 minutes. That is an average wait between trains of 12.7 minutes, on each end of the trip. So it's reasonable to assume an average round trip would require 12 minutes waiting on the train platform (I rounded down for more popular transit times).

5. When you arrive at your destination station, you have to walk to your destination. If you were in your car, you would park at your destination's parking lot. If you consider 1 mile to be within likely ridership walking range, average 1/2 mile/ walker, that would be another 16 minutes/RT.

Total extra time per round trip taking train vs car is 16 + 2 + 4 + 12 + 16 = 50 minutes. And that is if you do not require any connections to other transit, which I think all your scenarios do (I do not really understand those).

In my view, you need to subtract 50 minutes or more from the "User Benefits per Project Trip (minutes)" for train use. For the ROW train, scenario C1, that number should be negative 27.4 minutes, a longer trip. That is reasonably consistent with my experience riding buses within about 1/2 mile of my home and destination. The "User Benefit (travel time savings in hours)" would be a loss of 4725 hours/day.

This is why taking the train only makes sense for long trips and/or destinations (because it might be faster/cheaper than driving) where there is not adequate, affordable parking, like LAX and the Inglewood Hollywood Park Complex.
As stated earlier user benefits considers all the components of travel – drive time, access time, wait time, time in the vehicle, egress time, etc. Total region or systemwide changes in are estimated and expresses as minutes of system user benefits. As an example, the systemwide composite mobility improvements for ROW Operating Plan C-1 is about 3,895 hours for an average weekday.

Mark Dierking
Community Relations Manager – Gateway/South Bay
Local Government & External Affairs
213-922-2426
Our mission is to provide world-class transportation for all.

Submission 366

From: Ray Hollar [redacted]
Sent: Saturday, February 11, 2023 4:50 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Ridership Summary Report: User Benefits per Project Trip (minutes)

Reference Table 3.1, column 1, bottom cell, "User Benefits per Project Trip (minutes)"

Do the values in that row include the time riders have to use to ride the train versus drive a car? 366-1

When you drive a car, you get in the car and go.

Let's just play with some numbers to estimate how much extra time is required to take a train versus a car.

1. To take the train, you must get to the train. That takes time to walk or drive and park. Neither of the two proposed train stations is close to residences (of course, your trains run as close as 50 feet along the ROW). I think your literature says that potential riders live within a mile of stations. So if the average walker has to walk a half mile, that takes, 8 minutes? To and from the train. Would driving to the station, parking, then walking to the kiosk be any faster? 16 minutes per round trip(RT)

2. Once arriving at the train station, you must visit the kiosk to buy and/or load a tap card, unless you have pre-loaded your card, which takes some time sometime. I'll budget a minute, each end, 2 minutes total per RT (it takes me longer).

3. Then you have to get on the train platform and wait for the train. 2 minutes each end, 4 minutes/RT

4. Then you have to wait for the train. The Green Line Eastbound, weekdays, starts at 3:41 AM and 96 trains run until 11:59PM. That is 20 hours, 18 minutes, 1218 minutes. That is an average wait between trains of 12.7 minutes, on each end of the trip. So it's reasonable to assume an average round trip would require 12 minutes waiting on the train platform (I rounded down for more popular transit times). 366-2

5. When you arrive at your destination station, you have to walk to your destination. If you were in your car, you would park at your destination's parking lot. If you consider 1 mile to be within likely ridership walking range, average 1/2 mile/ walker, that would be another 16 minutes/RT.

Total extra time per round trip taking train vs car is 16 + 2 + 4 + 12 + 16 = 50 minutes. And that is if you do not require any connections to other transit, which I think all your scenarios do (I do not really understand those).

In my view, you need to subtract 50 minutes or more from the "User Benefits per Project Trip (minutes)" for train use. For the ROW train, scenario C1, that number should be negative 27.4 minutes, a longer trip. That is reasonably consistent with my experience riding buses within about 1/2 mile of my home and destination. The "User Benefit (travel time savings in hours)" would be a loss of 4725 hours/day.

This is why taking the train only makes sense for long trips and/or destinations (because it might be faster/cheaper than driving) where there is not adequate, affordable parking, like LAX and the Inglewood Hollywood Park Complex.

Ray Hollar

Submission 367

From: RightOfSay/RBQoL [redacted]
Sent: Wednesday, March 22, 2023 9:51 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; ThirdDistrict@lacity.org; info@timsandoval.com
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #7

Dear Metro and Metro Board of Directors,

After having a chance to review the Draft Environmental Impact Report, please consider the following as our seventh DEIR group response for the record. We are responding in joint installments submitted by group members to ensure each concern is highlighted and expressed so it represents the breadth of our combined communities. We previously highlighted Lawndale, this installment is regarding the Noise factor in the most overlooked and highly impacted ROW West community in Redondo Beach.

As residents and homeowners along the WEST side of the ROW. The following is one of our many concerns. A large number of us are retired seniors in very close proximity right next to the corridor and others have noise sensitivities. Some have young children in school and some kids have spectrum issues so this will be disruptive to sleep and extremely problematic for all of us. 367-1

Please take note of the city noise ordinance for residential zoning in the community, which in Redondo Beach is to 45 decibels after 10pm and 50 after 7am as shown in the city ordinance chart below. 367-2

4-24.301 Maximum permissible sound levels by land use categories.
The noise standards for the various categories of land use districts identified shall be the higher of either the presumed or actual measured ambient and shall apply to all such property within a designated category as follows:

Receiving Land Use District Category	Time Period	Presumed Ambient Level (dBA)
Low Density	10:00 p.m. to 7:00 a.m.	45
Residential R-1-A, R-1, R-2, P-D-R,	7:00 a.m. to 10:00 p.m.	50

The Draft Environmental Impact Report, also in presentations and direct conversations with Metro team members and contracted engineers, do not and have not adequately addressed the noise issues this project would present to us being only 12 - 25 feet from the freight track if it were relocated and shifted to the west. In fact, "noise mitigations" that have been proposed by everyone on the Metro team will only make matters worse for those of us on the west side of the corridor. 367-3

A sound wall built on the east side of the corridor, which has been confirmed over and over again as the mitigation for noise south of 182nd St, will obviously bounce the noise back at us on the west side. This makes no sense and nobody here can understand why this is even being proposed as a "mitigation" for us. Another hard to digest proposed noise 367-4

mitigation was air conditioners. We are a coastal climate with ocean breeze, not to mention that added cost in energy bills would be impossible to manage. Both suggestions are not only counterintuitive, they just don't make any sense. 367-4

Furthermore, may we point out in the DEIR, the monitoring table 3.6-11 fails to include ANY residential neighborhoods on the west side of the ROW south of Artesia Blvd in Redondo Beach who share property lines. This would and should include; south of Artesia Blvd on Ruxton Ave, south of 182nd St on Firmona Ave, Fisk Ct, Fisk Ln and Spreckles Ct. It is unacceptable that the neighborhoods in closest proximity sharing property lines with the ROW are completely disregarded in this study. Metro needs to do better. 367-5

Table 3.6-11. Noise Monitoring Locations and Measured Ambient Noise Levels

Noise Site	Monitoring Type	Location	Ambient Noise Level (dBA)	
			Hourly (L_{eq})	24-hour (L_{dn})
1	Long-Term	Hilton Garden Inn (2410 Marine Ave., Redondo Beach)	-	67.1
2	Short-Term	Iglesia Cristiana Lluvia de Gracia (464 Manhattan Beach Blvd., Lawndale)	71.2	-
3	Long-Term	Residence (4721 159th St., Lawndale)	-	65.0
4	Long-Term	Residence (4529 160th St., Lawndale)	-	62.2
5	Long-Term	Right-of-Way near Residence (4640 161st St., Lawndale)	-	70.0
6	Short-Term	Charles Hopper Park (4438 162nd St., Lawndale)	65.1	-
7	Short-Term	Residence (16320 Hawthorne Blvd., Lawndale)	73.4	-
8	Long-Term	Residence (4341 166th St., Lawndale)	-	60.0
9	Short-Term	Children First Child Development (4415 165th St., Lawndale)	69.5	-
10	Long-Term	Residence (4624 167th St., Lawndale)	-	55.1
11	Long-Term	Residence (4419 167th St., Lawndale)	-	63.2
12	Short-Term	Residence (16829 Firmona Ave., Lawndale)	53.3	-
13	Long-Term	Residence (4627 173rd St., Lawndale)	-	60.8
14	Long-Term	Residence (4415 172nd St., Lawndale)	-	60.1
15	Short-Term	Residence (4323 Redondo Beach Blvd., Lawndale)	73.3	-
16	Short-Term	Residence (4328 Artesia Blvd., Torrance)	74.8	-
17	Long-Term	Residences (2570 Artesia Blvd., Torrance)	-	57.1
18	Short-Term	Residence (1927 Condon Ave., Redondo Beach)	69.8	-
19	Long-Term	Residence (4343 178th St., Torrance)	-	58.4
20	Short-Term	El Nido Park (18801 Kingsdale Ave., Redondo Beach)	52.6	-
21	Short-Term	Residence (18322 Hawthorne Blvd., Torrance)	71.4	-
22	Long-Term	Residence (18321 Ashley Ave., Torrance)	-	56.6
23	Long-Term	Residence (2728 Ralston Ln., Redondo Beach)	-	55.8
24	Long-Term	Residence (4549 186th St., Redondo Beach)	-	60.3
25	Long-Term	South Bay Estates on Hawthorne Blvd. (18801 Hawthorne Blvd., Torrance)	-	75.1
26	Short-Term	Residences (4237 to 4345 190th St., Torrance)	74.9	
27	Long-Term	Residence (607 Pine Dr., Torrance)	-	69.6

Source: TAHA, 2022

"A general rule of thumb is that a 10 decibel change in the sound level is perceived by humans to be a doubling of the loudness"—Hugh Saurenman, ATS Consulting,
"Any system that has a steel wheel and a steel rail will have rolling noise"—Briony Croft, Acoustics, SLR Consulting (Canada) Ltd.

"12 light rail transit trains traveling 40 miles per hour generate a noise level of 65 dBA Leq at 50 feet. These same light rail transit trains generate a noise level of 57 dBA Leq at 20 miles per hour at 50 feet (FTA 2006)."

Another suggested "mitigation" of designating a quiet zone would merely stop the usage of bells at an at grade crossing, it will not change the level of decibels emitted from a passing light rail. Due to the presence and need of the McCormick ambulance facility to have free life saving access one block east of the 182nd St crossing, there cannot be an at grade crossing therefore the point is moot anyway. 376-6

According to the Noise Impact Criteria 3.6-3 for Redondo Beach's nighttime R1 zoning for residential would suffer "moderate to severe impacts" according to the table below: 376-7

Table 3.6-3. Noise Impact Criteria for Transit Operations

Existing Noise Exposure L_{eq} or L_{dn} (dBA)	Project Noise Impact Exposure, L_{eq} (h) or L_{dn} (dBA)					
	Category 1 or 2 Sites			Category 3 Sites		
	No Impact	Moderate Impact	Severe Impact	No Impact	Moderate Impact	Severe Impact
<43	< Ambient + 10	Ambient + 10 to 15	>Ambient + 15	< Ambient + 15	Ambient + 15 to 20	>Ambient + 20
43	<52	52-58	>58	<57	57-63	63
44	<52	52-58	>58	<57	57-63	63
★ 45	<52	52-58	>58	<57	57-63	63
46	<53	53-59	>59	<58	58-64	64
47	<53	53-59	>59	<58	58-64	64
48	<53	53-59	>59	<58	58-64	64
49	<54	54-59	>59	<59	59-64	64
50	<54	54-59	>59	<59	59-64	64
51	<54	55-60	>60	<59	59-65	65
52	<55	55-60	>60	<60	60-65	6
53	<55	55-60	>60	<60	60-65	65
54	<55	55-61	>61	<60	60-66	66
55	<56	55-61	>61	<61	61-66	66
56	<56	56-62	>62	<61	61-67	67
57	<57	57-62	>62	<62	62-67	67
58	<57	57-62	>62	<62	62-67	67
59	<58	58-63	>63	<63	63-68	68
60	<58	58-63	>63	<63	63-68	68
61	<59	59-64	>64	<64	64-69	69
62	<59	59-64	>64	<64	64-69	69
63	<60	60-65	>65	<65	65-70	70
64	<61	61-65	>65	<66	66-70	70
65	<61	61-66	>66	<66	66-71	71
66	<62	62-67	>67	<67	67-72	72
67	<63	63-67	>67	<68	68-72	72
68	<63	63-68	>68	<68	68-73	73
69	<64	64-69	>69	<69	69-74	74

With all of the aforementioned points and concerns, the only realistic mitigation is to use the Hawthorne Blvd. Elevated alignment. If the funding for this is not possible, the next alternative should be High Frequency Buses. 376-8

Thank you for your consideration in this crucial matter.

Respectfully,
Right of Say/Redondo Beach Quality of Life Coalition

From: Ruby [redacted]
Sent: Wednesday, March 22, 2023 6:03 PM
To: GreenlineExtension; HollyJMitchell@bos.lacounty.gov; Mayor@cityofinglewood.org
Cc: Sheridan, Georgia; Dierking, Mark; Mieger, David; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; paul.Krekorian@lacity.org; info@timsandoval.com
Subject: DEIR

Greetings To All,

It is with utter confusion and fear for the wellbeing of my family that brings me to write this today.

Having the proposed C-Line current path, METRO'S ROW, my serene Lawndale neighborhood, whether it be subgrade/trenched, grade level or elevated, the disturbance impact would be detrimental to not only my family but the friends and neighbors who reside near on next to the ROW. 368-1

We live about 10 houses from the tracks. Currently, the nostalgic freight train travels maybe 2 times a day. In comparison, METRO's estimated "Light Rail", passing an unfathomable ***200-300 times a day in a 20 hour period*** ***right in the middle of our residential neighborhood!!!*** 368-2
EVERY 4 to 6 MINUTES?!

Honestly, are we not just trading profitable commuter lives over residential family lives??? 368-3

HAWTHORNE is the obvious choice. 368-4
NOT ENOUGH FUNDING? This project has been on the back burner for a long time, decades as far as I have been told. 368-5
-

I have worked hard to provide for my family a true quality of life here in Lawndale and continue to do so with my 3rd generation, my grandson. 368-6

The continual and detrimental health and disturbance from the NOISE and VIBRATIONS, the ROW path will subject my 8 year old grandson to continual disruption concentration during school studies, of my business duties, of which, require substantial concentration and sleep deprivation of the entire family. 368-7
I can't imagine how the families that live along the tracks will be affected. 200-300 times a day in a 20 hour period! 368-8

Karen Ruby
30 Year LAWNDALE Homeowner
Tax Payer
Business Owner
Caregiver
Mother
Dog Owner
Grandmother

Submission 369

From: Theodore Otvos <[redacted]
Sent: Wednesday, March 22, 2023 10:39 AM
To: GreenlineExtension
Subject: Green line extension

I'm writing this note, seeking your approval of the green line extension to go down Hawthorne Boulevard as it was many decades ago with the red car. The pow proposal is far too disruptive to the neighborhood. It would cause too much noise and destroy the peaceful neighborhood that exists now. Thank you for your consideration. 369-1

OtvosWellness

Submission 370

From: Theodore Otvos [redacted]
Sent: Wednesday, March 22, 2023 10:28 AM
To: GreenlineExtension
Subject: green line extension

I'm writing regarding the green line extension that will be decided shortly. I am requesting that the extension goes down Hawthorne Boulevard and not the pow. I am concerned about the gas pipes that are under the current rail and the danger that it poses to the neighborhood. Please remember that the old red cars, decades ago had a rail going down Hawthorne Boulevard. Let's continue the tradition. Thank you. 370-1

OtvosWellness

Submission 371

From: Yumiko Omatsu [redacted]
Sent: Wednesday, March 22, 2023 2:36 PM
To: GreenlineExtension
Subject: C line

Hi I'm Yumiko Omatsu.

I'm living in Breakwater Village in Redondo Beach.

I want to say NO to ROW.

There is not enough space for the Metro.

And also there are so many pipelines.

That's too dangerous to our lives.

It's too close to the residential area.

We can't live with the noise ,vibration, dust, air pollution etc.

That's a life threatening plan.

371-1

Sincerely,

Yumiko

Submission 371

Sent from Mail for Windows

Submission 372

From: Adam Karp [redacted]
Sent: Thursday, March 23, 2023 4:43 PM
To: HollyJMitchell@bos.lacounty.gov; GreenlineExtension
Cc: jwaldron@bos.lacounty.gov; kshamdasani@bos.lacounty.gov
Subject: C line extension to TORRANCE DEIR

Dear Supervisor Mitchell and support staff,

My name is Adam Karp, and I am a homeowner in the Ruxton Ridge townhome complex that borders the train tracks on the possible Right of Way (ROW) option Redondo Beach. I emphatically request that you advocate for the Hawthorne Blvd. option for the Green Line Extension through the South Bay. 372-1

My wife and I purchased our home in 2020 right before the pandemic and had no knowledge of this proposed extension that would greatly impact our livelihood, our kids, and potential value of our property. This would also be a huge safety issue and quality of life change to our family, home, and neighborhood. 372-2

Just a few of my concerns:

1. **Safety issues of freight and passenger trains in such proximity to each other**. As we have seen in recent news there have been a number of Train and freight crashes that have caused severe environmental damage. How can Metro possibly guarantee safety to the many thousands of residents living just a few feet away from these train tracks along the ROW? If there were to be a crash or derailment, how would Metro prevent damage to the homes that are practically arm's length away? 372-3
2. **Disruption of unstable soil and movement/placement of natural gas pipelines.** Our neighbors in the Ruxton Place townhome complex have been dealing with sinkhole issues for years due to the pipelines running near our homes. I can't imagine the level of disruption to the soil in this neighborhood if Metro were to need to move those pipelines, dig trenches, and build retaining walls to accommodate the additional trains. And where, exactly, would those natural gas pipelines go? Closer to our homes? The trenching option would likely exacerbate any soil and pipeline issues, making the project more expensive and complicated - and would put our property in danger. 372-4
3. **Construction of retaining walls.** I again worry about the detrimental effects of soil instability, loss of natural light, and the overall eyesores that huge retaining walls would have to our neighborhood. What about very rainy days like what we just had in January? Our complex's sump pumps were working extra hard, and with retaining walls preventing natural water drainage and absorption, I worry about stability for all the homes near and below the walls. 372-5
4. **Noise pollution.** My neighbor spoke with a sound engineer at the open house last year at Adams Middle School. When She asked about ways Metro would mitigate noise to the thousands of residents along the Right of Way, he talked about at-grade noise mitigation. She explained to him that our 3-story townhome looks down onto the tracks (including my bedroom window), and he admitted there was nothing they could do to mitigate noise above the tracks. He talked about the "quiet" hours from midnight to 5 am in the middle of the night and that they would also "possibly" explore double-paned windows. That would only make a difference, if at all, INSIDE my home – but what does that do to mitigate noise in our yards? I have a toddler and many other young neighbors who utilize the common space between our buildings for outdoor play. 372-6

Trains whizzing by every few minutes would be a huge nuisance. And of course, what will that do to impact my childs sleep – and mine? That noise would be far from the peaceful environment we currently enjoy. 372-6

5. **Traffic.** Our little neighborhood will be negatively impacted by the train traffic at lights, particularly 182nd. Our childs school and Child Development Center are a block away at the end of 182nd; I can't imagine the additional traffic issues during both morning and evening rush hour in our quiet residential neighborhoods, nor access for emergency vehicles. 372-7
6. **Change to the community.** My wife and I chose to start our family in Redondo Beach partly because we wanted to live life outdoors, really get to know our neighbors, and build community here. During the pandemic, I'm proud to say that we grew closer than ever to our neighbors and have developed deep friendships. We did that by spending afternoons and evenings outdoors. I worry what the constant noise and traffic of the Green Line would mean to our little community, our older neighbors at Breakwater Village (a 55+ community), our neighbors at Ruxton Place (with ongoing sinkhole issues), and other neighborhoods all along the ROW in Redondo Beach and Lawndale. This possible ROW extension goes against so much of why we bought our home where we did. We wanted to walk to school, spend time with our kids and neighbors outside, and live a peaceful life. If we wanted an urban lifestyle, we would have chosen that – but this might be forced upon us, and we'd be devastated. 372-8
7. BUDGET- lastly the million dollar difference in budget to put on ROW versus down Hawthorne in the grand scheme of things is nothing compared to the funds, grants, and spend metro in the city experiences year after year. To impact so many residential buildings and peoples livelihood and the environmental impact to save a few dollars is not right and unethical. 372-9

Extending the Green line along Hawthorne Blvd. would make so much sense for safety, traffic, and commercial revitalization purposes. Sticking high-speed trains in the backyards of thousands of homes does not. I urge you to use your influence to select the Hawthorne Blvd. option and NOT the residential ROW option. I would be happy to answer any questions you might have regarding my concerns. 372-10

Thank you so much, and kindest regards,

Adam Karp
[redacted]
--
My best,

Adam Karp
[redacted]

Submission 373

From:	[redacted]
To:	GreenlineExtension
Cc:	anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net
Subject:	DEIR Stakeholder Response - Construction
Date:	Sunday, March 12, 2023 12:24:56 AM

Dear Metro and Metro Board of Directors,

I am a Redondo Beach homeowner sharing a property line with the ROW. Below are my concerns regarding the construction aspect of both iterations of the ROW alternative.

The DEIR acknowledges construction of the Proposed Project would take place over the course of approximately five or probably more years at my back wall. I am currently 64 years old with a compromised immune system and sensory sensitivities. My grown daughter has sensory integration dysfunction on the autism spectrum. 5+ years of construction would last well past my 70th birthday, if I could make it that far. In order to survive this colossal intrusion my daughter and I would need to be relocated, which is economically impossible for me in these times also considering my age and medical condition. The stress and anxiety this has put upon me along with my family is insurmountable. 373-1

The DEIR makes it clear that the construction impacts are SIGNIFICANT AND UNAVOIDABLE on both ROW options. This would constitute a deliberate and knowing assault on my health, my household and for the rest of my community along the ROW. 373-2

VIBRATION:

3.6-4.1.1 Construction Impacts

Significant and Unavoidable Impact.

The Proposed Project would be located in a fully built-out urban environment and construction activities would occur in close proximity to sensitive land uses, including residences..... throughout the corridor, and may occur during daytime or nighttime hours.

Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. Some common sources of vibration are .....construction activities, such as blasting, pile driving, and heavy earth-moving equipment.

NOISE:

3.6-14. Construction Noise by Pile Installation Method

While MM-NOI-1 would include measures that reduce construction noise levels, in some instances the FTA construction impact criteria may still be exceeded. There are no additional feasible mitigation measures that could be implemented to further reduce construction noise levels. Therefore, construction of the Proposed Project would result in noise levels that would exceed FTA's criteria, and the impact would be **significant and unavoidable**.

All impacts as deemed in the DEIR as "SIGNIFICANT AND UNAVOIDABLE" on the ROW are indeed avoidable by protecting citizen residents and homeowners by means of selecting the Hawthorne Blvd Elevated alignment for the greater good. 373-3

GEOLOGY/SOILS:

The DEIR acknowledges damage can occur to surrounding buildings due to seismic vibration of construction. We already know routine pipeline maintenance on the ROW triggered a sinkhole just north of us at Ruxton Place, crossed the property line into private residences which caused damages occurred to homes that took 2 & 1/2 years to repair. We know of other problems like a sinkhole near 190th Street 373-4

on the ROW which was triggered by construction of newer housing along the corridor. Also, roughly 20 years ago on the ROW near Manhattan Beach Blvd. a house had to be condemned due to soils issues with clay elements causing problems to the foundation. Because of that the City of Lawndale had to implement newer standards for depth of foundations.
All housing along the corridor was added incrementally after the tracks without consideration of the geology/soils conditions and we all are on top of the same land. Logic dictates that hundreds of homes will no doubt be put at risk due to the construction of this project proposal on the ROW alignment. this is extremely unsettling as a homeowner here.

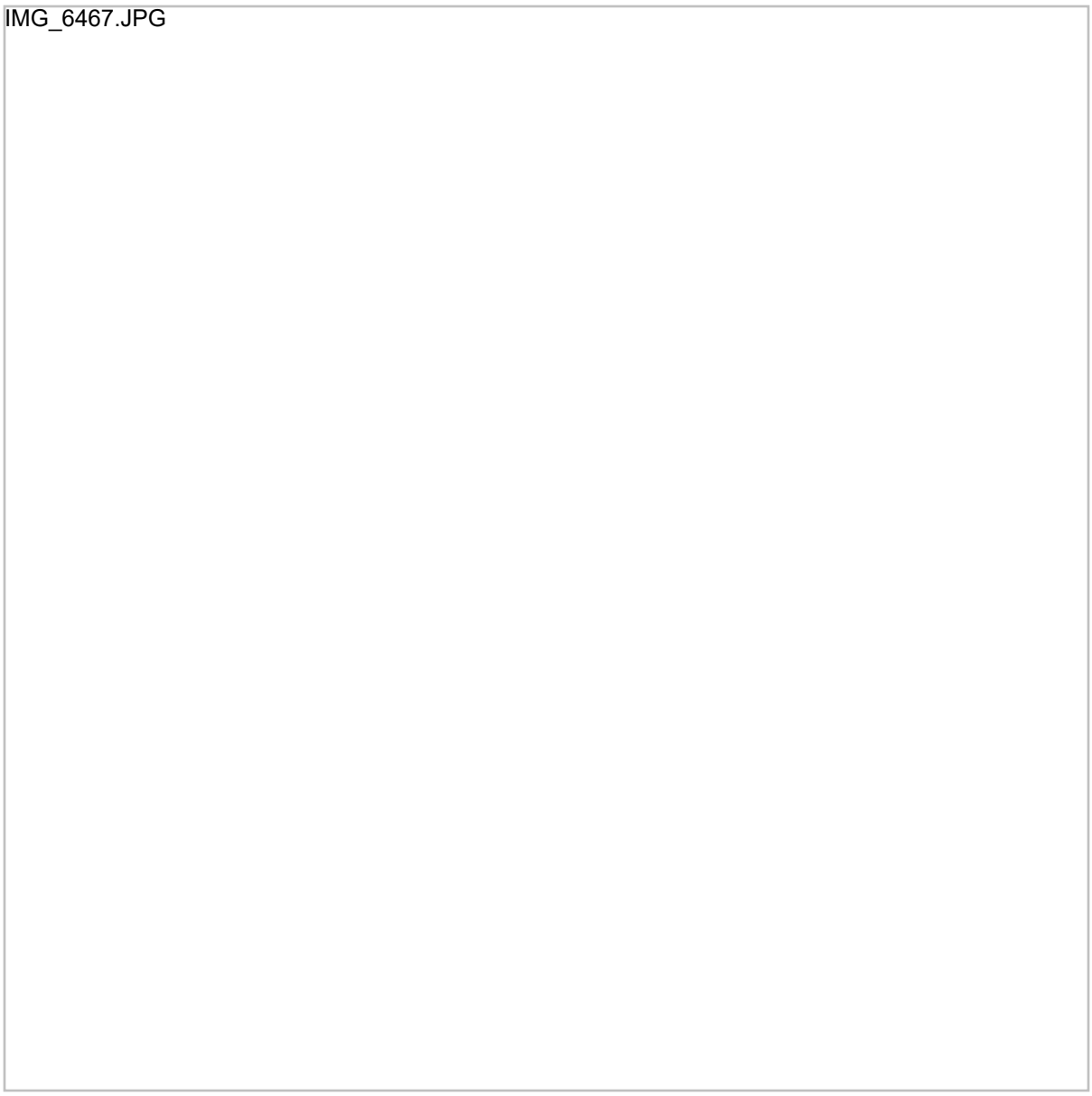
373-4

373-5

PRIVACY:
The DEIR fails to mention loss of privacy during construction. There is a berm directly behind my back wall that would have to have construction workers and heavy equipment working on top of in order to relocate the freight. This would mean construction workers would have full view of me and whoever else is in my backyard or kitchen to see whatever it is I'm doing. My laundry, workshop, swimming pool and garden activities are not for public viewing. Conversations between workers will echo in my backyard like a fishbowl. Same will be the case for workers at the pipelines which are 8 feet from my back wall. They will hear my family and me as though they are on my property, and we will hear them along with their machinery and tools.
This photo demonstrates height of berm and proximity. Conductor frequently peers into our private property and although rare for him to go even further, will wave at me. This is uncomfortable at best, especially when I'm trying to relax in privacy at my pool.

373-6

IMG_6467.JPG



The C-L Green proposed project would require heavy construction activity right against my back wall, squeezed into the narrow ROW corridor. There would be virtually no distance between my home, heavy equipment such as but not limited to the below captured excavator plus 101 dump trucks per day not to mention the workers on a higher grade berm than my wall.
There will be NO PRIVACY for more than 5 years, and that is PRE-OPERATIONS.

373-7

373-8

fullsizeoutput_1111.jpeg

Please protect my health, my family and community by making the decision to instead use the commercial corridor along Hawthorne Blvd as historically intended for the Red Car line.
Thank you for your time and attention to this matter.

373-9

Sincerely,
Monique Negrete-Mitchell
[redacted]

Submission 374

From: Angelica <[redacted]>
Sent: Thursday, March 23, 2023 4:06 PM
To: GreenlineExtension
Cc: jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com; paul.Krekorian@lacity.org
Subject: Response to DEIR for Metro Row (C Line Extension) – Private Property

To: Metro and Metro Board of Directors

On pages 2-44 – 2-45 (pages 115-116), Section 2.3 -4.4.2 Traction Power Substations, states that, "The TPSSs are enclosed structures that would be spaced approximately one mile apart along the alignment and would require approximately 4,800 square feet of land." How many of the TPSSs will be on private property for the Proposed Project and Trench option?

Those that will be on private property, where exactly will these TPSSs be located? Are any of them residential homes?

374-1

Thank you in advance for addressing our concerns with the Metro Row in Lawndale.

- Angelica Vicente, Concerned Lawndale Resident

Submission 375

From:	Holly Osborne
To:	GreenlineExtension
Cc:	natalie@southbaycities.org; David Leger; Brandy Forbes
Subject:	DEIR Question on Vibration (during Construction) Section 3.6-4.3.1 (OSB Q. No. 2 corrected)
Date:	Sunday, March 12, 2023 9:55:23 PM

Note to Mr Dierking:
I had to correct something for the DEIR comments: the company fixing the broken pipeline on the ROW was SHELL, not Chevron. It is correct in this version.
Thank you.
Holly Osborne

Dear Metro:.

This is a follow up to comments I made in the first comment period in Lawndale on February 25. I am sending these comments in case the transcriber did not get them all down.

This has do do with Vibration during Construction.

DEIR Question: (Page ES- 23 and ES-24) under **Environmental Impact, Noise and Vibration.**
. "Would the Project result in generation of excessive ground-borne vibration?"

Problem: This question has two parts: **construction** and **operation**.
During **construction,** your table summaries count residential *structures.*
During operation, you said you count individual *residences*.

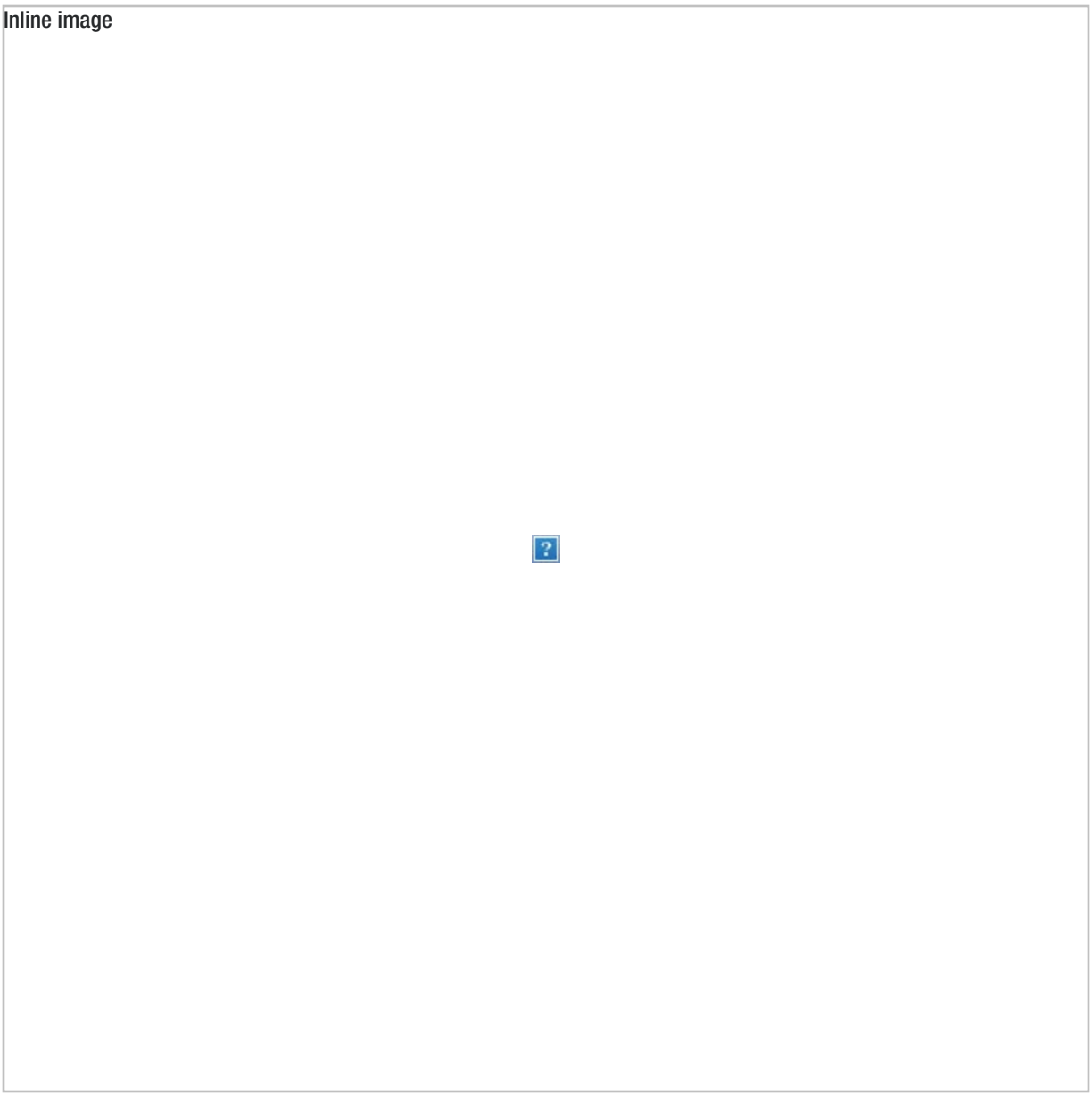
Counting "structures" can vastly undercount the number of residences and people affected when you count condominium complexes as only two or three "structures." For example you count the 191-unit Breakwater complex on the West side of the ROW (south of Artesia) as only 2 "structures." Another smaller example is counting 3 adjoining townhomes facing the ROW, north of Artesia, as only 2 units. 375-1

I will look at the tables first, and then the pictures.

Detailed Analysis: Vibration Noise for Construction.

The numbers of residential "structures" negatively affected by vibration during construction is shown below for both the ROW and HB (Hawthorne Boulevard options:

Inline image



The table clearly shows that many more "structures" are impacted during the construction phase with the ROW option as compared to the Hawthorne option**: 133 affected on the ROW, vs 11 affected by the Hawthorne option.**

The information for the above table was obtained by combining the following two tables in the DEIR.

The Following Table 3.6-20 is from page 3.6-88.

375-1

Submission 375

Inline image

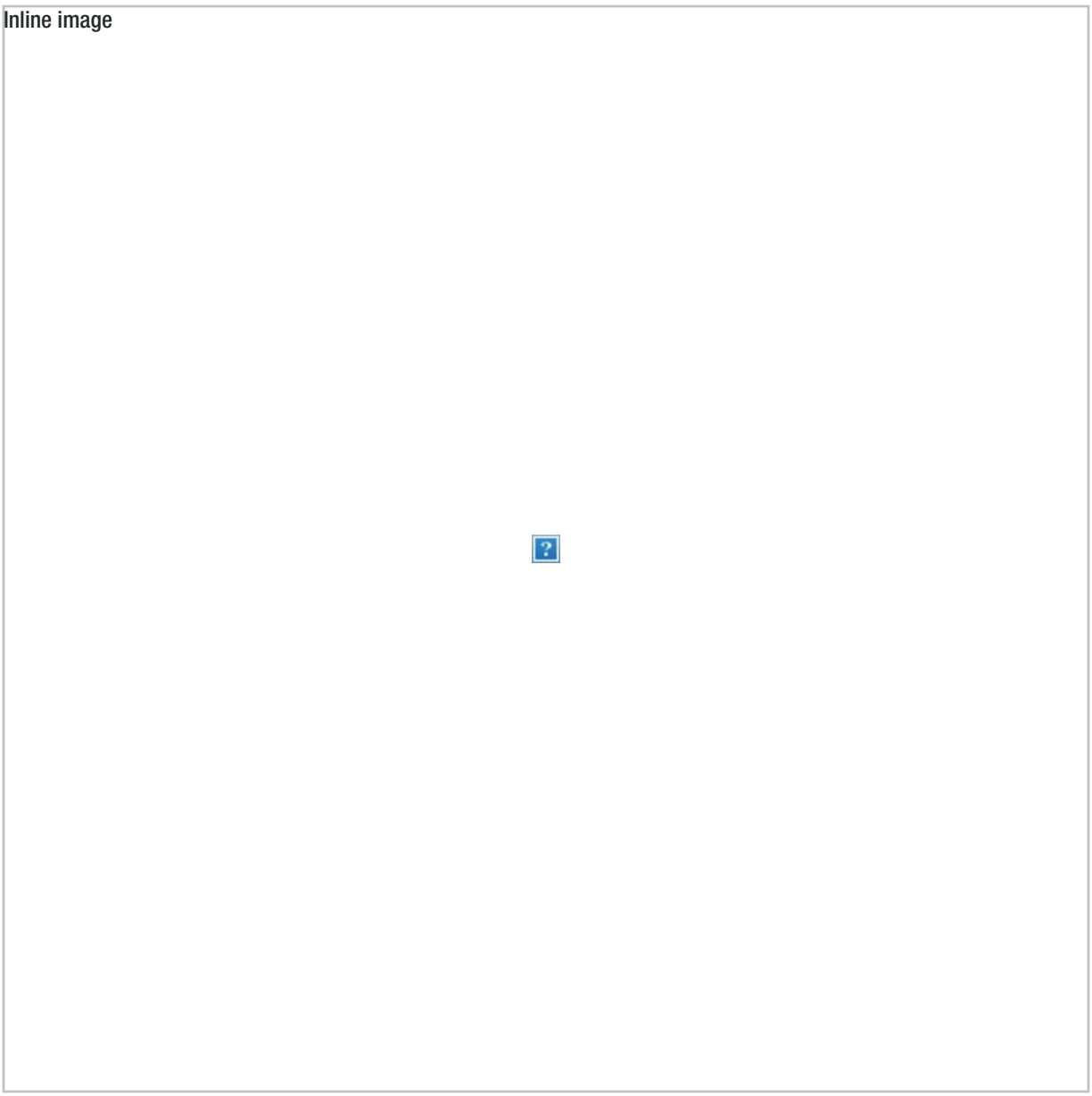
375-1

The DEIR says (page 3.6-88)

"Construction of the Proposed Project would have a significant impact on 133 residential structures related to damage caused by excessive ground-borne vibration levels, and mitigation would be required."

For the Hawthorne Option, there are 11 structures affected by Vibration damage, according to your Table 3.6-22. :

Inline image



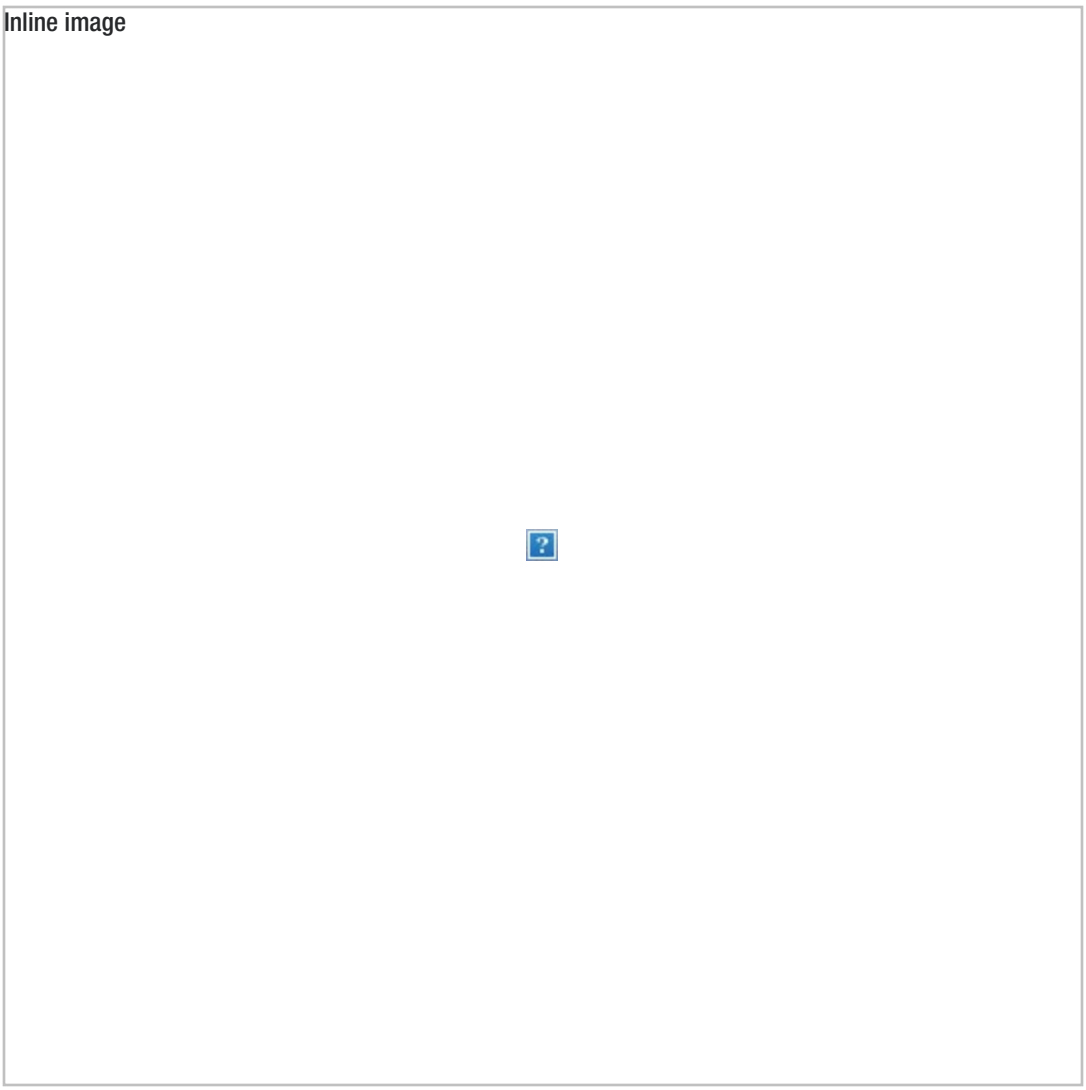
375-1

Now look at two pictures:

The pictures are all taken from the "**Appendix 3.06-C: Vibration Detail Maps.pdf**"
The green dots indicate a structure affected by noise during construction.

1. Here is the larger picture that contains the Town House (just north of 172nd St.), from Figure 3.6-C11.

Inline image



375-1

Here is the expanded version of the town house. There are 3 town houses north of 172nd; yet you have counted only two. There are only two green dots. What is the reason for that?

375-2

2. Now look at the Redondo condos west of the ROW, in the Figure below.. (This is South of Artesia.)

You have counted a grand total of 7 "structures " on the West side of the ROW. You counted only "2" areas affected for the 191 unit Breakwater Village complex, on the West side of the ROW, and 2 for the 18 unit Ruxton Ridge Condos, and 3 for the 27 unit Ruxton Place Condos. What is incredulous about the 3 for the Ruxton Place Condos (which had 3 "structures"; see southern most set of condos) is **that there was damage to 3 units during in one structure alone during digging by Shell for pipe maintenance, a**nd it took over 2 and 1/2 years for the damage to be repaired.

375-3

It seems that your system of counting "structures" is an attempt to minimize the damage estimate along the ROW;

375-4

minimize people who live in multi-unit housing, and intentionally or not, minimize the damage effects to a Sr./Affordable housing complex (Breakwater Village.)

375-4

Inline image

Summary: , even with the apparent "minimization", **it is clear that with 133 structures subject to damage in the ROW option, vs 11 in the Hawthorne Option, that the Hawthorne option is the better choice.**

375-5

However, the tables still need to be redone, with a more accurate count done regarding homeowners/renters who will be affected.

375-6

Respectfully submitted,
Holly Osborne

Submission 376

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

376-1

Additional Comments on the Draft Environmental Impact Report:

Name: Steve & Michelle Polcari

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 377

From: Blake Jung [redacted]
Sent: Thursday, March 23, 2023 5:28 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Send metro green line down Hawthorne Blvd. not down the ROW.

Dear Metro Board Members,

The noise of the train will cause so much pain and illness to everyone. Send the train down Hawthorne where people are not sleeping!! Also the vibrations of the train will shake out house. 377-1

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 377-2

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 377-3

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 377-4

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 377-5

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 377-6

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 377-7

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 377-8

Thank you,

Sent from my iPhone

Submission 378

From: Conor Sullivan [redacted]
Sent: Thursday, March 23, 2023 2:10 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; fourthdistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; thirddistrict@lacity.org; info@timsandoval.com
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #2

Dear Metro and Metro Board Members,

I support the Right of Say/Redondo Beach group to not build the metro extension on the ROW and share these concerns with follow Redondo Beach Residents, please replay back with additional details of why Metro thinks that building a line next to gas pipelines is "less significant impact then other options within DIER P1/18 Utilities statement." I highly encourage this assessment to be changed from less to greater impact then other options due to the safety issues of the pipeline. There have been many news stories about exploding pipelines across the country, this is a big concern and adding additional stress to these pipelines needs to be address properly in the DEIR and the DEIR should strongly consider adding the recommendation to remove these pipelines if the project were to go forward. 378-1

DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #2

After having a chance to review the Draft Environmental Impact Report, please consider the following as our second group response for the record. We are taking this huge endeavor very seriously and by section as a group in hopes of ensuring attention to all of our concerns. This installment is concerning the Utilities chapter. The authors of this submission requested having their contact information included which you'll find at the bottom of this email.

We strongly disagree with the DEIR's assessment regarding P1 /18 Utilities. It states that the numerous privately owned pipelines will have a less than significant impact. 378-2

Excavations are the most common cause of pipeline explosions 24% (geospatial.blog.com).

Statistics from Frac Tracker between 1/2010 and 11/2018 paint a grim picture. During this period, there have been 5,500 pipeline incidents, 600 injuries, 125 fatalities, and 300 explosions.
Most alarming, 30,000 people had to be evacuated. 378-3

Human errors are unpredictable even with safeguards. There will be numerous opportunities for human mistakes. The excavation process will entail an enormous amount of digging for an extended period of time .
This puts Lawndale residents in peril.

Every day this construction will target our high density neighborhood with the possibility of a hazardous calamity. 378-4

We are diverse community of blue collar workers, seniors, young children, and our very large Latino community. English is a second language to many.

This project seals off the ROW from the rest of our community in Lawndale. Many have families on the other side of the ROW. 378-5

In 1951, there was a huge explosion affecting a wide area of Lawndale with 21 casualties. Unfortunately, 3 died. Windows were blown out one mile from the explosion site. This fire ball was caused by a minor plumbing job that damaged a gas pipeline. While the DEIR minimized the risk, our fears are based on reality.

The city of Lawndale and 99% of the residents are against this project. This is grossly unfair to our community to burden us with this enormous hardship and mental anguish. 378-6

This is an anti social justice attack on our neighborhood. There isn't one ounce of equity in this project. 378-7

Michael Sullivan (Member of Right of Say/Redondo Beach)
Redondo Beach Resident

Submission 379

From: David Bailey <[redacted]>
Sent: Thursday, March 23, 2023 8:06 PM
To: greenlineextension@metro.net
Subject: Draft EIR Comment

Hello Metro Project Managers,

This is a comment for the Draft Environmental Impact Report (DEIR) for the C Line (Green) Extension to Torrance.

I am a resident of North Redondo Beach writing to support the C Line (Green) Extension to Torrance. Between the alignments, I support whichever alignment Metro determines to be better according to your studies. You are the experts. Personally, I prefer the Redondo Beach Transit Center alignment because of better accessibility for me. However I am concerned about worse bus connections compared with the South Bay Galleria alignments. Last, please remember that although local politicians are elected by some residents, they do not speak for all residents. It is your job to choose the best alignment, not the politician's. I look forward to the opening of the extension. 379-1

David

Submission 380

From: DeNise [redacted]
Sent: Thursday, March 23, 2023 5:26 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

The noise pollution. …
I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 380-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 380-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 380-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 380-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 380-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 380-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 380-7

Thank you,

Sent from my iPhone

Submission 381

From: Doug Boswell - SG Accounting [redacted]
Sent: Thursday, March 23, 2023 2:41 PM
To: GreenlineExtension; Sheridan, Georgia; Dierking, Mark; Mieger, David
Cc: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com
Subject: The Hawthorne Blvd elevated route is the best option for the C-Line extension

To Metro:

As a North Redondo Beach resident, I ask that you select the Hawthorne Blvd elevated route for the C-Line extension. A review of your DEIR indicates that a Metro station at Hawthorne & Artesia, adjacent to the South Bay Social District, formerly The South Bay Galleria, will have the residents of 300 apartments and a hotel anxiously awaiting the opportunity to ride the light rail lines to popular commercial destinations and work-centers in El Segundo and points north, as well as to Torrance to the south. Ridership is clearly your main goal and this route down Hawthorne and this station at Artesia will deliver many people eager to leave their cars behind when the train goes to their daily destinations. 381-1

The added ridership of people coming into the South Bay to shop, dine and be entertained at the region's newest and most attractive venue, the South Bay Social District, will also provide significant ridership. This is your best bet on making the C-Line extension a success. 381-2

Thank you for your attention to this matter.

Sincerely,

Doug Boswell
Redondo Beach resident since 1989

Submission 382

From: Traci Fuentes [redacted]
Sent: Thursday, March 23, 2023 3:58 PM
To: greenlineextension@metro.net; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com; paul.Krekorian@lacity.org
Subject: Dont Railroad Our Neighborhood

I am sending this email in regards to the proposed rail train that is being considered to be put in place to run through the city of Lawndale and Redondo Beach neighborhoods. I am a resident in the City of Lawndale and find this project has a big impact on our lives every day. Not only will the sound of this train be a nuisance but this will also be a safety issue for children walking to and from School 5 days a week. On the weekend there are multiple families and dog walkers that walk along this path (the row), including myself and my family, this decision is just not a safe option. Putting this train down Hawthorne Blvd will not impact Families, Homeowners AND CHILDREN IN THIS COMMUNITY. There are so many other reasons why this is just not the right place for this project, I truly hope that you all really think about this decision and how this is impacting hard working families in this community. 382-1

Thank you,
Frank Fuentes

Submission 383

From: Ian Stern [redacted]
Sent: Thursday, March 23, 2023 11:21 PM
To: greenlineextension@metro.net; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com; paul.Krekorian@lacity.org
Subject: Vote against running Metro trains through Lawndale

I am not going to go into extensive details. Bottom line, children live along that train line. They go to sleep starting at 8 PM and sleep until 8 AM. This window of time is absolutely off limits. Police will stop parties in the neighborhood during these hours, so it isn't acceptable to run a train through the same area at those hours. 383-1

If you want to run the trains between 8 AM and 8 PM, just be prepared to explain your decision to the national media (and social media) when a 5 year old girl gets hit by one and dies. Because I am very convinced that will happen, as the train tracks are not guarded from the houses during most of the stretch through Lawndale. Have you walked the tracks? If not, you should. You should understand the political and social risks you are taking on by running a metro through a suburban town with no safeguards. 383-2

Thank you,
Dr. Ian Stern

Submission 384

From: Ignatius Lin [redacted]
Sent: Thursday, March 23, 2023 10:49 PM
To: greenlineextension@metro.net
Subject: Draft EIR Comment

I strongly support having a metro station in Lawndale. Many residents feel this way; read their comments on Youtube and elsewhere. But our voices are drowned out. 384-1

As for the routes, having the section in Lawndale completely underground is my preferred choice, which disappointingly is not one of the options. Lawndale is too small to accommodate an open trench or above ground option. 384-2

Given the current options, my #1 choice is down Hawthorne Blvd. My #2 choice is the ROW trench. I am against the ROW at-grade/elevated option. 384-3

Yours,

Ignatius "Nash" Lin
[redacted]

Submission 385

From: James Hill [redacted]
Sent: Thursday, March 23, 2023 8:58 PM
To: greenlineextension@metro.net
Subject: I Support the Metro Board's Proposed Project Option for the C-Line Extension

The Metro Board
One Gateway Plaza
Los Angeles, CA 90012-2952
Sent via email to: greenlineextension@metro.net

Dear Metro Board,

Thank you for the opportunity to comment on the Metro's C-Line Extension. I'm a resident of Torrance, and I'm writing to express support for the C-Line Extension that utilizes the existing railroad right of way (ROW) between the Marine Station in Redondo Beach to the Mary Giordano Regional Transit Center in Torrance, also known as the Proposed Project. 385-1

As evidenced by the Board's Draft Environmental Impact Review (EIR), the Proposed Project that utilizes the ROW is the least impactful to Torrance residents, businesses, and current and future surface street traffic. It is also the least costly option that also provides the fastest pathway to starting construction. The Proposed Project has the best chance of being completed in time for the 2028 Olympics, which, with a robust and well connected Metro system, can be an economic and cultural boon for Torrance's economy. Lastly, the Proposed Project will connect the two transit centers that have already been built in the Cities of Redondo and Torrance–transit centers that were built for the purpose of connecting to the Metro line expansion. 385-2

I am opposed to the option of extending the C-Line along Hawthorne Boulevard. This option requires elevation, causing significant disturbance and devastation to neighborhoods and businesses along that popular corridor. Furthermore, the option requires the Metro Board using eminent domain, which is unnecessary considering the Board has the rights of way for the Proposed Project. Locating light rail on Hawthorne Boulevard, whether elevated or at grade, would negatively impact Torrance residents and would be devastating to Torrance commercial properties that line Hawthorne Boulevard. 385-3

The Torrance Transit team estimates that the majority of riders on the new C-Line Expansion will travel in and out of Torrance, with projected daily trips of up to 16,000! I hope that the City's significant ridership contribution will contribute heavily in your decision to support the Proposed Project–the same position unanimously approved by the Torrance City Council. 385-4

Thank you for the opportunity to share my position. I appreciate all the hard work the Metro employees do every day.

Sincerely,
James Hill
[redacted]

Submission 386

From: Janice Tanabe [redacted]
Sent: Thursday, March 23, 2023 9:00 PM
To: greenlineextension@metro.net
Cc: HollyJMitchell@bos.lacounty.gov; JButts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject: C-Line (Green) DEIR Public Comments

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

The Chapter on Utilities and Service System does not adequately address the severe impact to the ambulance service that exists at 182nd Street and Kingsdale. With the above ground crossing of the R.O.W., how will this service not be compromised? 386-1

As a senior community, Breakwater Village currently receives prompt ambulance service frequently. Will this be interrupted? 386-2

Thank you for your attention to this matter.

Janice Tanabe
Breakwater Seniors with a Mission

Submission 387

From: Jeanette [redacted]
Sent: Thursday, March 23, 2023 5:00 PM
To: greenlineextension@metro.net
Subject: From a concerned resident…

I am writing this to convey my opinion and concern about the route of the Green Line Metro extension that's in the planning stage.

I own a small condo in Breakwater Village, which is a 190+ unit complex.
Residents must be over 55 years old, and many have bought here in their 70's to downsize and be able to extend their life in a safe and friendly environment.

The ROW route would extremely disrupt our living conditions AND the investment in our limited future! The proposed track would be 20 feet from some condo walls, and trains would run every 10 to 20 minutes, resulting in physical and audio disruption. This addresses the discomfort problem, but even more urgent (in my opinion) are the possibilities of sinkholes and ground instability that is common to this area. There are underground pipes that move toxins and flammables around the area, even on our property. We are already warned to not dig on the property and to report odd smells. 387-1

We, as a community, are protesting the extension location. There are alternatives that make much more sense, among them the one on Hawthorne Blvd, which would favor the businesses there with easy access. 387-2

Please consider how this portion of the extension will negatively affect the communities it will serve. Thank you. 387-3

Jeanette McGuire
[redacted]
Redondo Beach, CA 90278

Submission 388

From: Jennifer Chung [redacted]
Sent: Thursday, March 23, 2023 5:21 PM
To: greenlineextension@metro.net
Subject: I Support the Metro Board's Proposed Project Option for the C-Line Extension

The Metro Board
One Gateway Plaza
Los Angeles, CA 90012-2952
Sent via email to: greenlineextension@metro.net
Dear Metro Board,
Thank you for the opportunity to comment on the Metro's C-Line Extension. I'm a resident of Torrance, and I'm writing to **express support for the C-Line Extension that utilizes the existing railroad right of way (ROW) between the Marine Station in Redondo Beach to the Mary Giordano Regional Transit Center in Torrance, also known as the Proposed Project.** 388-1
As evidenced by the Board's Draft Environmental Impact Review (EIR), the Proposed Project that utilizes the ROW is the least impactful to Torrance residents, businesses, and current and future surface street traffic. It is also the least costly option that also provides the fastest pathway to starting construction. The Proposed Project has the best chance of being completed in time for the 2028 Olympics, which, with a robust and well connected Metro system, can be an economic and cultural boon for Torrance's economy. Lastly, the Proposed Project will connect the two transit centers that have already been built in the Cities of Redondo and Torrance–transit centers that were built for the purpose of connecting to the Metro line expansion. 388-2
I am opposed to the option of extending the C-Line along Hawthorne Boulevard. This option requires elevation, causing significant disturbance and devastation to neighborhoods and businesses along that popular corridor. Furthermore, the option requires the Metro Board using eminent domain, which is unnecessary considering the Board has the rights of way for the Proposed Project. Locating light rail on Hawthorne Boulevard, whether elevated or at grade, would negatively impact Torrance residents and would be devastating to Torrance commercial properties that line Hawthorne Boulevard. 388-3
The Torrance Transit team estimates that the majority of riders on the new C-Line Expansion will travel in and out of Torrance, with projected daily trips of up to 16,000! I hope that the City's significant ridership contribution will contribute heavily in your decision to support the Proposed Project–the same position unanimously approved by the Torrance City Council. 388-4
Thank you for the opportunity to share my position. I appreciate all the hard work the Metro employees do every day.
Sincerely,
Jennifer Chung
[redacted]

Submission 389

From: Info BPI [redacted]
Sent: Thursday, March 23, 2023 7:07 PM
To: GreenlineExtension
Subject: The SAFTY of our CHILDREN -NO ON ROW

Please do not impose of the residents and home run businesses or homeowners and families that call Lawndale our HOME. 389-1

Why on earth would you even consider erupting havoc upon our residents? If my calculations are correct, 200-300 times daily means every 4 to 6 minutes a train will pass! How are the kids to cross 170th to get to an from school?????? 389-2

Best,

Karen

BPI-KRRPS
Registered Process Server, County of Los Angeles #6546
Office/Field Agent

NOTICE: This communication may contain privileged
and/or attorney work product or other confidential information. If you are not the intended recipient of this communication, or an employee or agent responsible for delivering this communication to the intended
recipient, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

[redacted]

Submission 390

From: Ruby <[redacted]
Sent: Thursday, March 23, 2023 7:20 PM
To: GreenlineExtension
Subject: NO ON ROW Re: DEIR

WOULD YOU WANT YOUR FAMILY NEXT TO THIS 20 HOUR RAIL? 390-1
WOULD YOU WANT TO SLEEP NEXT TO IT?
WOULD YOU WANT YOUR CHILDREN AT RISK?
THE GEOLOGICAL REPORTS. ARE THEY RECENT? 390-2
ARE THEY ALONG THE ENTIRE LENGTH OF THE PROPOSED ROW?

WHAT HAPPENS SHOULD HOMES DEVELOPE FOUNDATION DAMAGE? 390-3
WHAT OF THE VIOLENCE AND ACCESS TO OUR BACKYARDS FOR THOSE 'COMMUTERS'? 390-4

THE HAWTHORNE ALTERNATIVE MAY BE MORE COSTLY BUT WHAT IS MORE IMPORTANT?
CONSIDER THE LIVES ON OR NEAR ROW
DO NOT RUIN THIS COMMUNITY BY IMPOSING A CONTINUOUS AND LIFE ALTERING "LIGHT RAIL" PROJECT IN THE MIDDLE OF OUR RESIDENTIAL AREA 390-5

On Thu, Mar 23, 2023 at 1:39 PM GreenlineExtension <GreenlineExtension@metro.net> wrote:

Hello,

Thank you for your email and interest in Metro's C Line (Green) Extension to Torrance project. We have recorded your comment and added your contact information to our project email list.

Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.

The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.

To access the Draft EIR and other project information, please reference the direct links below.

- Draft EIR (Full Document)
- Draft EIR (By Chapter)
- Draft EIR Appendices (By Appendix)

- Other Project Information Reports

We will add you to our project database to receive updates on the project and additional information on ways to stay involved.

Thank you again for your interest in the project.

C Line (Green) Extension to Torrance Project Team

Greenlineextension@metro.net

Metro One Gateway Plaza

Mail Stop: 99-13-1

Los Angeles, CA 90012

213.922.4004

From: Ruby [redacted]
Sent: Wednesday, March 22, 2023 6:03 PM
To: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; Mayor@cityofinglewood.org
Cc: Sheridan, Georgia <SheridanG@metro.net>; Dierking, Mark <DierkingM@metro.net>; Mieger, David <MiegerD@metro.net>; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; paul.Krekorian@lacity.org; info@timsandoval.com
Subject: DEIR

Greetings To All,

It is with utter confusion and fear for the wellbeing of my family that brings me to write this today.

Having the proposed C-Line current path, METRO'S ROW, my serene Lawndale neighborhood, whether it be subgrade/trenched, grade level or elevated, the disturbance impact would be detrimental to not only my family but the friends and neighbors who reside near on next to the ROW. 390-6

We live about 10 houses from the tracks. Currently, the nostalgic freight train travels maybe 2 times a day. In comparison, METRO's estimated "Light Rail", passing an unfathomable ***200-300 times a day in a 20 hour period*** ***right in the middle of our residential neighborhood!!!*** 390-7

EVERY 4 to 6 MINUTES?!

Honestly, are we not just trading profitable commuter lives over residential family lives??? 390-8

HAWTHORNE is the obvious choice. 390-9

NOT ENOUGH FUNDING? This project has been on the back burner for a long time, decades as far as I have been told. 390-10

-

I have worked hard to provide for my family a true quality of life here in Lawndale and continue to do so with my 3rd generation, my grandson.

The continual and detrimental health and disturbance from the NOISE and VIBRATIONS, the ROW path will subject my 8 year old grandson to continual disruption concentration during school studies, of my business duties, of which, require substantial concentration and sleep deprivation of the entire family. 390-11

I can't imagine how the families that live along the tracks will be affected. 200-300 times a day in a 20 hour period! 390-12

Karen Ruby

30 Year LAWNDALE Homeowner

Tax Payer

Business Owner

Caregiver

Mother

Dog Owner

Grandmother

Submission 391

From: Kayla Mangione [redacted]
Sent: Thursday, March 23, 2023 10:33 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 391-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. The environmental pollution would also reduce quality of life for residents near the C (green) line. 391-2

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 391-3

Thank you,
Kayla Mangione

Submission 392

From: PRINZI Kenneth [redacted]
Sent: Thursday, March 23, 2023 4:29 PM
To: greenlineextension@metro.net
Subject: Draft EIR Comment

To whom it may concern,

After review of the DEIR it is pretty clear that building the Light rail is a complete waste of tax payer money. 392-1
Considering the following:

1. Light rail will never be utilized in Southern California it's just not part of our culture and you can't change culture unless there is a willingness to do so.
2. There is no demand for light rail or even mass transit. Over the past years there has been a steady decline of users. You can't even fill your bus lines. 392-2
3. Electrical vehicles including electric bicycles is going to increase the desire to use privately owned vehicles.
4. COVID and COVID like viruses is also reinforcing the use of private vehicles.
5. California residents never voted for this; in fact, it should be illegal to vote for issuing a blank check to be used indiscriminately.
6. Because of the above facts any conscientious business would pull funding before it is to late to go back. 392-3

I suggest you go back to the drawing board and figure a better use for our taxpayers' money. We don't pay taxes to keep you employed.

The above comments are my own and not the opinion of the company for which I am employed.

Regards,

Ken PRINZI

Manufacturing Engineer

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Submission 393

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

March 23, 2023 EMAIL

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, California 90012

Dear Ms. Sheridan:

Notice of Availability
of a Draft Environmental Impact Report for the Green Line Extension to Torrance

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Availability of a Draft Environmental Impact Report for the Green Line Extension to Torrance. Metro proposes to implement a light rail transit Project that would extend the C Line (Green) from the existing Redondo Beach (Marine) Station to the Torrance Transit Center. The Draft EIR evaluated the Proposed Project, which would be an elevated or at-grade alignment within the existing Metro-owned right-of-way (ROW) for the entire 4.5-mile length. Two options are considered for the northern segment of the Project area between the Redondo Beach (Marine) Station and 190th Street: 1) Trench Option, which travels along the Metro ROW with the light rail located within a below grade trench, and 2) Hawthorne Option, with the light rail in an elevated configuration traveling parallel to the I-405 Freeway and within the median of Hawthorne Boulevard.

Metropolitan owns and operates facilities within and adjacent to the proposed Project Limits. Metropolitan's West Basin Feeder between Sta. 288+00 to 290+00 and Sta. 296+00 to 299+00 are located along Manhattan Blvd. and adjacent to I-405 within the Metropolitan easement along and or within the Project boundary. Metropolitan is concerned with potential impacts to these facilities and rights-of-way that may result from implementation of the proposed Project. 393-1

Metropolitan must be allowed to maintain its rights-of-way and access to its facilities and properties at all times, in order to repair and maintain the current condition of those facilities. In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Metropolitan will not permit procedures that could subject the pipes to excessive vehicle, impact, or vibratory loads. Any future design plans associated with this Project should be submitted to the attention of Metropolitan's Substructures Team. Approval 393-2

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Submission 393

of the Project should be contingent on Metropolitan's approval of design plans for portions of the proposed Project that could impact its facilities. 393-2

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by contacting Metropolitan's Substructures Team at EngineeringSubstructures@mwdh2o.com. To assist Metro in preparing plans that are compatible with Metropolitan's facilities and rights-of-way, enclosed is a copy of Substructure's review of the available plans in the DEIR. Please note that Metropolitan's facilities and rights-of-way must be fully shown and identified as Metropolitan's on all designs or plans submitted. 393-3

Additionally, appropriate property rights must be obtained from Metropolitan for any project activities within Metropolitan's property, such as the granting of a road easement or license. The granting of property rights may be subject to Metropolitan's Board of Director's approval. No work must be done including potholing or any studies within Metropolitan's property prior to the execution of an appropriate agreement. Please contact Metropolitan's Real Property Group regarding the process for obtaining access or property rights at RealEstateServices@mwdh2o.com. Metropolitan recommends that the EIR include reference to Metropolitan's property and granting of an agreement, and also acknowledge Metropolitan as a potential responsible agency "expected to use the EIR in their decision-making" per CEQA Guidelines Section 15124(d)(A). 393-4

Metropolitan encourages projects within its service area to include water conservation measures. While Metropolitan continues to build new supplies and develop means for more efficient use of current resources, projected population and economic growth will increase demands on the current system. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed Project. 393-5

We appreciate the opportunity to provide input to your planning process and look forward to receiving future plans and documentation for this Project. If we can be of further assistance, please contact Liz Florence at (213) 217-7193 or at eflorence@mwdh2o.com.

Very truly yours,

DocuSigned by:
Sean Carlson
A67ED56B82914E6...

Sean Carlson
Manager, Environmental Planning

lf:rdl
(Metro_C-Line Extension DEIR_ Comment Letter_3-23-2023)

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Enclosures:

1) Substructures Memo Job No. 2020-20-001 and attachments:
    a. Drawing TC-102
    b. DrawingTC-202
    c. Drawing T-704
    d. Drawing GX-120
    e. Drawing GX-220

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MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Date: March 22, 2023

To: Liz Florence, Associate Environmental Specialist
Environmental Planning

From: Francisco Flores, Manager
Substructures Team

Subject: West Basin Feeder
Sta. 288+00 to 290+00 and
Sta. 296+00 to 299+00
Substructures Job No. 2020-20-001

Refence is made to your email dated February 9, 2023, forwarding a link for MTA's proposed Green Line extension (Line C) project connection from existing Redondo Beach (Marine) station to the Torrance Transit station in the South Bay area of Los Angeles County. Included in the link to the DEIR documents were prints of the conceptual plans (Pages 1 through 213).

We have reviewed the submitted conceptual plans, and our comments and requirements are as follows:

1. The location of our 45-inch-inside-diameter precast concrete West Basin Feeder pipeline, as shown on Pages 46 (Drawing TC-102), 76 (Drawing TC-202), 130 (Drawing T-704), 143 (Drawing GX-120), and 152 (Drawing GX-220), is generally in agreement with our records. However, we request that our pipeline and accompanying 10-foot-wide permanent easement right-of-way also be shown and identified as Metropolitan's on all pertinent sheets of your plans. Enclosed is a copy of our Right-of-Way Map 1418-5 for your information and use.

   We request that the final alternative detail plans and sections showing the exact locations of the proposed trench/new piles/at-grade proposal in relation to our pipeline be submitted for our review and written approval. In addition, all the pipeline appurtenances such as manholes within the footprint of the proposed project must shown and identified as "protect in place".

   Metropolitan's Drawings A-2755 and B-8289 are enclosed, to convert elevation from NGVD29 to NAVD88 datum, use the following formula:

393-6

393-7

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Submission 393

$$Elevation_{NAVD88} = Elevation_{NGVD29} + 1.45 \text{ feet}$$

Trench Option

2. The proposed "grade-separation" design, as shown on Pages 76 (Drawing TC-202), 81 (Drawing T-204), and 152 (Drawing GX-220), will require relocation of Metropolitan's existing pipeline at Manhattan Beach Boulevard. However, we will need to further evaluate design criteria for the alignment for the final length, depth, and size due to utility conflict constraints. Please note that our air release and vacuum valve structure may need to be redesigned and introducing a new air release and pumpwell manhole structures if the proposed alignment results in a new high or low point. 393-8

   This proposal to relocate portion of our pipeline could run up to millions of dollars. All costs associated with the modification design, protection, and inspection of our facilities to accommodate this project must be borne by the project proponent. Please note that general cost estimate includes Metropolitan's design, inspection, administration and any required shutdown and dewatering. The cost may vary, depending on the actual site conditions. The relocation must be designed and constructed in accordance with Metropolitan's standard specifications and design criteria. 393-9

   In order for Metropolitan to determine a detailed scope, we require a deposit in the amount of $100,000 to apply toward the cost of our review of your project plans, establish a utility agreement, and to prepare a detailed cost estimate for the proposed protection and modification design of our facility. Please note that general cost estimate includes Metropolitan's design, inspection, administration and any required shutdown and dewatering. The cost may vary, depending on the actual site conditions.

   Regarding the schedule of work, the relocation of our pipeline would typically take 12 to 18 months from preliminary to final design and construction, and shutdowns and dewatering of our pipeline would only take place between the months of November and March. 393-10

Elevated and/or At-Grade Options

3. To evaluate the feasibility of the proposed options, we will need a comprehensive and substantial technical analysis be submitted for our review and written approval to demonstrate and ensure that there will be no adverse impacts that would compromise the operation, continuity, and long-term reliability of our water conveyance system. As such, we are requesting the following information for our review: 393-11

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Submission 393

- Based on Page 130 (Drawing T-704), please provide a site-specific geotechnical report with borings where the 8-foot-diameter CIDH pile at your Station 438+50 is the closest one to our pipeline, which runs along the Manhattan Beach Boulevard. 393-12

- Please include a vertical section normal to the pipeline alignment while crossing the 8-foot-diameter CIDH pile at your Station 438+50. Please also show the foundation stratigraphy using the closest borings, section of the pipeline, and horizontal clearance between the CIDH pipe and the pipeline. 393-13

- If groundwater drawdown is required to construct the 8-foot-diameter CIDH pile at your Station 438+50, the cone of depression expands and deepens during pumping until the flow in the aquifer is equal to the pumping rate. When the cone stops expanding, equilibrium exists and its configuration in terms of its radius and depth should be determined. If our pipeline alignment crosses the cone of depression, then settlement/lateral deflection profiles along the affected reach of the pipeline are required, as referenced in Metropolitan's Geotechnical Guidelines, copy attached. 393-14

- A contingency plan must be in place in the event of encountering perch water/running soil/unstable soil during the CIDH excavation at your Station 438+50 since the proposed pile at this location is closet to our pipeline. Please note that encountering running soil during the CIDH excavation would potentially undermine the pipeline, thereby adversely affecting its structural integrity and compromising the reliability and continuity of Metropolitan's conveyance and distribution system. 393-15

4. Our pipeline is a precast concrete pipe installed within a jacked casing from Station 297+13 to Station 297+53 with a 10-foot-wide concrete encasement at each end of the jacked casing, as shown on our Drawing A-2755, copy enclosed.

   The plans show that the proposed future at-grade rail tracks may cross over and outside the existing concrete encasement designed to carry the railroad loads. Outside the existing concrete encasement, our pipeline is not designed to carry the proposed railroad loads; therefore, a permanent concrete protective slab or a bridge structure must be placed over our pipeline to protect from excess loads. 393-16

   Please submit the live load per American Railway Engineering Association (equivalent Cooper E-xx loading) for the railway at-grade proposal.

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C714716
Submission 393

5. Cast-in-driven hole piles and piles support structures may impose vertical and/or lateral load on our pipeline. The structural calculations of the piles adjacent to our pipeline must be submitted for our review and written approval.

393-17

Furthermore, a settlement and/or lateral deformation study may be required for pile installations within 50 feet of our pipeline. The use of driven piles within 20 feet of the centerline of our pipeline is not permitted. Before construction commences, our pipeline must be located by potholing, under Metropolitan's supervision.

6. If the proposed grading exceeds 2 feet of cut or fill over our pipeline, a soil report showing the predicted settlement of our pipeline at 10-foot intervals must be submitted. This data must be carried past the point of zero change in each direction and the actual size and varying depth of the fill must be considered when determining the settlement/rebound.

393-18

Any grading that could result in a significant settlement of the pipeline will not be acceptable. If the pipeline settles or rebounds, deflection at the pipe joints will occur. This could result in cracking or chipping of the cement mortar and cement grout joint filler. It could also result in cracking or chipping of the mortar coating. This will allow corrosion to begin at the bells and spigot joints. Excessive settlement/rebound will cause the wall of the pipe to fail catastrophically.

7. Excavation for the proposed project could affect Metropolitan's facilities. Therefore, we request that the contractor submit an engineered shoring design to Metropolitan for review and acceptance a minimum of 30 days before the scheduled start of excavation. Excavation must not begin until the shoring design is accepted by Metropolitan. The submittal must include all required trenches, pits, and related calculations. The use of driven piles within 20 feet of the centerline of our pipeline will not be permitted. Before beginning construction, our pipeline and appurtenances should be located by potholing

393-19

under Metropolitan's supervision. There must be a minimum of 2- and 5-feet of clearance between our pipeline and the edge of the drilled hole for temporary and permanent piles, if applicable. There must be a minimum of 1-foot of clearance between any part of the shoring and Metropolitan's pipeline.

8. Procedures and specifications of construction equipment to be used for the removal and placement of soil in proximity to Metropolitan's pipeline must be submitted to Metropolitan for review and approval a minimum of 30 days prior to starting work in the vicinity of Metropolitan's pipeline. The submittal must include the equipment and procedures to be used for the placement and compaction of soil over and adjacent to Metropolitan's pipeline and meter vault. Metropolitan will not permit procedures, which could subject the pipe and meter vault to excessive

393-20

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C71471C Submission 393

vehicle, impact, or vibratory loads. Procedures for the removal and placement of soil over our pipeline must be such that excessive unbalanced loads are not imposed on the pipeline. 393-20

Storing of equipment or spoils over the footprint of our pipeline is not allowed. 393-21

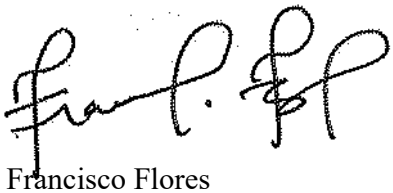
Vehicles that impose a load no greater than that imposed by an AASHTO H20 vehicle may be used when the cover is between 4 feet and 11 feet. When the cover over Metropolitan's pipeline is less than 4-feet Metropolitan's pipeline loading restrictions must apply. 393-22

No vibratory compaction equipment in vibratory mode must be used within 25 feet of the centerline of our pipeline. 393-23

9. We request that a stipulation be added to your plans and/or specifications to notify Daniel Diaz of our Water System Operations Team at (323) 276-7623 or cell (760) 792-2573, at least two working days prior to starting any work (including potholing) in the vicinity of our facilities. 393-24

We are returning prints of the Pages 46 (Drawing TC-102), 76 (Drawing TC-202), 130 (Drawing T-704), 143 (Drawing GX-120), and 152 (Drawing GX-220), stamped "REVIEWED — CORRECTIONS NOTED — RESUBMITTAL REQUIRED." 393-25

If you have any questions regarding this matter, please contact Ken Chung at 77670.

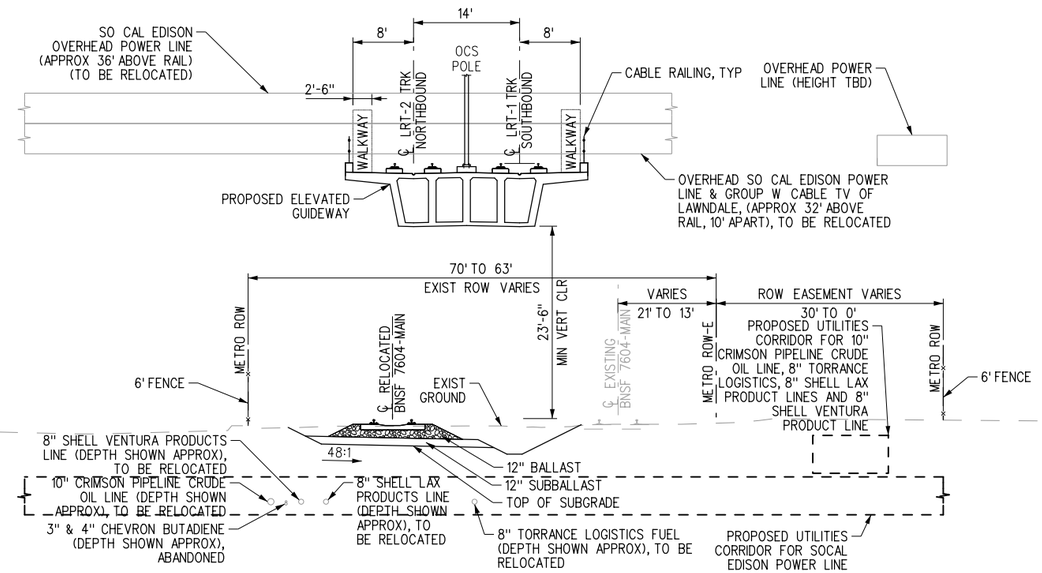


Francisco Flores

KC
DOC m2020-20-001

Enclosures (8)

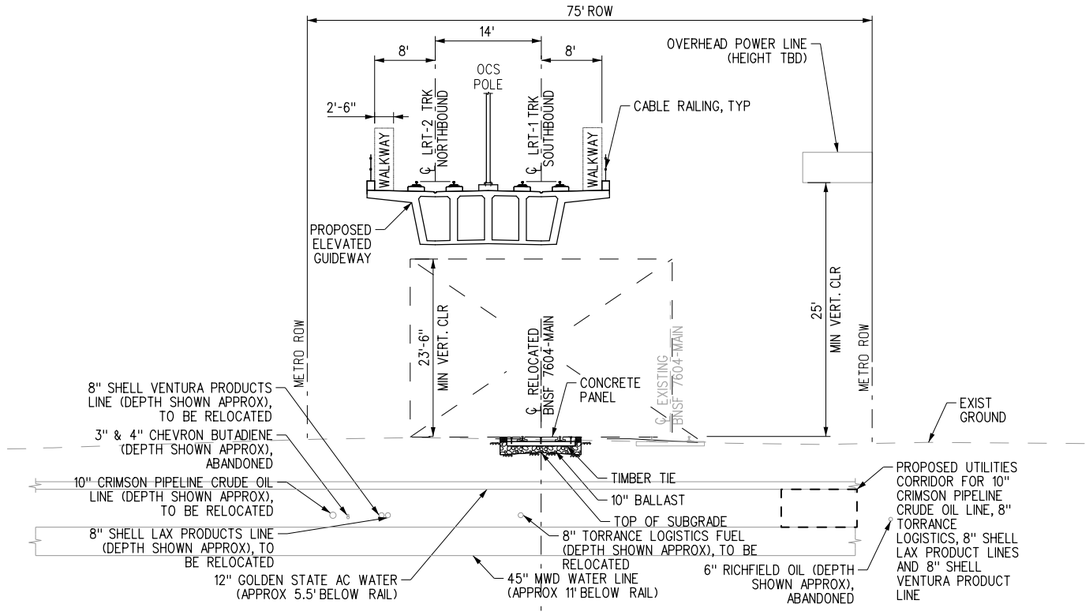
cc: D. Diaz w/plans
Substructures File w/plans



CROSS SECTION - ELEVATED GUIDEWAY W/ CROSSING OVERHEAD UTILITIES NORTH OF MANHATTAN BEACH BLVD

SCALE: 1"=10'

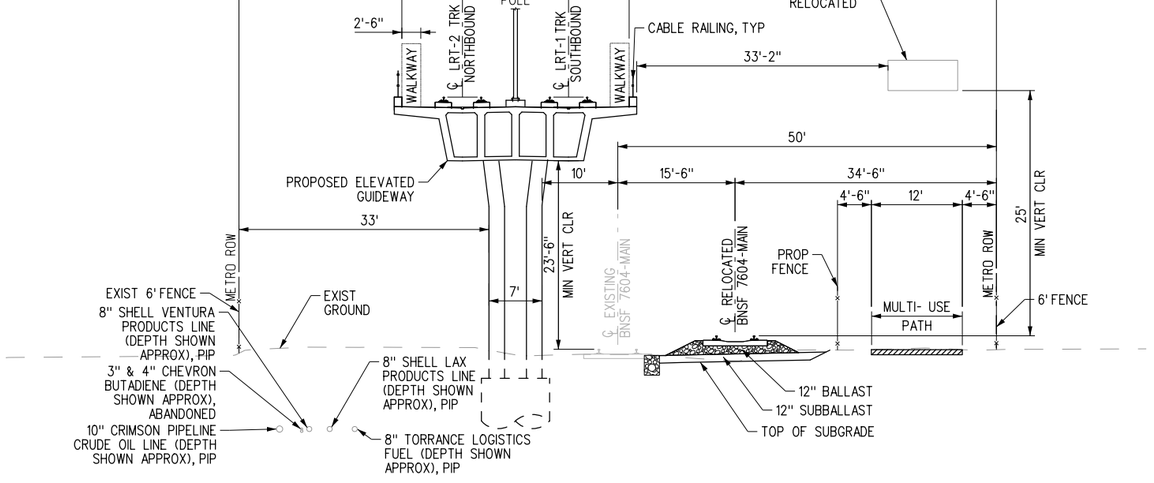
D1 T-103 T-403



CROSS SECTION - ELEVATED GUIDEWAY AT MANHATTAN BEACH BLVD

SCALE: 1"=10'

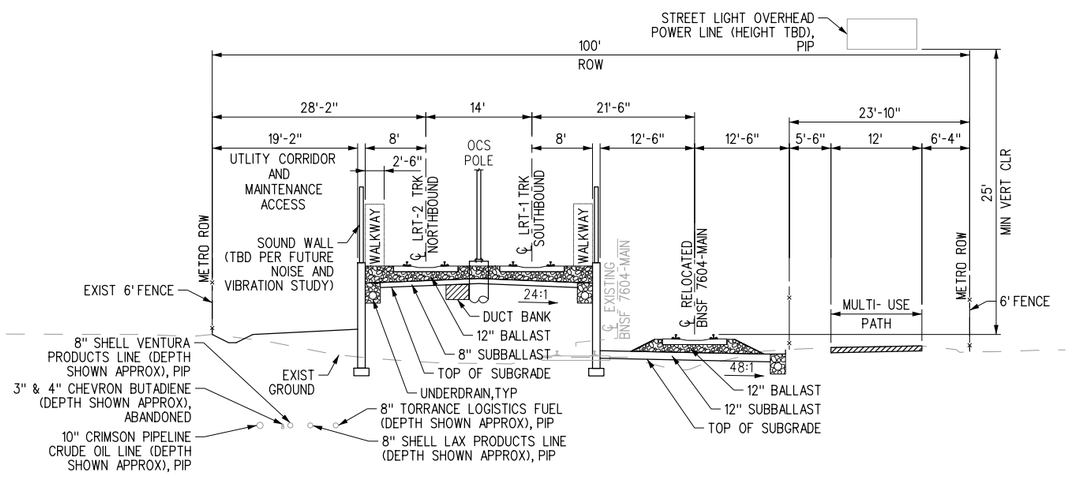
E T-104 T-404



CROSS SECTION - RETAINED FILL NORTH OF 161ST ST

SCALE: 1"=10'

F T-105 T-405



CROSS SECTION - RETAINED FILL SOUTH OF 162ND ST

SCALE: 1"=10'

G T-105 T-405

NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE. LOCATION AND DEPTHS WILL BE CONFIRMED BY SITE INVESTIGATION FOR FUTURE UPDATE WHERE NECESSARY.
2. ALL STRUCTURES, INCLUDING ELEVATED GUIDEWAY AND RETAINING WALLS ARE SHOWN CONCEPTUALLY, SEE STRUCTURES DRAWINGS FOR FURTHER DETAILS.

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Los Angeles County Metropolitan Transportation Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Los Angeles County Metropolitan Transportation Authority.

DESIGNED BY	J. GONZALEZ
DRAWN BY	B. EUN LLOVET
CHECKED BY	G. THOMPSON
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
PROPOSED PROJECT
TYPICAL SECTIONS
SHEET 2 OF 9

CONTRACT NO.	AE63445001
DRAWING NO.	TC-102
REVISION	SHEET NO.
SCALE	AS SHOWN

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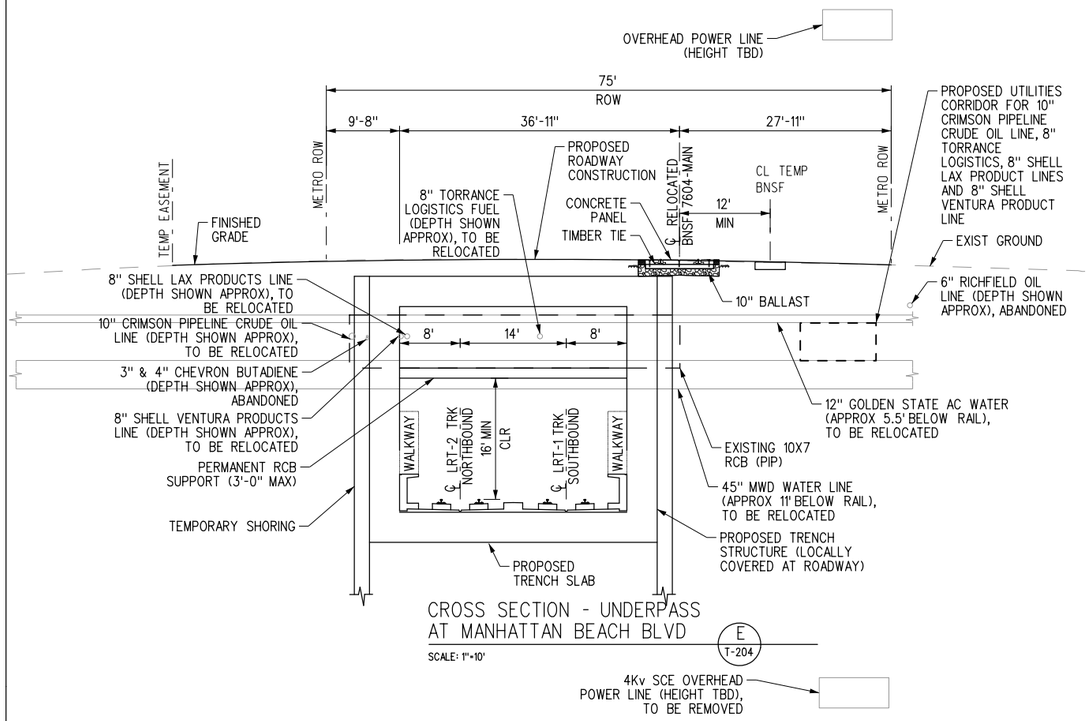
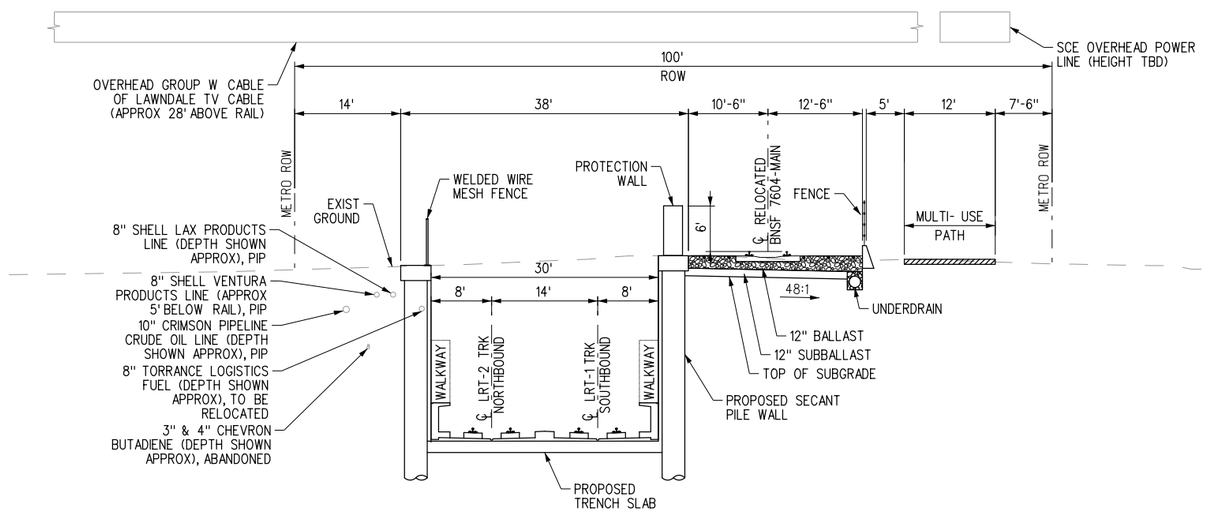


CROSS SECTION - UNDERPASS AT MANHATTAN BEACH BLVD (E, T-204)

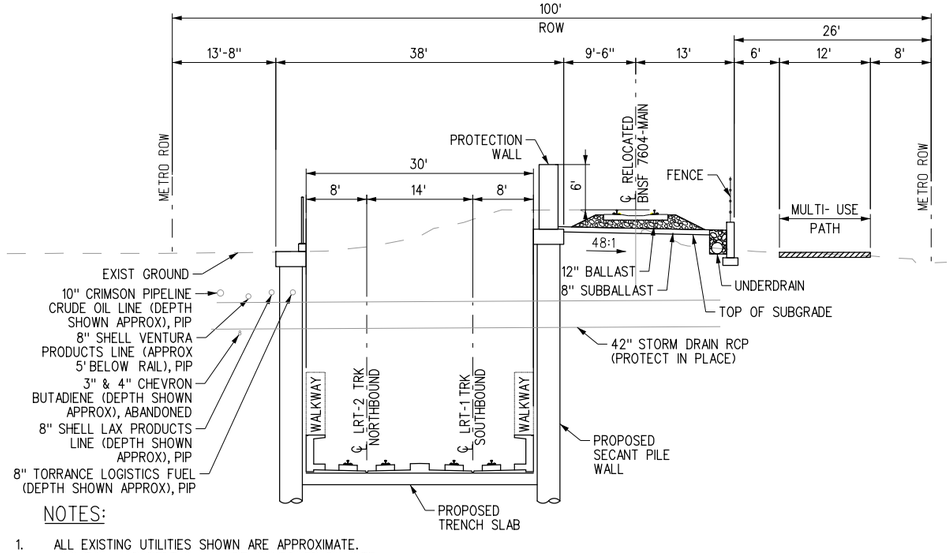
SCALE: 1"=10'

4Kv SCE OVERHEAD POWER LINE (HEIGHT TBD), TO BE REMOVED



CROSS SECTION - TRENCH SOUTH OF 162ND ST (F, T-205)

SCALE: 1"=10'



NOTES:

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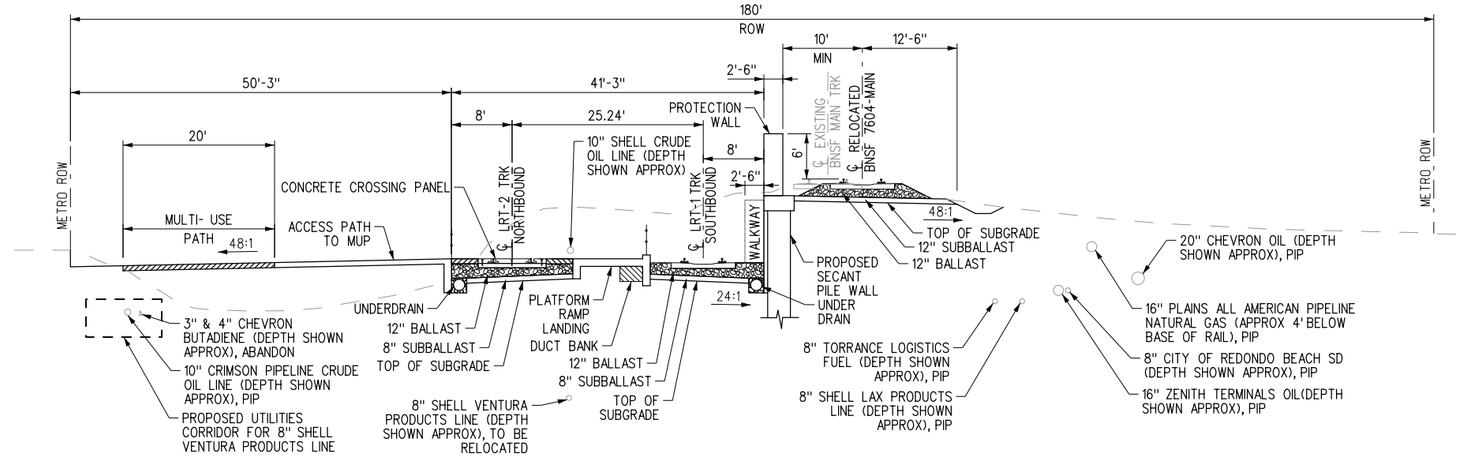
2. ALL STRUCTURES, INCLUDING ELEVATED GUIDEWAY AND RETAINING WALLS ARE SHOWN CONCEPTUALLY, SEE STRUCTURES DRAWINGS FOR FURTHER DETAILS.

CROSS SECTION - TRENCH SOUTH OF 162ND ST (G, T-206)

SCALE: 1"=10'



CROSS SECTION - SOUTH OF REDONDO BEACH TRANSIT CENTER STATION (H, T-210)

SCALE: 1"=10'

NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

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DESIGNED BY	J. GONZALEZ
DRAWN BY	B. EUN LLOVET
CHECKED BY	G. THOMPSON
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
TRENCH OPTION
TYPICAL SECTIONS
SHEET 2 OF 3

CONTRACT NO.	AE63445001
DRAWING NO.	TC-202
REVISION	SHEET NO.
SCALE	AS SHOWN

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HAWTHORNE, CA
NORTHBOUND

TORRANCE, CA
SOUTHBOUND

SEE DRAWING T-703
MATCH LINE STA - LRTS 428+00

MATCH LINE STA - LRTS 440+00
SEE DRAWING T-705

CURVE 204
R = 6014.00'
Lc = 418.78'
Ls = 120.00'
Eq = 0.75"
Eu = 0.03"
V = 35 MPH

CURVE 104
R = 6000.00'
Lc = 417.46'
Ls = 120.00'
Eq = 0.75"
Eu = 0.03"
V = 35 MPH

CS LRTS 430+37.93
CS LRTN 430+35.22
ST LRTS 431+57.93
ST LRTN 431+55.22
TS LRTS 438+51.87
TS LRTN 438+49.15
SC LRTS 439+51.87
SC LRTN 439+49.15

PLANNED INTERSTATE 405 IMPROVEMENTS (BY OTHERS)

PLANNED INTERSTATE 405 IMPROVEMENTS (BY OTHERS)

POTENTIAL I-405 WIDENING BY OTHERS

PROPOSED BRIDGE 2-1

CALTRANS ROW

EX. DBL 13'-3"x8'-9" RCB STORM DRAIN
LACFCD
(181-12-D1.8)

EX. DBL 13'-3"x8'-9" RCB STORM DRAIN
LACFCD
(181-12-D1.8)

MANHATTAN BEACH BLVD

S CONDON AVE

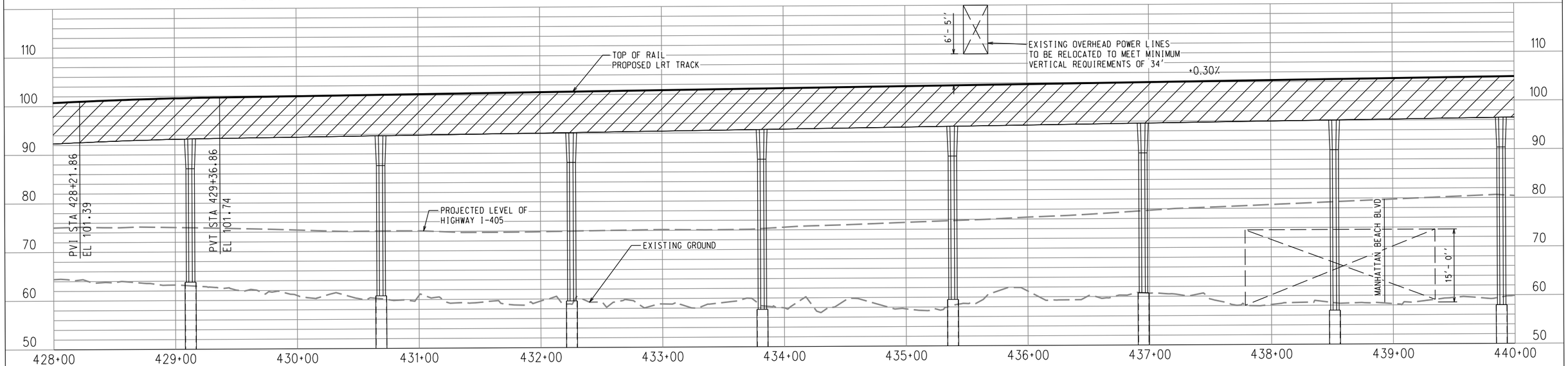
TPSS

TRACK LEGEND
- PROPOSED TANGENT TRACK
- PROPOSED SPIRAL TRACK
- PROPOSED CURVE TRACK
- PROPOSED FREIGHT TRACK
- PROPOSED PROJECT ALIGNMENT

ROW
- POTENTIAL BUILDING IMPACT
- PROPOSED RETAINED FILL
- PROPOSED ELEVATED GUIDEWAY OR BRIDGE

PLAN

HORIZONTAL 1"=40'
VERTICAL 1"=10'



PROFILE SOUTHBOUND LRT

NOT FOR CONSTRUCTION

REV.	DATE	BY	SUB	APP.

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DESIGNED BY J. ESPADERO
DRAWN BY D. VILARINO
CHECKED BY A. BOONE
APPROVED BY M. E. ALFONSO
DATE 07/22/2022

LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY

STV 100 Years | AECOM

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 428+00 TO LRTS 440+00
SHEET 4 OF 15

CONTRACT NO. AE63445001
DRAWING NO. T-704
REVISION | SHEET NO.
SCALE AS SHOWN

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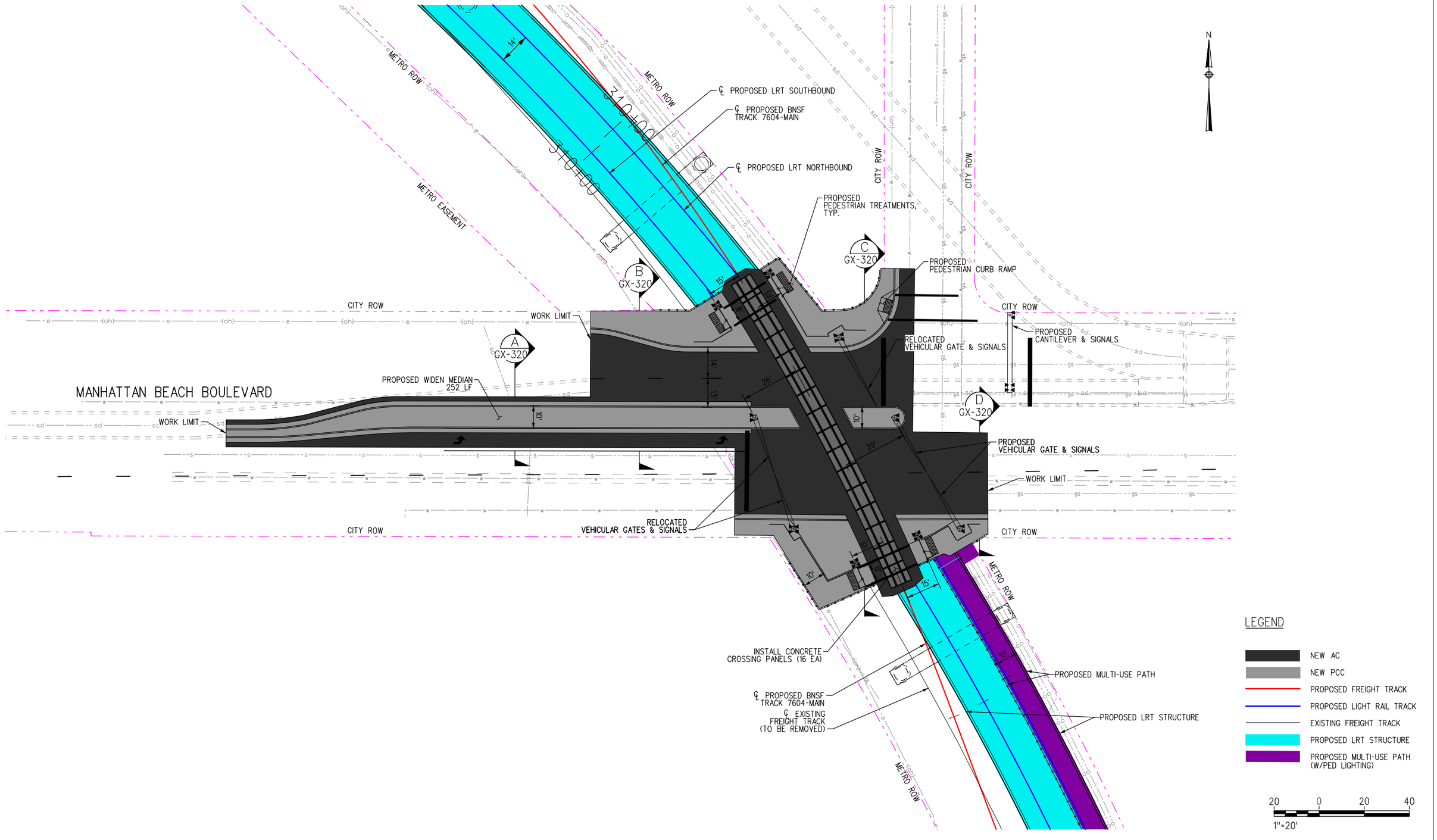
pw:\\aecom-eu-pw.bentley.com:AECOM_DS06_EU\Documents\60626028-Green Line Extension to Torrance\900-CAD GIS\910_CAD\20_SHEETS\ALIGNMENT_OPTION_2E\T4-704.sht



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REV.	DATE		BY	SUB.	APP.

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DESIGNED BY	J. TAMAYO
DRAWN BY	J. TAMAYO
CHECKED BY	J. GONZALEZ
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

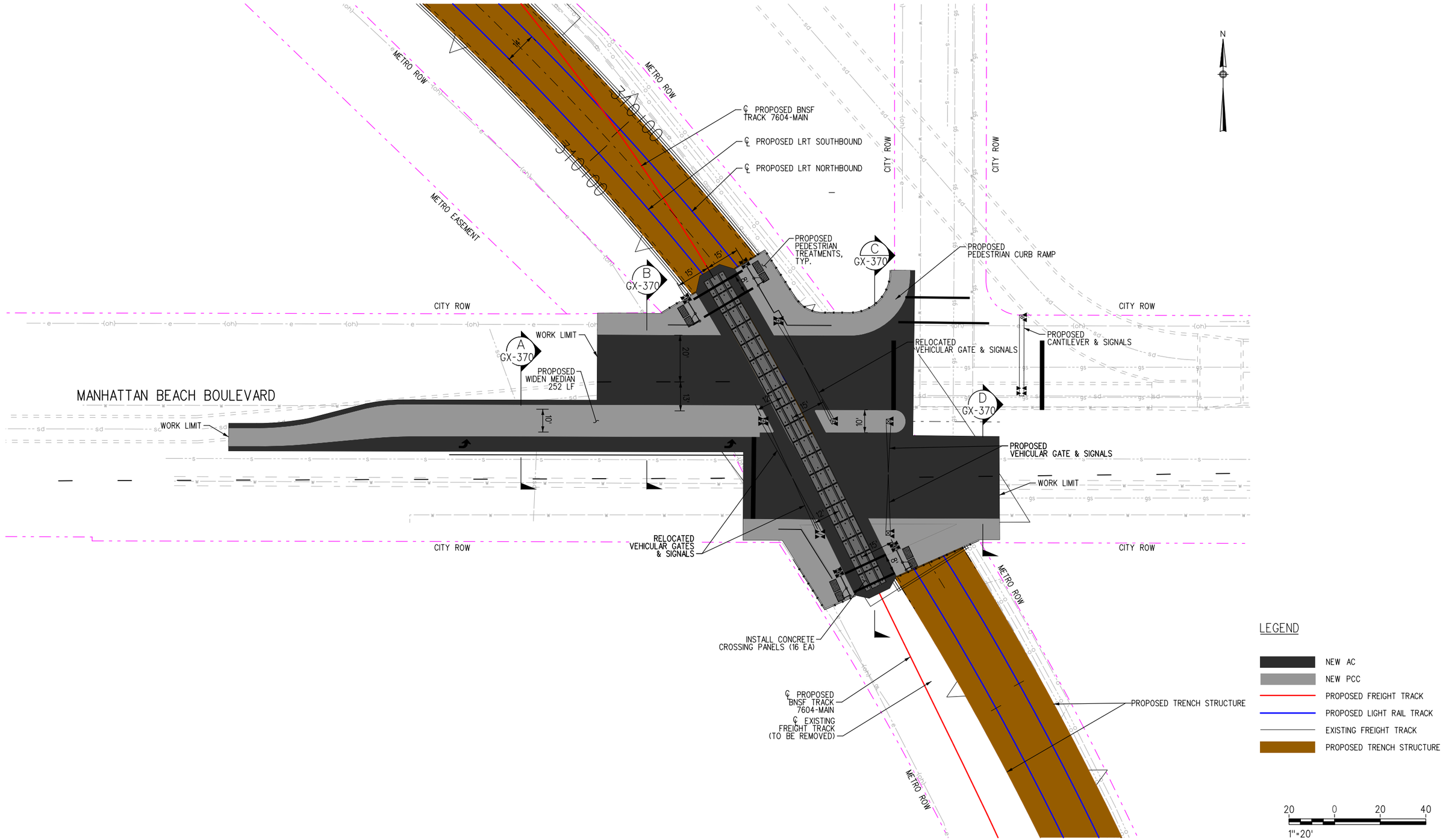
SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
PROPOSED PROJECT
MANHATTAN BEACH BOULEVARD GRADE CROSSING PLAN

CONTRACT NO.	AE63445001
DRAWING NO.	GX-120
REVISION	
SHEET NO.	
SCALE	AS SHOWN

Submission 393



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NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

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DESIGNED BY	J. TAMAYO
DRAWN BY	J. TAMAYO
CHECKED BY	J. GONZALEZ
APPROVED BY	A. SOKOL
DATE	12/9/2022

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

STV 100 Years

SUBMITTED: _____ PROJECT MANAGER

APPROVED: _____

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
TRENCH OPTION
MANHATTAN BEACH BOULEVARD
GRADE CROSSING PLAN

CONTRACT NO.	AE63445001
DRAWING NO.	GX-220
REVISION	SHEET NO.
SCALE	AS SHOWN

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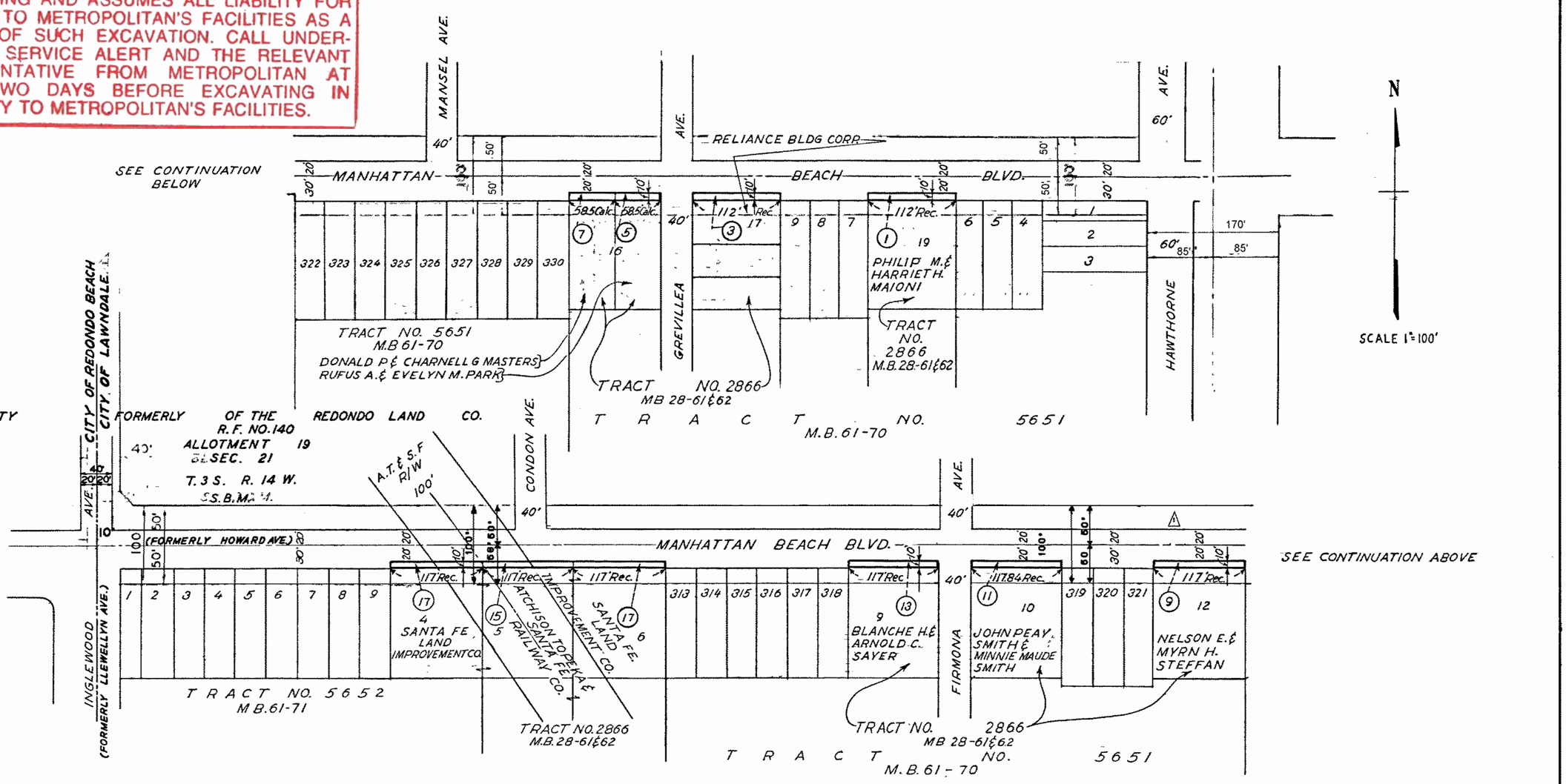
117 rec.

Submission 393

METROPOLITAN WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE SUBSTRUCTURE INFORMATION HEREIN PROVIDED. THE USER ASSUMES RESPONSIBILITY FOR VERIFYING SUBSTRUCTURE LOCATION BEFORE EXCAVATING AND ASSUMES ALL LIABILITY FOR DAMAGE TO METROPOLITAN'S FACILITIES AS A RESULT OF SUCH EXCAVATION. CALL UNDERGROUND SERVICE ALERT AND THE RELEVANT REPRESENTATIVE FROM METROPOLITAN AT LEAST TWO DAYS BEFORE EXCAVATING IN PROXIMITY TO METROPOLITAN'S FACILITIES.



PERMANENT EASEMENTS

PARCEL NO.	AREA IN ACRES	OWNERSHIP
△ (19)	0.006	WESTWOOD BUILDING MATERIALS

PARCEL NO.	AREA IN ACRES	OWNERSHIP
(1)	.026	PHILIP M.& HARRIET H. MAIONI
(3)	.026	RELIANCE BLDG. CORP.
(5)	.013	RUFUS A.& EVELYN M. PARK
(7)	.013	DONALD P.& CHARNELL G MASTERS
(9)	.027	NELSON E.& MYRN H. STEFFAN
(11)	.027	JOHN PEAY SMITH & MINNIE MAUDE SMITH
(13)	.027	BLANCHE H.& ARNOLD C. SAYER
(15)	.027	ATCHISON TOPEKA & SANTA FE RAILWAY CO.
(17)	.054	SANTA FE LAND IMPROVEMENT CO.

CITY OF LAWNDALE

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

RIGHT OF WAY MAP

DISTRIBUTION SYSTEM

HAWTHORNE AVE TO INGLEWOOD AVE.

DRAWN W.R.K. COMPUTED J.H.D.
TRACED W.R.K. CHECKED W.R.B.
REVISED W.R.K. 11-13-56

APPROVALS

CONST'N ENGINEER
DESIGN ENGINEER OMW RAS RBD
SUP'T OF CONST'N
CHIEF ENGINEER Julian Hinds

DATE AUGUST 1948

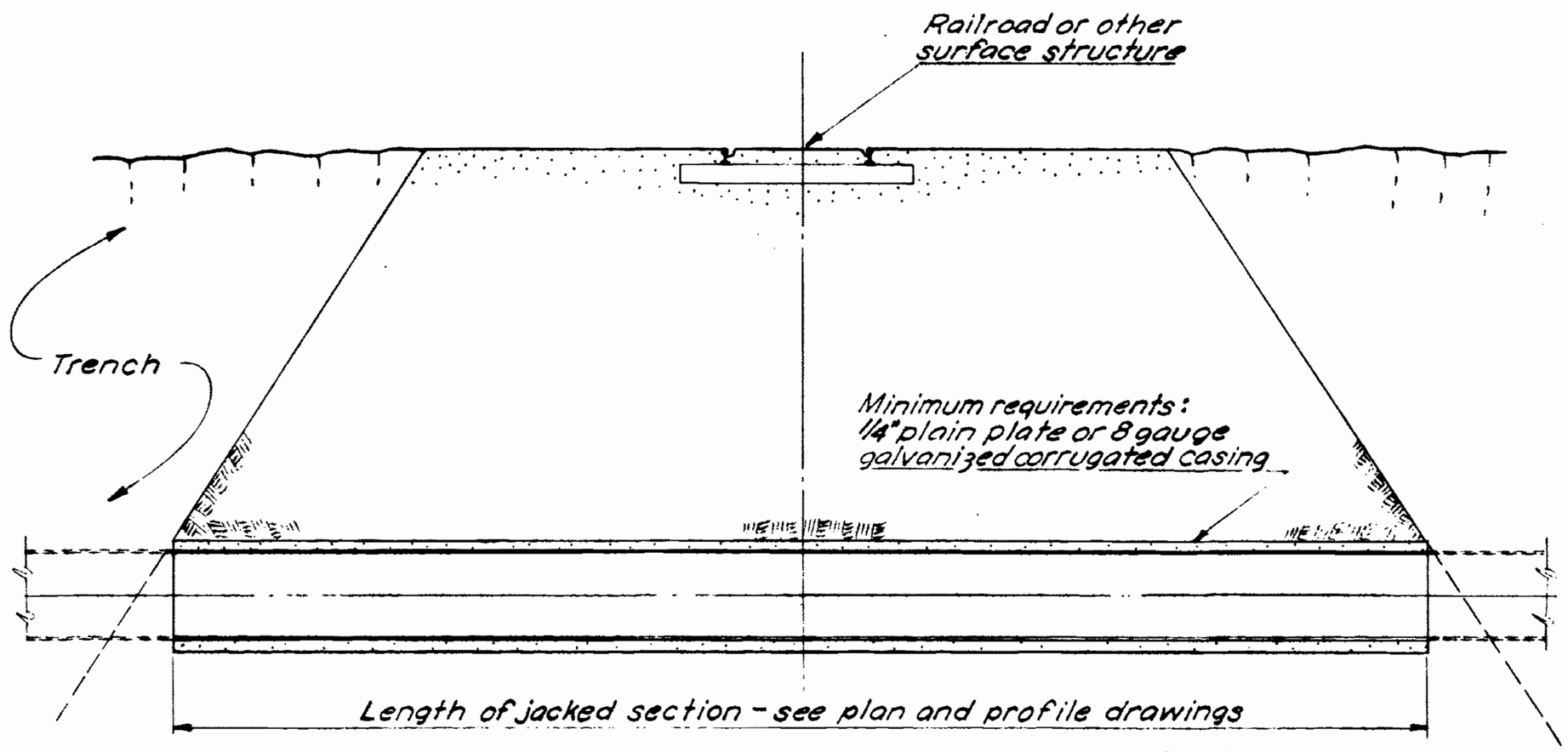
1418-5

REVISED: R.J.W. 11-7-61

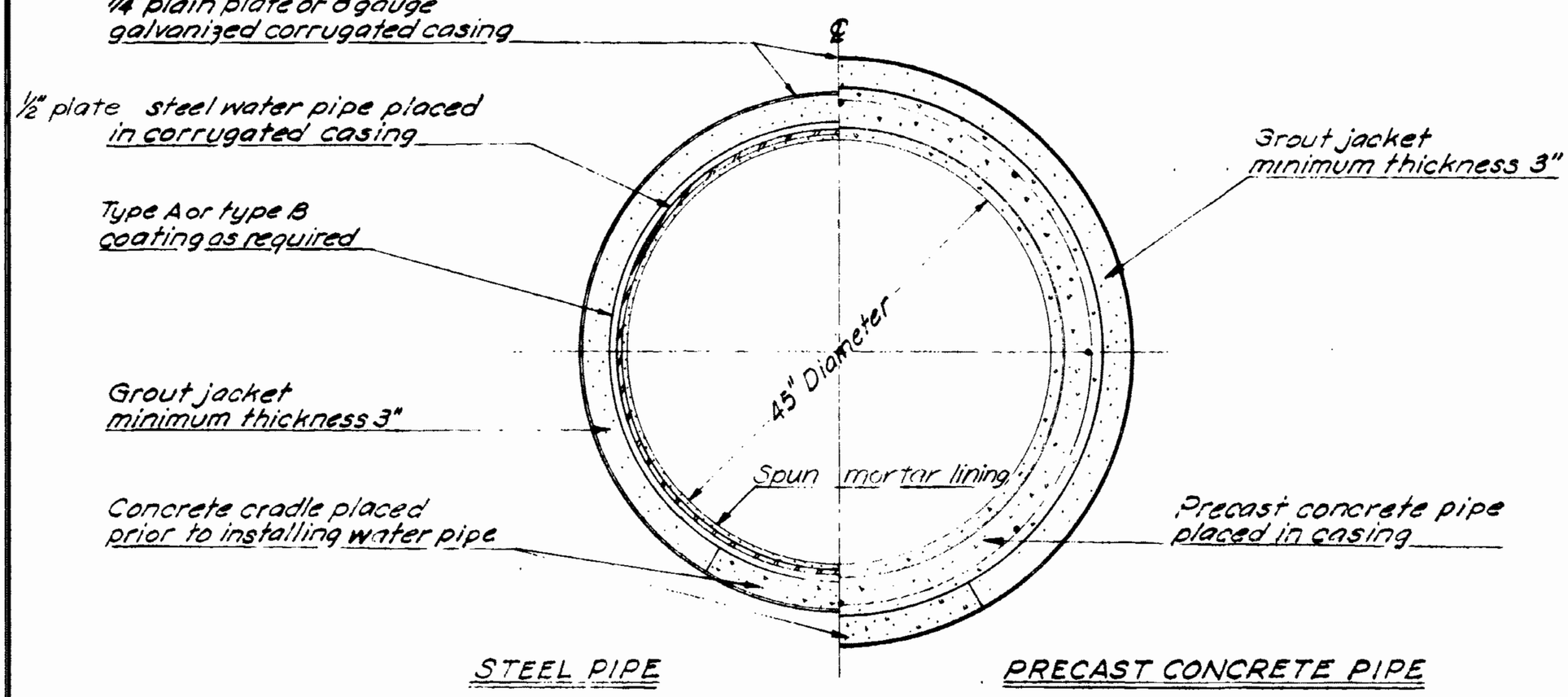
MICROFILMED
SEP 18 1973

DocuSign Envelope ID: A6245D3B-F730-4CC3-905F-C9C36C71471C

Submission 393



LONGITUDINAL SECTION



STEEL PIPE

PRECAST CONCRETE PIPE

CROSS SECTION

METROPOLITAN WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE SUBSTRUCTURE INFORMATION HEREIN PROVIDED. THE USER ASSUMES RESPONSIBILITY FOR VERIFYING SUBSTRUCTURE LOCATION BEFORE EXCAVATING AND ASSUMES ALL LIABILITY FOR DAMAGE TO METROPOLITAN'S FACILITIES AS A RESULT OF SUCH EXCAVATION. CALL UNDERGROUND SERVICE ALERT AND THE RELEVANT REPRESENTATIVE FROM METROPOLITAN AT LEAST TWO DAYS BEFORE EXCAVATING IN PROXIMITY TO METROPOLITAN'S FACILITIES.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

COLORADO RIVER AQUEDUCT
DISTRIBUTION SYSTEM

WEST BASIN FEEDER

JACKED INCASEMENT
TYPICAL SECTIONS

DRAWN M.E.S.
TRACED M.E.S.
CHECKED A.M.W.
RECOMMENDED [illegible] CIVIL ENGINEER
APPROVED [illegible]

LOS ANGELES - AUG. 1948 | A-2755

ORIGINAL - DO NOT DESTROY

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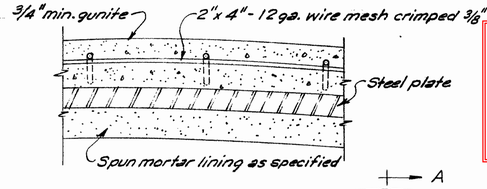
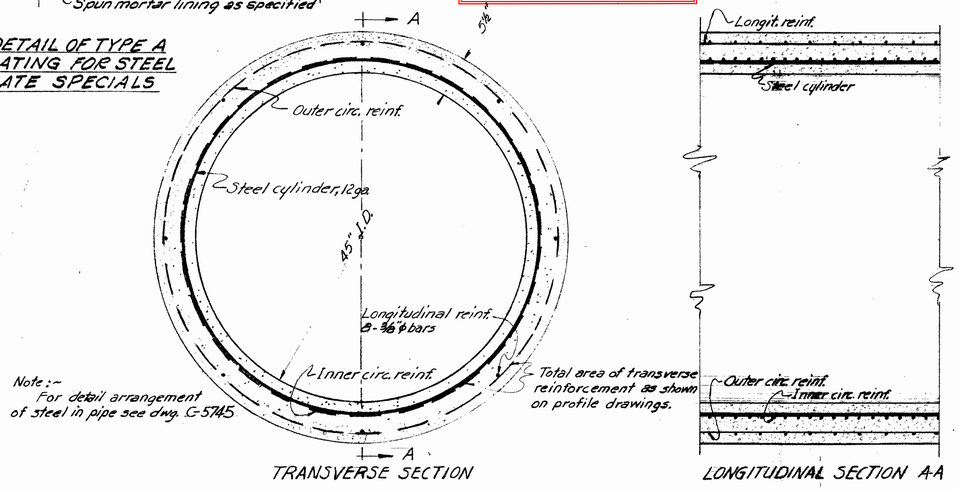
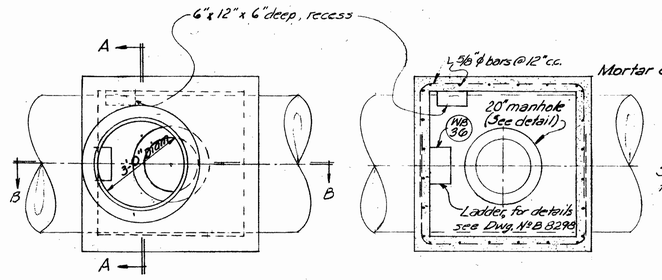
METROPOLITAN WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE SUBSTRUCTURE INFORMATION HEREIN PROVIDED. THE USER ASSUMES RESPONSIBILITY FOR VERIFYING SUBSTRUCTURE LOCATION BEFORE EXCAVATING AND ASSUMES ALL LIABILITY FOR DAMAGE TO METROPOLITAN'S FACILITIES AS A RESULT OF SUCH EXCAVATION. CALL UNDERGROUND SERVICE ALERT AND THE RELEVANT REPRESENTATIVE FROM METROPOLITAN AT LEAST TWO DAYS BEFORE EXCAVATING IN PROXIMITY TO METROPOLITAN'S FACILITIES.

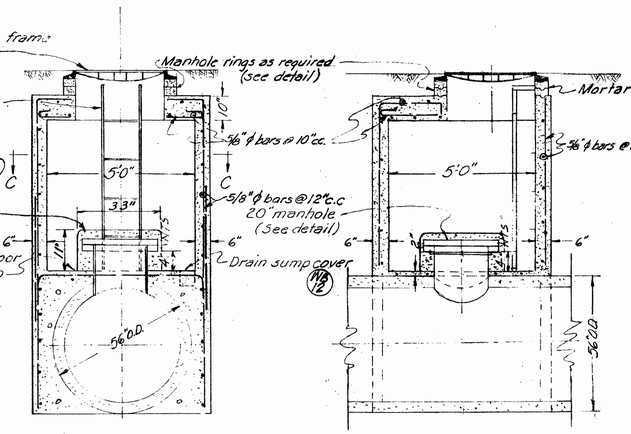
DETAIL OF TYPE A COATING FOR STEEL PLATE SPECIALS

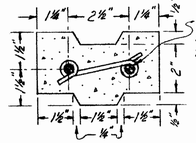




TYPICAL PIPE SECTIONS



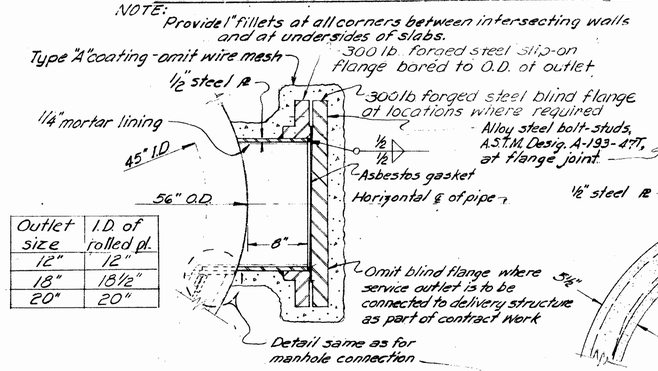




For structural details see Dwg. E-2762

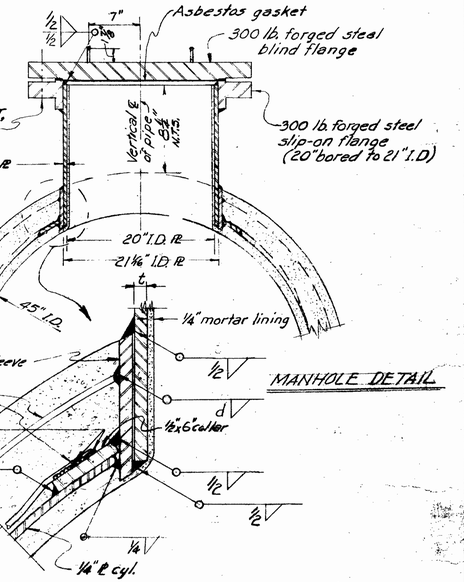
MANHOLE CHAMBER IN STREET

NOTE: Provide 1" fillets at all corners between intersecting walls and at undersides of slabs.

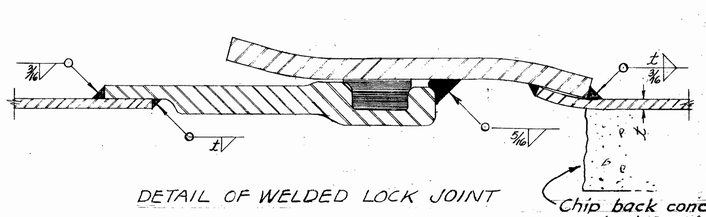


Outlet size	I.D. of rolled pl.
12"	12"
18"	18 1/2"
20"	20"

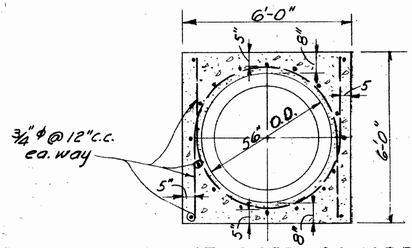
TYPICAL OUTLET



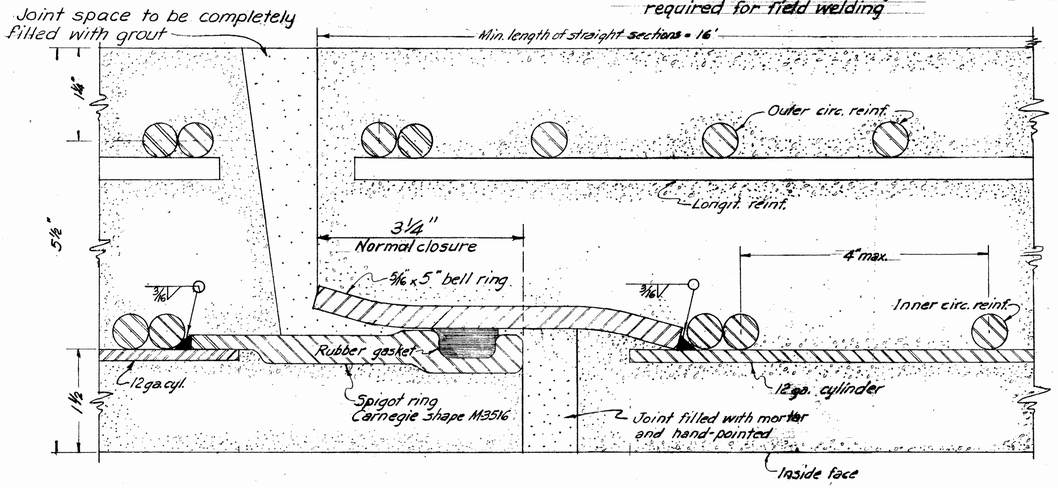
TYPICAL NOZZLE REINFORCING



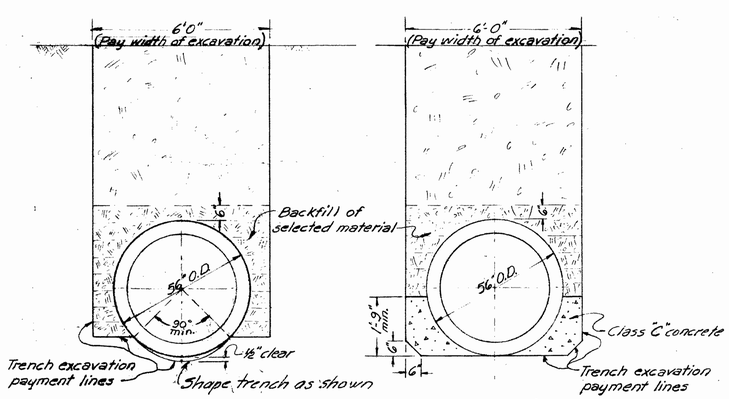
DETAIL OF WELDED LOCK JOINT



REINFORCED CONCRETE INCASEMENT



LOCK JOINT



TYPICAL TRENCH SECTIONS

Revised to show structure as constructed

No	DATE	DR'N	CK'D		DR'N	REC.	APPR.
2	9/15/50	M.S	W.N.B	Revised as Constructed	[illegible]	[illegible]	
1	5/24/49	M.S	W.N.B	Revised Manhole	[illegible]	[illegible]	

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

COLORADO RIVER AQUEDUCT DISTRIBUTION SYSTEM

WEST BASIN FEEDER

PRECAST CONCRETE PIPE CYLINDER & BAR REINFORCEMENT SECTIONS AND DETAILS

DRAWN G.C.P. 10-1-47 RECOMMENDED [illegible] CIVIL ENGINEER

TRACED G.C.P.

CHECKED [illegible] APPROVED [illegible] CHIEF ENGINEER

LOS ANGELES - JULY 1948 B-8289

DocuSign

Certificate Of Completion

Envelope Id: A6245D3BF7304CC3905FC9C36C71471C
Status: Completed
Subject: Complete with DocuSign: Metro_C-Line Extension DEIR_Comment Letter_3-23-2023.pdf
Source Envelope:
Document Pages: 16
Signatures: 1
Certificate Pages: 2
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Envelope Originator:
Rebecca A. De Leon,
700 N Alameda St
Los Angeles, CA 90012
rdeleon@mwdh2o.com
IP Address: 144.166.53.173

Record Tracking

Status: Original
3/23/2023 1:38:07 PM
Holder: Rebecca A. De Leon,
rdeleon@mwdh2o.com
Location: DocuSign

Signer Events	Signature	Timestamp
Sean Carlson scarlson@mwdh2o.com Team Mgr-Environ Planning Metropolitan Water District Security Level: Email, Account Authentication (None)	DocuSigned by: Sean Carlson Signature Adoption: Pre-selected Style Using IP Address: 155.190.3.8	Sent: 3/23/2023 1:42:51 PM Viewed: 3/23/2023 3:30:41 PM Signed: 3/23/2023 3:31:26 PM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
In Person Signer Events	**Signature**	**Timestamp**
Editor Delivery Events	**Status**	**Timestamp**
Agent Delivery Events	**Status**	**Timestamp**
Intermediary Delivery Events	**Status**	**Timestamp**
Certified Delivery Events	**Status**	**Timestamp**
Carbon Copy Events	**Status**	**Timestamp**
Elizabeth Florence eflorence@mwdh2o.com Security Level: Email, Account Authentication (None)	COPIED	Sent: 3/23/2023 3:31:28 PM Viewed: 3/23/2023 3:33:37 PM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
Rebecca A. De Leon, rdeleon@mwdh2o.com Admin Analyst Metropolitan Water District Security Level: Email, Account Authentication (None)	COPIED	Sent: 3/23/2023 3:31:29 PM Resent: 3/23/2023 3:31:30 PM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
Witness Events	**Signature**	**Timestamp**
Notary Events	**Signature**	**Timestamp**

Submission 393

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	3/23/2023 1:42:51 PM
Certified Delivered	Security Checked	3/23/2023 3:30:41 PM
Signing Complete	Security Checked	3/23/2023 3:31:26 PM
Completed	Security Checked	3/23/2023 3:31:29 PM

Payment Events	Status	Timestamps

Submission 394

From: Megan's Yahoo [redacted]
Sent: Thursday, March 23, 2023 6:24 PM
To: greenlineextension@metro.net; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 394-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 394-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 394-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 394-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 394-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 394-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 394-7

Thank you,

Sent from my iPhone

Submission 395

From: Conor Sullivan [redacted]
Sent: Thursday, March 23, 2023 2:24 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; fourthdistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; thirddistrict@lacity.org; info@timsandoval.com
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #3

Dear Metro and Metro Board of Directors,

I support the Right of Say/Redondo Beach group to not build the metro extension on the ROW and share these concerns with follow Redondo Beach Residents, please replay back with additional details of how the Metro will guarantee safety if the extension is built on the ROW. This option is proposing to move the existing train 7-25 feet closer to homes and add additional two rails into a very cramped space down the ROW, please read the below and look at photos of how close the current configuration is already, and keep in mind the 100+ metro trains that will run past these homes per day and the impact of homeowner's welfare and lives. 395-1

DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #3

After having a chance to review the Draft Environmental Impact Report, please consider the following as our third DEIR group response for the record. All of the potential risks are something to be taken very seriously and above all, judiciously.

As a group we are addressing this matter by section in hopes of ensuring attention to all of our concerns. This installment is concerning the relocation of freight rail closer to homes which will pose a colossal hazard an average of 15 - 20 feet from residential properties belonging to young families with children, retirees and those preparing to retire. 395-2

As property owners with families living adjacent to this proposed project, those of us sharing property lines with this project will bear an excessive and unnecessary burden when there are better, safer and more long term economically favorable options being considered. Both during construction and post-construction, our safety, our health, property values, and our way-of-life, will all be severely compromised. For some of us this means our retirement, some of us are older and/or disabled, others of us are working remotely from home and yet others are raising young children in school. 395-3

• DEIR proposes to add 2 additional “light-rail” lines to the existing 80+ year freight line currently being used to transport Liquid Petroleum from the harbor to El Segundo for refinement. This train makes one round trip per day, passing by only twice, usually late morning to midday. Our safety is put at risk due to this activity (see linked video below). 395-4

• To accommodate space for the added rails, the proposed project, at grade or trenched, would move the existing freight 7 - 25 feet closer to the rear wall of private residential properties, for a few it would happen within feet in front of their property. All private residences sharing property lines with the ROW will suffer this encroachment. 395-5

As our property already is subject to Noise and Vibration, the DEIR has no real way to mitigate the effects of this expansion and have stated as much in the DEIR: 395-6

DURING CONSTRUCTION ((Page3.6-34): “While MM-NOI-1 would include measures that reduce construction noise levels, in some instances the FTA construction impact criteria may still be exceeded. There are no additional feasible mitigation measures that could be implemented to further reduce construction noise levels. Therefore, construction of the Proposed Project would result in noise levels that would exceed FTA’s criteria, and the impact would be **significant and unavoidable**.”

OPERATIONAL IMPACTS (Page 3.6-46): Overall, the Proposed Project would have a **significant and unavoidable impact** for light rail and for combined freight and light rail noise…"

Moving the freight train closer to our properties to add two additional rail lines, violates our space to live peacefully, makes it difficult work, and presents foreseeable hardships and damage to infrastructure considering the property damage we see due to seismic vibration and utility maintenance digging. Extended years of heavy construction just feet from our homes puts our health unduly at risk. 395-7

Please do not use the ROW for the C Line Expansion. 395-8

Video of freight 30 feet away from back wall of private residential property, proposed to be moved closer with no retaining wall: https://youtu.be/UL_FPZT629I

View from back door to outdoor living space demonstrating close proximity and lack of personal privacy: 395-9

Michael Sullivan (Member of Right of Say/Redondo Beach)
Redondo Beach Resident

Submission 396

From: Conor Sullivan [redacted]
Sent: Thursday, March 23, 2023 2:42 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; fourthdistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; thirddistrict@lacity.org; info@timsandoval.com
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #4

Dear Metro and Metro Board Members,

I support the Right of Say/Redondo Beach group to not build the metro extension on the ROW and share these concerns with follow Redondo Beach Residents, please change the Draft DEIR in section 3.2-4.1.1 (Construction Impacts) & 3.2-4.1.1 (Operational Impacts) from less than significant impact to more than significant impact. The impact on the community to build on the ROW is greater than other options such as to build down Hawthorne Blvd, by building on the ROW you are significantly damage residential community's vs other options that mainly impact commercial areas. If this is not changed in the DEIR please respond back with detailed explanations. 396-1

DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #4

Lawndale has one of the highest population density in Los Angeles County at **16,380** people per sq. mile. On the opposite end of the spectrum, Lawndale also has the least amount of park space of any city in the South Bay.

The ROW is our very limited green space. This area is very peaceful. Homes line both sides and many residents enjoy their morning jog or others stroll listening to the sound of singing birds that inhabit the trees. Lawndale is a very dog friendly community and this path is also utilized for residents walking their dogs and socializing with one another. Extended families live near one another and some on opposite sides of the ROW where they can gather on the grassy area between their homes and enjoy the parklike atmosphere together. Mature trees also provide much needed shade and are beneficial to our air quality. The Lawndale community desperately needs this tranquil green space. 396-2

Metro's ROW option will destroy our unique close-knit neighborhood. Lawndale is a melting pot of many ethnic groups, predominantly of blue working class, a rare mix for the county. What this community lacks in high income, is very rich in diversity. Any iteration of the proposed project will be a living nightmare beginning with 5+ years of construction through operation with the light rail train racing by every 6 - 12 minutes, 20 hours per day. 396-3

Stated in the DEIR for both iterations of the ROW option:

3.2-4.1 Would the Proposed Project physically divide an established community?

3.2-4.1.1 Construction Impacts **- <u>Less than Significant Impact</u>**

3.2-4.1.2 *Operational Impacts* - <u>Less than Significant Impact</u>

These claims are arbitrary and made without close, earnest consideration of the tradition and character of this community that many families call home and enjoy together.
A simple comparison of the **Proposed Project** with the current neighborhood reveals the level of the division that this industrial project will inflict on communities. Commuter trains, routed through what now serves as a parkway, will destroy the relief from city density that this area currently enjoys. 396-4

A few of the many concerns being voiced by the Lawndale community.:

• Safety…The risk of a gas pipeline explosion. This will be a drastic change of constant ground movement unlike previously. 396-5

• William Green School is within about 350 ft. of the ROW. 396-6

• Isolation…our community will become completely sealed off from the rest of Lawndale from 162nd St to 170th St. 396-7

• Evacuation: route is eliminated by any iteration of the proposed project with walls and fences. 396-8

This is not an equitable solution. While they are not being offered any concessions, such as a stop or other benefits, Lawndale residents are being exploited for another city's benefit. Properties were bought under one set of rules and without the waivers to CEQA this would not be happening. Relaxed rail regulations being compromise the safety of the entire community. 396-9

Hawthorne Blvd historically was and still is a transportation hub. The elevated alignment through that commercial corridor makes the most sense. 396-10
Metro has adopted more equitable objectives. Please do not uproot this diverse community as many long time residents with generations of family ties will be compromised effectively killing their strong spirit. 396-11

Thank you for your attention to this matter.

Submission 396

Michael Sullivan (Member of Right of Say/Redondo Beach)
Redondo Beach Resident

Submission 397

From: Conor Sullivan [redacted]
Sent: Thursday, March 23, 2023 3:14 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; fourthdistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; thirddistrict@lacity.org; info@timsandoval.com
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #6

Dear Metro and Metro Board of Directors,

I support the Right of Say/Redondo Beach group to not build the metro extension on the ROW and share these concerns with follow Redondo Beach Residents, please consider updating the DEIR to add HazMat 3.9-1.1 Federal Regulations to section to the assessment, this needs to be addressed in greater detail in the DEIR for safety concerns that both residents near the expansion and ridership of metro passengers will be in danger of pressurized petroleum pipelines that will be at increase levels of stress due to the choosing of this option. If not added to final DEIR report, please respond with detailed explanations on why this wasn't properly evaluated in the report. Please read the below email from Right of Say: 397-1

DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #6

After having a chance to review the Draft Environmental Impact Report, please consider the following as our sixth* DEIR group response for the record. We are responding in joint installments submitted by group members. This installment is regarding Overall SAFETY.

As a lot of us are homeowners who share property lines on the west side of the ROW corridor, we have grave concerns for our safety, to our health, our property and our persons. 397-2

SAFETY:

Is it even possible to guarantee that crowding THREE rails into a narrow corridor in between 1,100 homes and with passengers in such close proximity to liquid petroleum fuel tankers 12-25' away from densely occupied housing above 7 highly pressurized petroleum pipelines at some points rounding a curve and others 30 feet above occupied trenched light rails "safe"? 397-3

Please refer to federal guidelines which pertain to impacted residents as well as light rail passenger commuters. 397-4

HazMat chapter pg 2:

3.9-1.1 Federal Regulations

Hazardous Materials Transportation Act (49 United States Code Section 5101 et seq. and 49 Code of Federal Regulations Parts 101, 106, 107, and 171-180)

The Hazardous Materials Transportation Act regulates the transportation of hazardous materials. The objective is to provide adequate protection against the risks to life and property inherent in the transportation of hazardous materials in commerce, by improving the regulatory and enforcement authority of the Secretary of Transportation.

There have been numerous derailments and/or crash incidents daily in the past 3 months. We have since learned rail regulations had been relaxed federally on an incremental basis due to the rail industry lobby. 397-5

We are strongly urging Metro and the Metro Board of Directors to deeply consider the safety of the highly impacted 1,100 households between Lawndale and Redondo Beach. 397-6

Thank you for your attention to this matter.

Right of Say/Redondo Beach Quality of Life Coalition

"Still Growing In Numbers"

Michael Sullivan (Member of Right of Say/Redondo Beach)

Redondo Beach Resident

Submission 398

From: Holly Osborne
To: GreenlineExtension
Subject: DEIR Question on Vibration (during Construction) Section 3.6-4.3.1 (OSB Q. No. 2)
Date: Sunday, March 12, 2023 6:37:09 PM

Dear Metro:

This is a follow up to comments I made in the first comment period in Lawndale on February 25. I am sending these comments in case the transcriber did not get them all down.

This has do do with Vibration during Construction.

DEIR Question: (Page ES- 23 and ES-24) under **Environmental Impact, Noise and Vibration.**
. "Would the Project result in generation of excessive ground-borne vibration?"

Problem: This question has two parts: **construction** and **operation**.
During **construction,** your table summaries count residential *structures.*
During operation, you said you count individual *residences*.

Counting "structures" can vastly undercount the number of residences and people affected when you count condominium complexes as only two or three "structures." For example you count the 191-unit Breakwater complex on the West side of the ROW (south of Artesia) as only 2 "structures." Another smaller example is counting a 3 adjoining townhomes facing the ROW, north of Artesia, as only 2 units. 398-1

I will look at the tables first, and then the pictures.

Detailed Analysis: Vibration Noise for Construction.

The numbers of residential "structures" negatively affected by vibration during construction is shown below for both the ROW and HB (Hawthorne Boulevard options:

Inline image

398-1

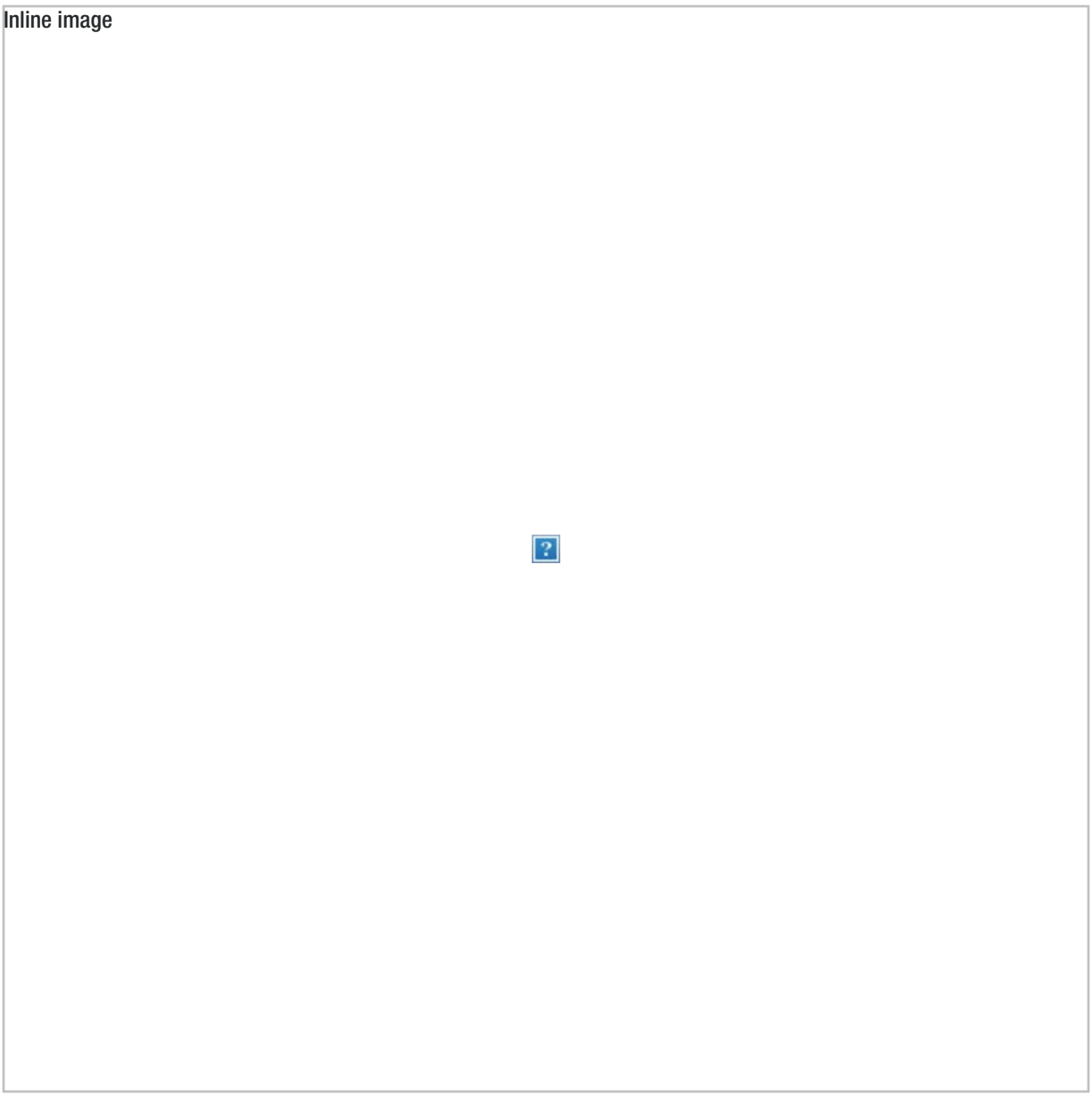
The table clearly shows that many more "structures" are impacted during the construction phase with the ROW option as compared to the Hawthorne option**: 133 affected on the ROW, vs 11 affected by the Hawthorne option.**

The information for the above table was obtained by combining the following two tables in the DEIR.

The Following Table 3.6-20 is from page 3.6-88.

Submission 398

Inline image



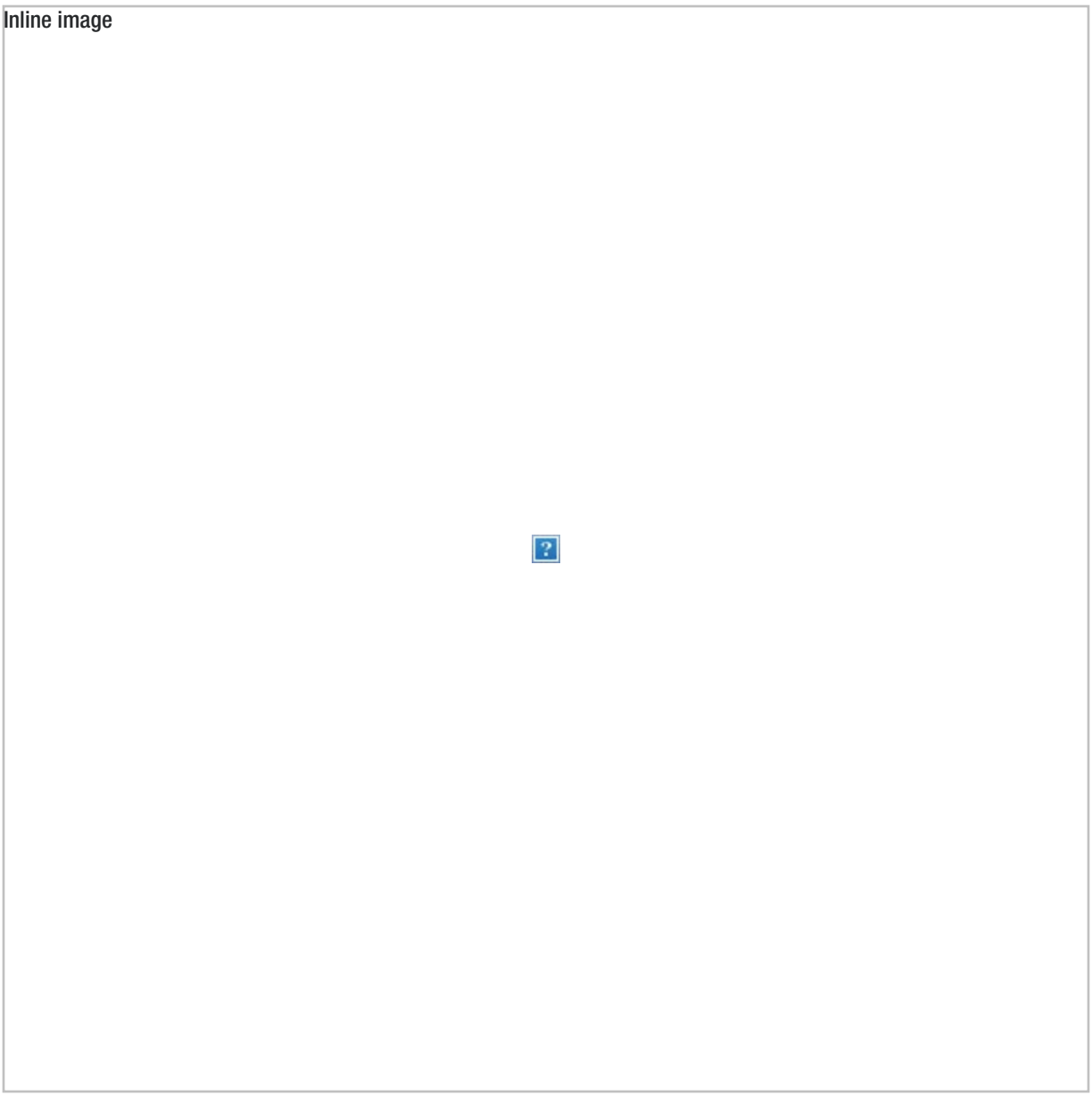
398-1

The DEIR says (page 3.6-88)

"Construction of the Proposed Project would have a significant impact on 133 residential structures related to damage caused by excessive ground-borne vibration levels, and mitigation would be required."

For the Hawthorne Option, there are 11 structures affected by Vibration damage, according to your Table 3.6-22. :

Inline image



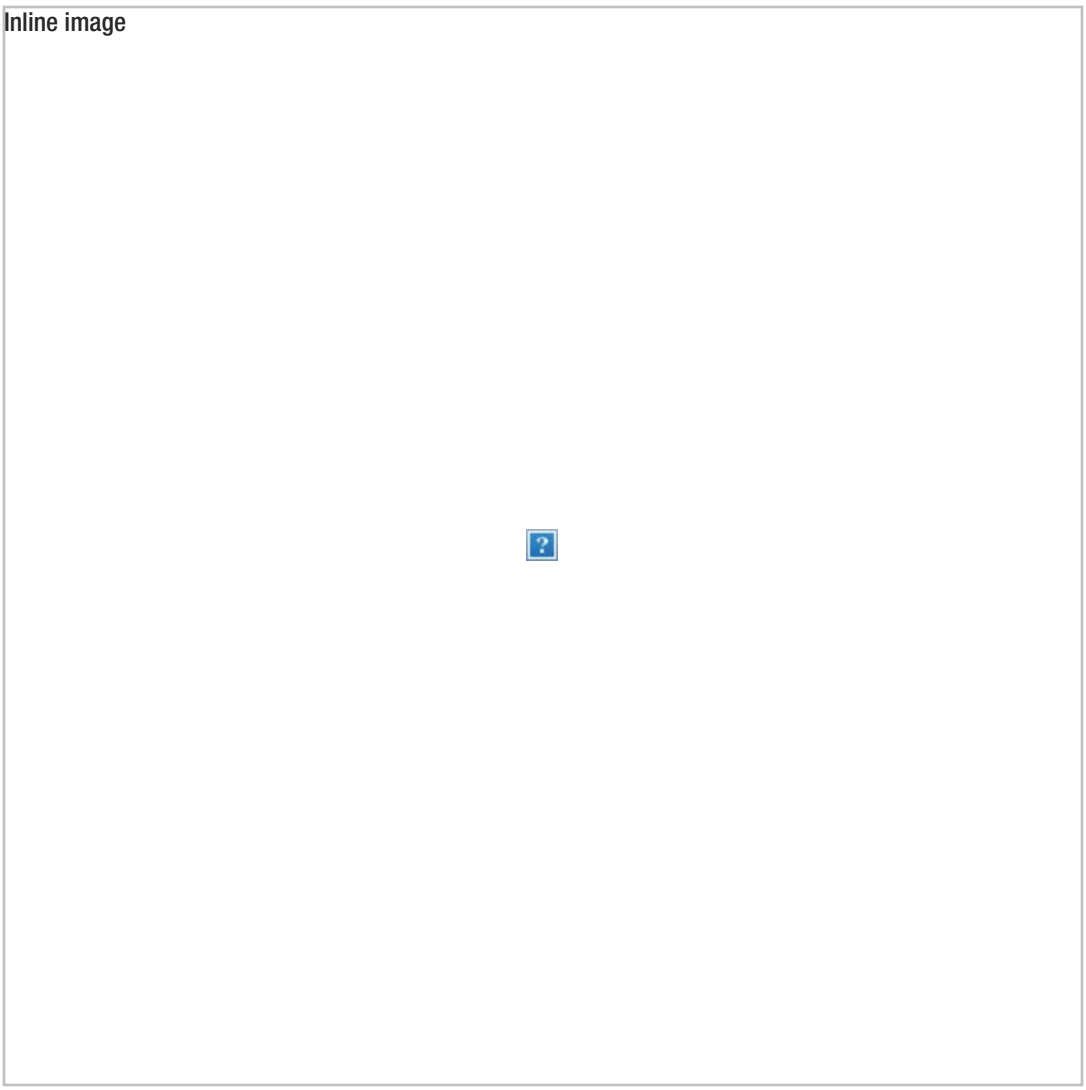
398-1

Now look at two pictures:

The pictures are all taken from the "**Appendix 3.06-C: Vibration Detail Maps.pdf**"
The green dots indicate a structure affected by noise during construction.

1. Here is the larger picture that contains the Town House (just north of 172nd St.), from Figure 3.6-C11.

Inline image



398-1

Here is the expanded version of the town house. There are 3 town houses north of 172nd; yet you have counted only two. There are only two green dots. What is the reason for that?

398-2

2. Now look at the Redondo condos west of the ROW, in the Figure below.. (This is South of Artesia.)

You have counted a grand total of 7 "structures ' on the West side of the ROW. You counted only "2" areas affected for the 191 unit Breakwater Village complex, on the West side of the ROW, and 2 for the 18 unit Ruxton Ridge Condos, and 3 for the 27 unit Ruxton Place Condos. What is incredulous about the 3 for the Ruxton Place Condos (which had 3 "structures"; see southern most set of condos) is **that there was damage to 3 units during in one structure alone during digging by Chevron for pipe maintenance, a**nd it took over 2 and 1/2 years for the damage to be repaired.

398-3

It seems that your system of counting "structures" is an attempt to minimize the damage estimate along the ROW;

398-4

minimize people who live in multi-unit housing, and intentionally or not, minimize the damage effects to a Sr./Affordable housing complex (Breakwater Village.)

398-4

Inline image

Summary: , even with the apparent "minimization", **it is clear that with 133 structures subject to damage in the ROW option, vs 11 in the Hawthorne Option, that the Hawthorne option is the better choice.**

398-5

However, the tables still need to be redone, with a more accurate count done regarding homeowners/renters who will be affected.

398-6

Respectfully submitted
Holly Osborne

Submission 399

From:	RightOfSay/RBQoL
To:	GreenlineExtension
Subject:	Fwd: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #4
Date:	Friday, March 10, 2023 2:20:29 PM
Attachments:	DEIR Community division screenshot.png

From: **RightOfSay/RBQoL** <info@rightofsay.com>
Date: Fri, Mar 10, 2023 at 1:08 AM
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #4
Cc: <anajarian@glendaleca.gov>, <fdutra@cityofwhittier.org>, <firstdistrict@bos.lacounty.gov>, <HollyJMitchell@bos.lacounty.gov>, <jdupontw@aol.com>, <mayor.helpdesk@lacity.org>, <FourthDistrict@bos.lacounty.gov>, <mbohlke@sbcglobal.net>

ON BEHALF OF THE LAWNDALE COMMUNITY

After having a chance to review the Draft Environmental Impact Report, please consider the following as our fifth DEIR group response for the record. We are making this a series of installments by group submissions to ensure proper attention to various issues of concern.

Lawndale has one of the highest population density in Los Angeles County at **16,380** people per sq. mile. On the opposite end of the spectrum, Lawndale also has the least amount of park space of any city in the South Bay. 399-1

The ROW is our very limited green space. This area is very peaceful. Homes line both sides and many residents enjoy their morning jog or others stroll listening to the sound of singing birds that inhabit the trees. Lawndale is a very dog friendly community and this path is also utilized for residents walking their dogs and socializing with one another. Extended families live near one another and some on opposite sides of the ROW where they can gather on the grassy area between their homes and enjoy the parklike atmosphere together. Mature trees also provide much needed shade and are beneficial to our air quality. The Lawndale community desperately needs this tranquil green space. 399-2

Metro's ROW option will destroy our unique close-knit neighborhood. Lawndale is a melting pot of many ethnic groups, predominantly of blue working class, a rare mix for the county. What this community lacks in high income, is very rich in diversity. Any iteration of the proposed project will be a living nightmare beginning with 5+ years of construction through operation with the light rail train racing by every 6 - 12 minutes, 20 hours per day. 399-3

Stated in the DEIR for both iterations of the ROW option:

3.2-4.1 Would the Proposed Project physically divide an established community?

3.2-4.1.1 Construction Impacts **- Less than Significant Impact**

3.2-4.1.2 ***Operational Impacts*** **- Less than Significant Impact**

These claims are arbitrary and made without close, earnest consideration of the tradition and character of this community that many families call home and enjoy together.
A simple comparison of the **Proposed Project** with the current neighborhood reveals the level of the division that this industrial project will inflict on communities. Commuter trains, routed through what now serves as a parkway, will destroy the relief from city density that this area currently enjoys. 399-4

DEIR Community division screenshot.png

A few of the many concerns being voiced by the Lawndale community.:

• Safety…The risk of a gas pipeline explosion. This will be a drastic change of constant ground movement unlike previously. 399-5

• William Green School is within about 350 ft. of the ROW. 399-6

• Isolation…our community will become completely sealed off from the rest of Lawndale from 162nd St to 170th St. 399-7

• Evacuation: route is eliminated by any iteration of the proposed project with walls and fences. 399-8

This is not an equitable solution. While they are not being offered any concessions, such as a stop or other benefits, Lawndale residents are being exploited for another city's benefit. Properties were bought under one set of rules and without the waivers to CEQA this would not be happening. Relaxed rail regulations being compromise the safety of the entire community. 399-9

Hawthorne Blvd historically was and still is a transportation hub. The elevated alignment through that commercial corridor makes the most sense. 399-10
Metro has adopted more equitable objectives. Please do not uproot this diverse community as many long time residents with generations of family ties will be compromised effectively killing their strong spirit. 399-11

Thank you for your attention to this matter.

Submission 400

From: Jeanne Bellemin
To: GreenlineExtension
Subject: Suggestions for the Green Line Extension Project
Date: Friday, March 10, 2023 1:40:38 PM
Attachments: letter to Metro Extention, Mar 10,2023.docx

Hello Mark Dierkling,

I have composed a letter outlining my thoughts about landscaping plants for the Green Line Extension.

Submission 400

March 10, 2023

Mark Dierking

Community Relations Manager, Metro

One Gateway Plaza, MS 99-13-1

Los Angeles, CA 90012

Dear Mr. Dierking,

I am writing because there exists a great opportunity to promote landscaping using native California plants, with the anticipated extension of the Green Line. The endemic vegetation of the Los Angeles Basin also provides food and shelter for the wildlife that occupied the region before the presence of 9 million people. The birds, mammals, reptiles, bees, butterflies and multiple species of other insects still survive here enriching our lives, despite dwindling food resources in the urban environment. 400-1

As a life-long advocate for native California plants in the urban landscape, I have come to realize their many benefits:

1. Native plants, once established, require less water since they have adapted over time to our local climate regime.
2. Native plants thrive in our soil and need no additional fertilizer to enhance their growth.
3. Many native shrubs, like *Ceanothus*, Toyon or the sages, are evergreen and are impressive when they flower or fruit.
4. Native plants are the original food source for our endemic birds. The birds in turn help reduce insect pests, such as mosquitoes, by feasting on them.
5. Pollinators, especially our numerous species of native bees (not just introduced honeybees) depend on the wildflowers with which they have evolved. When we loose our native flora, we loose their specialized pollinators. Planting native vegetation would encourage our native pollinators.
6. Native plants around our Metro Stations would impart a uniquely Southern California character. Imagine a stately Oak or Sycamore, or any of the blue, black or white sages. A beautiful *Fremontia* in bloom is also quite impressive.

400-2

An example of mid-city native plants can be seen at the native garden that replaced the old parking lot at the Los Angeles Natural History Museum. It is a haven for urban wildlife of which we can be very proud. I realize that each Metro station does not present a large footprint, but an effort could be made to incorporate a variety of native plants at each one. 400-3

400-4

Having lived in Redondo Beach for nearly 50 years, my own garden is filled with beautiful native vegetation that supports many birds and butterflies.

I am now retired from El Camino College where I was a Professor of Zoology for nearly 40 years. In 1998 I gave my students an opportunity to learn about and experience the joy of native plant gardening, by starting one on the island in the lake at Alondra Park. I continue to hold monthly workdays on the site.

A useful resource for choosing native plants is the California Native Plant Society tool called Calscape. (Calscape.org) It allows one to select plants for the region, and also suggests plants for specific challenges like groundcover, bank stabilization, or shade versus full sunlight.

Sincerely,

Jeanne Bellemin,

Professor of Zoology, El Camino College, retired.

Director of the Alondra Park Native Plant Garden.

Residence:

[redacted]

Submission 401

From:	Janice Tanabe
To:	GreenlineExtension
Cc:	HollyJMitchell@bos.lacounty.gov; JButts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject:	C-line (Greenline) DEIR Public Comments
Date:	Friday, March 10, 2023 9:43:55 AM

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

The Chapter on Hazards/Hazardous Materials does not adequately address the impact to vulnerable senior communities if an accident between the Metro and the petroleum carrying freight train might occur. 401-1

I am a resident of Breakwater Village, a 55 plus community in Redondo Beach. The complex of 190 condominium units housing nearly 300 residents is located adjacent to the R.O.W.. Approximately 30% of the residents are mobility restricted or disabled. A consequential C-Line accident, especially fire/explosion, can quickly become a significant human tragedy as many Breakwater Village residents may not be able to get out. Of those that do, if there is extensive Breakwater Village damage, many have nowhere else to go at this late life-stage. 401-2

Thank you for your attention to this matter.

Janice Tanabe
Breakwater Seniors With a Mission

From: Eugene Balfour
To: GreenlineExtension
Subject: Metro C Line Extension: Hawthorne Blvd Option
Date: Monday, January 30, 2023 10:06:50 PM

To whom this may concern, I believe the Hawthorne Blvd option will provide more benefit to the LA region than the other two options. Hawthorne Blvd used to carry Pacific Electric streetcar lines in it's huge median, and as such, it is the center of commerical activity in the neighborhoods it passes through. The South Bay Galleria, as well as commerical establishments that people visit while running errands, will be huge trip generators. 402-1

Having a majority elevated alignment allows for speeds of 55 mph+, and less service disruptions causes by intersection mishaps. So I agree that the Hawthorne alignement is the best possible choice. 402-2

Thank you,
Eugene Balfour
Lancaster, CA

From: GreenlineExtension
To: Craig St. John
Subject: RE: GREENLINE EXTENSION

This location is under consideration if the Trench Option along the right of way is selected for the project to host a sump pump and TPSS. Due to the depth of the trench and high ground water levels, a sump pump is needed for the Trench. In addition, Metro is looking at potential sites for TPSS (traction power stations). Once we enter the next stage of design (preliminary engineering), we will have a better understanding of what is needed, but yes this parcel is under consideration for the Trench Option.

Mark Dierking
Community Relations Manager – Gateway/South Bay
Local Government & External Affairs
213-922-2426
Our mission is to provide world-class transportation for all.

From: Craig St. John [redacted]
Sent: Wednesday, February 15, 2023 12:26 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: RE: GREENLINE EXTENSION

Mark,

I was just looking over the DIR and the real estate acquisitions page 34.

ID number 13, 4637 Manhattan Beach , Permanent _TPPS and Pump Station Note: Trench Option only

That property belongs to us. That's our storage yard, mechanic building and truck parking. This is the first time I've ever seen this property mentioned in any of your previous meetings or presentations. This property isn't along the ROW. This isn't going to work. Any encroachment on us will force us to relocate.
This is another reason if the ROW is chosen, I would prefer seeing it go overhead form Inglewood Ave the southside of Manhattan Beach.

403-1

403-2

Craig St John
President
Westwood Building Materials Co.

From: GreenlineExtension <GreenlineExtension@metro.net>
Sent: Tuesday, February 14, 2023 4:32 PM
To: Craig St. John [redacted]

Subject: RE: GREENLINE EXTENSION

Craig,

So I wanted to better understand what you meant by impact zone. Do you want to know how many properties might have real estate impacts?

Mark Dierking
Community Relations Manager – Gateway/South Bay
Local Government & External Affairs
213-922-2426
Our mission is to provide world-class transportation for all.

From: Craig St. John [redacted]
Sent: Tuesday, February 14, 2023 3:46 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: GREENLINE EXTENSION

What is the actual number of residential properties that are in the light rail impact zone on the ROW verses the number of residential properties in the light rail impact zone using the Hawthorne Blvd option? 403-3

Craig St John
President
Westwood Building Materials Co.

From: GreenlineExtension
To: Craig St. John; GreenlineExtension
Subject: RE: GREENLINE EXTENSION

All of the impacted properties are listed in the Draft Environmental Impact Report

Mark Dierking
Community Relations Manager – Gateway/South Bay
Local Government & External Affairs
213-922-2426
Our mission is to provide world-class transportation for all.

From: Craig St. John <[redacted]
Sent: Tuesday, February 14, 2023 7:35 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Re: GREENLINE EXTENSION

In your DEIR you show impact zones, from noise, vibration and construction. I'm curious how many residential properties are in these impact zones along the ROW verse Hawthorne Blvd. With 192 trains running per day, someone going to be majorly impacted. Which route will cause the least amount of financial hardship on residential property owners?

404-1

Sent from my iPhone

> On Feb 14, 2023, at 4:31 PM, GreenlineExtension <GreenlineExtension@metro.net> wrote:
>
> Craig,
>
> So I wanted to better understand what you meant by impact zone. Do you want to know how many properties might have real estate impacts?
>
> **Mark Dierking**
> Community Relations Manager – Gateway/South Bay
> Local Government & External Affairs
> 213-922-2426
> **Our mission is to provide world-class transportation for all.**
>
> ---
>
> **From:** Craig St. John <[redacted]
> **Sent:** Tuesday, February 14, 2023 3:46 PM
> **To:** GreenlineExtension <GreenlineExtension@metro.net>

Subject: GREENLINE EXTENSION

What is the actual number of residential properties that are in the light rail impact zone on the ROW verses the number of residential properties in the light rail impact zone using the Hawthorne Blvd option?

404-2

Craig St John
President
Westwood Building Materials Co.

Submission 405

From: GreenlineExtension
To: Craig St. John; GreenlineExtension
Subject: RE: GREENLINE EXTENSION

All of the impacted properties are listed in the Draft Environmental Impact Report

Mark Dierking
Community Relations Manager – Gateway/South Bay
Local Government & External Affairs
213-922-2426
Our mission is to provide world-class transportation for all.

From: Craig St. John [redacted]
Sent: Tuesday, February 14, 2023 7:35 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Re: GREENLINE EXTENSION

In your DEIR you show impact zones, from noise, vibration and construction. I'm curious how many residential properties are in these impact zones along the ROW verse Hawthorne Blvd. With 192 trains running per day, someone going to be majorly impacted. Which route will cause the least amount of financial hardship on residential property owners? 405-1

Sent from my iPhone

> On Feb 14, 2023, at 4:31 PM, GreenlineExtension <GreenlineExtension@metro.net> wrote:
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> Craig,
>
> So I wanted to better understand what you meant by impact zone. Do you want to know how many properties might have real estate impacts?
>
> **Mark Dierking**
> Community Relations Manager – Gateway/South Bay
> Local Government & External Affairs
> 213-922-2426
> **Our mission is to provide world-class transportation for all.**
>
> **From:** Craig St. John [redacted]
> **Sent:** Tuesday, February 14, 2023 3:46 PM
> **To:** GreenlineExtension <GreenlineExtension@metro.net>

Submission 405

Subject: GREENLINE EXTENSION

What is the actual number of residential properties that are in the light rail impact zone on the ROW verses the number of residential properties in the light rail impact zone using the Hawthorne Blvd option? 405-2

Craig St John
President
Westwood Building Materials Co.

Submission 406

From:	Janice Tanabe
To:	GreenlineExtension
Cc:	HollyJMitchell@bos.lacounty.gov; mayor@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject:	C-line (Green) DEIR Public Comments
Date:	Thursday, March 2, 2023 8:42:57 PM

Dear Metro,

Please add my comments below expressing my concerns with Dear.

Chapter on Aesthetics does not adequately address the study of moving current freight train closer to households:
Single-family properties (backyard experiences)
Two retirement communities (relaxation in common spaces)
Impact of frequency of light rail on adjacent properties.

406-1

Thank you for your attention to this matter.

Jan Tanabe
Breakwater Seniors with a Mission

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 407-1

Additional Comments on the Draft Environmental Impact Report:

Name: BURCH

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 408

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

408-1

Additional Comments on the Draft Environmental Impact Report:

Name: Lauren Faith Niro

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 409

From: chris ng
To: GreenlineExtension
Subject: Feedback for C Line (Green) Extension to Torrance
Date: Friday, March 3, 2023 6:57:45 PM

Dear Metro,

I have been a Redondo Beach home owner for the past 35 years and have always wanted more public transportation to reduce the number of cars on our roads.

I like the Elevated Hawthorne Alignment best. Although it is the most expensive, it is also most beneficial in the long-term giving access to businesses on both sides of Hawthorne Blvd and Artesia Blvd. The path underneath the platform could also provide a shaded bike path and more greenery. I would like to suggest replacing the pedestrian crosswalk between the station to the Galleria Mall by pedestrian bridges over these busy streets. Train riders entering and exiting the station can then avoid crossing the fast-moving cars on Hawthorne Blvd or Artesia Blvd. 409-1

My next preference is the trench Metro ROW. This option does not interfere with pedestrian or car traffic, and provides a good sound barrier to near-by homes. The freight rail should also be in the trenches for the same reasons. 409-2

Thank you for considering my comments.
Chris Ng

Submission 410

From:	Janice Tanabe
To:	GreenlineExtension
Cc:	HollyJMitchell@bos.lacounty.gov; mayor@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject:	C-line (Green) DEir Public Comments
Date:	Friday, March 3, 2023 10:09:56 AM

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

The chapter on Hazards/Harzadous Materials does not adequately address the severe impact of moving the current freight line closer to the Breakwater Village Senior Complex as well as other residences adjacent to the ROW. Also how will the safety of the residents be assured of if the extension is built on the ROW. Please consider the Hawthorne project for the extension.

410-1

Thank you for your attention to this matter.

Jan Tanabe
Breakwater Seniors with a Mission

Sent from my iPhone

Submission 411

From:	Jeanne Merchant
To:	GreenlineExtension; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacountty.gov; HollyJMitchell@bos.lacounty.gov; JDUPONTW@AOL.COM; Mayor@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com
Cc:	Jeanne Merchant
Subject:	PLEASE support the Green Line Extension Alternative 2e Hawthorne Boulevard in the Elevated Position!!
Date:	Friday, March 3, 2023 11:10:12 AM

To the Metro Board of Directors Members:

As a resident of Breakwater Village (a 55+ Senior Community) in Redondo Beach I am writing to implore you to support the Hawthorne Boulevard alternative.

This option will :

1. Support and revitalize the businesses on that vital commerce corridor, including the South Bay Galleria's redesign 411-1
2. Utilize infrastructure which was designed for and previously contained a commuter railway track (the Pacific Electric Red Cars) 411-2
3. Avoid devastating impacts to residents like me - no constant vibration damage, no noise pollution disrupting our peaceful way of life, no disastrous impact to property values, no visual impacts (my balcony looks DIRECTLY AT THE HARBOR RIGHT OF WAY!) 411-3

The residents of our community and others appreciate your thoughtful consideration and support for Alternative 2e, Hawthorne Boulevard! 411-4

Sincerely,

Jeanne Merchant
[redacted]
[redacted]

Submission 412

From: Kim Wong
To: GreenlineExtension
Subject: C Line (Green) Extension
Date: Friday, March 3, 2023 7:25:24 PM

Hello,

I own a home in Redondo Beach for 35 years and worked in the South Bay for 40 years. I was there and excited when the Green Line was initially built. Imagine my disappointment that it doesn't reach the airport or anywhere useful. It is long overdue for an extension to Torrance. My first choice would be the Hawthorne Elevated option. And any of the routes are better than the No-Build option. 412-1

Thank you,
Kim Wong

Submission 413

From:	Angie Souza
To:	GreenlineExtension
Cc:	HollyJMitchell@bos.lacounty.gov; Firstdistrict@boslacounty.gov; FourthDistrict@bos.lacounty.gov; idupontw@aol.com; mayor@cityofinglewood.org
Subject:	C-Line(Green)DEIR Public Comments
Date:	Saturday, March 4, 2023 10:56:33 AM
Importance:	High

Dear Metro

I am 86 years old and a Resident at Breakwater Village [redacted]. I read the DEIR and have some concerns regarding the
NOISE AND VIBRATION

CURRENTLY the train comes by two times a day. The vibration moves my pictures so they are not straight. The vibration causes my bulbs
In ceiling fixtures to become loose. We will have a significant amount of noise during the project and when it is completed.
We have had structure damage to our building already. I am concerned about more structural damage with trains running at 15 minute intervals.
I will not be able to keep my doors and windows open due to the noise

413-1
413-2
413-3

Thank you for the attention to this matter

Angeline Souza

Submission 414

From: Angie Souza
To: GreenlineExtension
Cc: jdupontw@aol.com; mayor@cityofinglewood.org; HollyJMitchell@bos.lacounty.gov
Subject: Fwd: C-Line(Green)DEIR Public Comments
Date: Saturday, March 4, 2023 11:07:17 AM
Importance: High

Begin forwarded message:

From: Angie Souza [redacted]
Subject: C-Line(Green)DEIR Public Comments
Date: March 4, 2023 at 10:56:17 AM PST
To: greenlineextension@metro.net
Cc: HollyJMitchell@bos.lacounty.gov, Firstdistrict@boslacounty.gov, FourthDistrict@bos.lacounty.gov, idupontw@aol.com, "mayor@cityofinglewood.org" <mayor@Cityofinglewood.org>

Dear Metro

I am 86 years old and a Resident at Breakwater Village [redacted] I read the DEIR and have some concerns regarding the NOISE AND VIBRATION

CURRENTLY the train comes by two times a day. The vibration moves my pictures so they are not straight. The vibration causes my bulbs In ceiling fixtures to become loose. We will have a significant amount of noise during the project and when it is completed. 414-1

We have had structure damage to our building already. I am concerned about more structural damage with trains running at 15 minute intervals. 414-2

I will not be able to keep my doors and windows open due to the noise 414-3

Thank you for the attention to this matter

Angeline Souza

Submission 415

From: Alan Ruiz
To: GreenlineExtension
Subject: C Line Public Comment
Date: Saturday, March 4, 2023 8:31:46 PM

Hi Metro,

My name is Alan and I am a resident of the South Bay. I used to be a frequent commuter on the metro when I used to take it to school. I am voicing my support for the Hawthorne Alignment. I believe it will greatly impact commuters for the better. It has the most direct access to the South Bay Galleria mall and by having it on Hawthorne it will allow for greater density and lead to more people commuting in the long run.

415-1

Thanks,
Alan

Submission 416

From:	Colleen Villegas
To:	GreenlineExtension; Sheridan, Georgia; Dierking, Mark
Cc:	Mieger, David; anajarian@glendaleca.gov; JDUPONTW@AOL.COM; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Mayor@cityofinglewood.org; Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; nfo@timsandoval.com; ThirdDistrict@bos.lacounty.gov; Mayor Robert Pullen-Miles; DReidLawndale@aol.com; JHOLawndale@aol.com; PKLawndale@aol.com; BSuarezLawndale@aol.com; bill.brand@redondo.org; nils.nehrenheim@redondo.org; todd.loewenstein@redondo.org; christian.horvath@redondo.org; zein.obagi@redondo.org; laura.emdee@redondo.org
Subject:	Metro Greenline Extention Noise
Date:	Thursday, March 9, 2023 7:59:11 PM

March 4, 2023

Dear Metro and Metro Board Members,

I am a homeowner on 163rd Street in Lawndale. I am adamantly opposed to the Metro going through the (Right Of Way) ROW. The Metro belongs on a commercial corridor not in a residential neighborhood where it would negatively affect the health and wellbeing of hundreds of residents. We currently have one or two trains per day running through the neighborhoods of Lawndale and Redondo Beach but if the Metro was here that would increase by 200-300 per day! In addition to the structural damage this could cause to our homes from the vibration, the increase in noise has the potential to seriously harm the health of the residents. The Draft Environmental Impact Report, (DEIR) says the noise would be substantial and unavoidable (3.6-2). There are several recent studies linking serious health risks to living near this type of noise. These risks include Noise induced hearing loss (NIHL), increased risk of heart attack, high blood pressure, chronic stress, sleep disturbances, and anxiety. Children living with high levels of noise pollution can develop stress, impairments in memory, attention, and reading skills. It is unacceptable to expose the hundreds of families living along the ROW (Right of Way) to these serious health risks. I have attached two articles that outline some of the dangers of noise pollution. Please do not run the Metro through our peaceful residential neighborhood.

416-1

416-2

416-3

416-4

Colleen M. Villegas

[redacted]

Lawndale, CA 90260
[redacted]

https://education.nationalgeographic.org/resource/noise-pollution/

Living Near Noise Pollution Tied to Greater Risk of Heart Attack - American College of Cardiology

Submission 417

From: Ints Luters
To: GreenlineExtension
Subject: Redondo transit center station
Date: Saturday, March 4, 2023 6:53:55 PM

Hello,
I grew up next to ElNido park and would be a user of the planned metro extension to torrance.
Even with the challenge of running parallel to a freight line, the lack of connectivity to Inglewood boulevard and the neighborhoods and schools to the west of the proposed station is a huge missed opportunity.
A right in-right out drop off lane from Inglewood north of the Pacific Crest Cemetery and out again to 182nd could help provide access to the west side of the station. Depending on the station elevation, the re could be pedestrian connections from this drop off, allowing a much more usable connection, by using both the East and west sides of a proposed station. This will confirm your commitment to pedestrian oriented transit by including the complete walkshed. 417-1
I understand that there are two station options - the existing rail alignment and the Hawthorne Blvd. alignment - but my vote is definitely for the existing rail alignment with trenching where feasible. 417-2
Thanks for your time and consideration of my comments regarding this long overdue extension of the Metro network.

Regards.
Ints Luters

Sent from my iPad

Submission 418

From:	Janice Tanabe
To:	GreenlineExtension
Cc:	HollyJMitchell@bos.lacounty.gov; mayor@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject:	C-line (Green) DEIR Public Comments
Date:	Sunday, March 5, 2023 12:07:27 PM

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

The Chapter on Noise and Vibration does not adequately address how Metro will mitigate the onslaught of commuter trains through residential neighborhoods.

At a previous meeting with Metro I asked Mr. Dierking and another Metro employee if they had walked the R.O.W. corridor and the response was yes. However, if they had walked the corridor from 190th St. north to Manhattan Beach Blvd., they would have noticed a modular home park, apartment buildings, a tiny home village for the unhoused, single family homes, two senior complexes and townhomes. My question is how will Metro help these residents, if construction of a future rail on the R.O.W. is selected? The answer is simple: NOT ON The R.O.W.

418-1

Thank you for your attention to this matter.

Jan Tanabe
Breakwater Seniors with a Mission

Submission 419

From:	Lilli K
To:	GreenlineExtension
Cc:	anajarian@glendaleca.gov; hollyj.mitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.gov; Mayor@cityofinglewood.org; FourthDistrict@bos.lacounty.gov
Subject:	C Line (Green) Extension to Torrance
Date:	Sunday, March 5, 2023 12:41:19 PM

Dear Committee Members,
While consideration and review is still in process for this extension, please know that the residents and occupants of the neighborhood in the where the green line is proposed and particularly where it would go through the neighborhood of Franklin Park are of the utmost concern about 192 trains coming practically throught their backyards, creating loud, industrial noises and vibrations, and large trains banging above the residents' and childrens' heads. These photos show in the green space behind these homes on Firmona where the tracks run right up above families' yards. Please kindly consider the Hawthorne option. This would still provide a viable means of efficient travel to Torrance for those who need it.
Thank you.

419-1

419-2

Sincerely,
Lillian Katzenmeyer

[redacted]

Submission 420

From: Conor Sullivan [redacted]
Sent: Thursday, March 23, 2023 1:26 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; fourthdistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; thirddistrict@lacity.org; info@timsandoval.com
Subject: DEIR Participated in Right of Say/Redondo Beach Quality of Life Installment #1

Dear Metro and Metro Board of Directors,

I support the Right of Say/Redondo Beach group to not build the metro extension on the ROW and share these concerns with follow Redondo Beach Residents, please replay back with additional details of how Metro will safety maintain the routine gas pipeline and deal with potential Sinkhole issues if the Metro is built on the Redondo Beach ROW, how are these additional costs forecasted by the Metro in their forecast of operational expense for this option? 420-1

DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #1

After having a chance to review the Draft Environmental Impact Report, please consider the following as our first group response for the record with very minor edit. Substance contained herein has not changed. We are taking this huge endeavor by section and as a group in hopes of ensuring attention to all of our concerns.

Firstly, this is in reference to the Geology and Soils chapter. Brief local history: In July 2020 Shell Pipeline Co. attempted to perform routine gas pipeline maintenance in the Redondo Beach ROW which opened a sinkhole that crossed property lines from inside the ROW into the private townhome complex there. Homeowners have been unable to access their outdoor space with a dangerous unstable retaining wall above the open sinkhole complete with barricades. 2 and 1/2 years later this has not been fixed. In addition, the 191 unit Breakwater Village senior retirement condominium complex has sustained **known cracked retainer walls which separates their large building from the ROW and concerns about future foundational damage due to the seismic vibrations caused by the one daily passing freight train round trip just a few feet away.(1) 420-2

DEIR Claim:
3.8-3.12 Subsidence and Settlement

According to the City of Redondo Beach Geological Hazards section of the General Plan (1993f), no areas were identified as being prone to subsidence.

The Draft EIR references expansive soils as risk.

DEIR Description of Significant Risk Potential:

3.8-2.4 Significance Thresholds

Based upon the thresholds of significance contained in Appendix G of the CEQA Guidelines, implementation of the Proposed Project would result in a significant impact if the Proposed Project would result in any of the following: 420-3

d. Be located on expansive soil as defined in Section 1803.5.3 of the California Building Code (CBC, 2019) **creating substantial risks to life or property**.

Our Issue With this:

Expansive soils are **those with excessive swelling clay minerals**. The presence of expansive clay minerals in soils can cause excessive swelling when the soil comes into contact with water and also shrinkage when it undergoes drying. Cited here: Expansive Soil - an overview | ScienceDirect Topics

Expansive Soil - an overview | ScienceDirect Topics

The DEIR says if when they arrive to build location and test the ground they find expansive soils that they would simply DIG OUT that soil and replace it which would bring the impacts to a “less than significant” designation. However, the existing housing developments are already sustaining damages from simple routine pipeline maintenance digging, so digging out more soil in that area will very likely cause more damage to the surrounding buildings. 420-4

Furthermore, the entire North Redondo community is built on the same soil which contains clay. Three units at Ruxton Place are already blockaded from their front outdoor space and one homeowner and their family can’t even enter through the front door and are forced to use the garage for the past 2.5 years since attempts at filling the sinkhole beyond and to 30' deep just kept uncovering more loose dirt leaving the residents with dangerous conditions. Two complexes up the street there is foundational damage and cracked retainer walls at the Breakwater Village senior housing.

If they attempt to build on this land south of Artesia in the ROW it is not hard to draw the conclusion that there will very likely be further building damages to the townhome, senior condominiums and single family homes that share property lines with the ROW. If this were to occur, this could result in HUNDREDS of displacements, **including retired seniors** if these housing developments ended up being condemned as damaged beyond repair. 420-5

You will find pictures below documenting the sinkhole.

Please take this all to heart per the County of Los Angeles General Plan – Chapter 12 Safety Element (County of Los Angeles 2015b; 2021) as referenced on page 3 of the Geology and Soils chapter.

Thank you for your consideration on this matter. 420-6

Right of Say/Redondo Beach Quality of Life Coalition

Michael Sullivan (Member of Right of Say/Redondo Beach)

Redondo Beach Resident

420-6

420-6

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420-6

**(1) This edit was made for clarification based on a March 2022 meeting and tour at the Breakwater Village complex to share wear and tear concerns. Seismic vibration is described by residents as substantial enough to knock wall hung artwork.

420-6

From: Conor Sullivan [redacted]
Sent: Thursday, March 23, 2023 2:56 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; fourthdistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; thirddistrict@lacity.org; info@timsandoval.com
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #5

Dear Metro and Metro Board Members,

I support the Right of Say/Redondo Beach group to not build the metro extension on the ROW and share these concerns with follow Redondo Beach Residents, please consider updating the DEIR report to state that the extension option to go down the ROW will highly impact vibration levels and negatively impact quality of life on those near the project, if this is not incorporated, please reply back to reasons why this was not incorporated. Please read the below email on impact to noise and highly consider this in your decision making. 421-1

DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #5

After having a chance to review the Draft Environmental Impact Report, please consider the following as our fifth DEIR group response for the record. We are responding in joint installments submitted by group members. This installment is regarding Vibration.

When the freight train passes by on its once per day round trip, the several liquid petroleum tankers are full of jet fuel on the trip north, get emptied at their destination and returns headed south after dropping the fuel off. The jet fuel is highly flammable, and so would be the emptied tankers. 421-2

The DEIR states the "proposed project", both ROW alignments, would require shifting the freight to the west bringing it 7 - 25 feet closer to residential properties on the west side of the ROW. What are the safety protocols to guarantee no more structural damage will occur to our homes with the added wear and tear of 200 - 300 new commuter trains over 20 hours per day? 421-3

There is very significant seismic vibration as the train passes daily. Glasses, dishes, bottles, shake and move toward the edge of the shelves. They have to be moved back. Walls shake both indoor and outdoor showing cracks from wear and tear, artwork moves and either falls or needs adjusting. A heated chemical bath in a crock pot rattles vigorously. See video which clearly demonstrates this happening, link here: https://youtu.be/OtvWR7xzcYM 421-4

The DEIR states:
3.6-4.1.1 Construction Impacts
Significant and Unavoidable Impact. The Proposed Project would be located in a fully built-out urban environment and construction activities would occur in close proximity to sensitive land uses, including residences, parks, religious uses, and schools throughout the corridor, and may occur during daytime or nighttime hours.
Construction of the Proposed Project would take place over the course of approximately five years.It is anticipated that several construction phases would occur simultaneously along the Proposed Project alignment, accommodating activities requiring lengthy construction times such as utility relocation.

Construction of the Proposed Project would take place over the course of approximately five years.

VdB in vibration definition as taken from MetroCouncil.org:

*Level: Vibration is expressed in **vibration decibels** (VdB). The level of vibration represents how much the ground is moving. The threshold of human perception to LRT and freight rail vibration is approximately 65 VdB and annoyance begins to occur for frequent events at vibration levels over 70 VdB.*

421-5

According to well documented studies, we have known geology issues of loose dirt, sand, silt and sandy clay which raises concerns that vibration from the proposed construction is highly risky to surrounding buildings. More significant seismic vibration activity coupled with longevity of construction, then subsequent frequency of operations activity 20 hours per day will most certainly be unbearable to residents and puts the infrastructure of our homes at risk.
Table 3.6-12 demonstrating the higher than predicted vibration levels that are well above the defined level of over 70. This plus 20 hours per day light rail every 5 - 12 minutes cannot be allowed.

Table 3.6-12 Measured Train Pass-by Vibration Levels at 50 feet

Date	Time	Location	Train Consist	Ground Type	Train Speed (mph)	Measured Level (VdB)	Predicted Level (VdB)	Level Difference	Comment
11/18/20	11:37 AM	Condon Ave	2+40	Flat	20	75.9	76.7	0.8	Good Agreement
11/18/20	3:04 PM	El Nido Park	2+12	Berm	20	89.0	76.7	-12.3	Higher than predicted
11/19/20	12:45 PM	El Nido Park	2+17	Berm	20	91.5	76.7	-14.8	Higher than predicted
11/1/20	2:55 PM	Condon Ave	2+8	Flat	21	76.5	77.1	0.6	Good Agreement

Source: AECOM, 2020

421-6

There is confusion in the DEIR about "inconsistent (vibration) readings" at El Nido Park. That happened because the earlier northbound tankers are full of liquid petroleum (flammable), then later on the trip back south the tankers have been emptied so the weight difference would cause different levels of vibration.

421-7

It's stunning to us that there isn't even a question about this risk. The threat it poses can't be proven. Metro would be rolling the dice at our communities' peril. The only real mitigation is to build the elevated profile on Hawthorne Blvd.

Too much humanity is at stake. Please take this to heart and decide accordingly. Thank you for your attention to this matter.

Respectfully,

Redondo Beach and Lawndale members of Right of Say/RBQOL

Michael Sullivan (Member of Right of Say/Redondo Beach)
Redondo Beach Resident

Submission 422

From: MIKE KIM [redacted]
Sent: Thursday, March 23, 2023 12:13 PM
To: GreenlineExtension
Subject: please recommend the 'no rail' option to the Metro board

Hello,

I read in last week's Metro train ridership report that ridership on the Los Angeles Metro rail system is half of where it was precovid. I can't see why Metro continues to build and expand commuter train lines when the riders are not there. Case in point is the C line extension to the Torrance bus depot next door to the Torrance refinery for $2-3 billion. 422-1

Don't see waiting for a bus or train next to a refinery belching toxic fumes as a good way to start or end a day! The Torrance bust depot is desolate and empty at night and please consider the higher possiblity for crime/ physical safety issues for any riders getting off a later train and need to walk or ride a bicycle to get to their destination. Seems like the funding could be better used for Metro rail projects that actually go to a destination such as a rail extension to SoFi stadium. 422-2

please recommend the 'no rail' option for the upcoming vote on the C Line extension to Torrance. This proposal to add rail to the C Line to Torrance will not improve Metro's ridership metrics nor will it serve the South Bay communities. 422-3

Michael Kim

Submission 423

From: PHYLLIS SHOEMAKER [redacted]
Sent: Thursday, March 23, 2023 3:14 PM
To: RightOfSay/RBQoL
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@lacity.org; anajarian@glendaleca.gov; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; paul.krekorian@lacity.org
Subject: Re: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment # 7

Well said!

On Wed, Mar 22, 2023 at 9:51 PM RightOfSay/RBQoL <info@rightofsay.com> wrote:

> Dear Metro and Metro Board of Directors,
>
> After having a chance to review the Draft Environmental Impact Report, please consider the following as our seventh DEIR group response for the record. We are responding in joint installments submitted by group members to ensure each concern is highlighted and expressed so it represents the breadth of our combined communities. We previously highlighted Lawndale, this installment is regarding the Noise factor in the most overlooked and highly impacted ROW West community in Redondo Beach.
>
> As residents and homeowners along the WEST side of the ROW. The following is one of our many concerns. A large number of us are retired seniors in very close proximity right next to the corridor and others have noise sensitivities. Some have young children in school and some kids have spectrum issues so this will be disruptive to sleep and extremely problematic for all of us. 423-1
>
> Please take note of the city noise ordinance for residential zoning in the community, which in Redondo Beach is to 45 decibels after 10pm and 50 after 7am as shown in the city ordinance chart below. 423-2

4-24.301 Maximum permissible sound levels by land use categorie

The noise standards for the various categories of land use districts i the higher of either the presumed or actual measured ambient and shal such property within a designated category as follows:

Receiving Land Use District Category	Time Period	Presumed Ambient Level (dBA)
Low Density	10:00 p.m. to 7:00 a.m.	45
Residential R-1-A, R-1, R-2, P-D-R,	7:00 a.m. to 10:00 p.m.	50

The Draft Environmental Impact Report, also in presentations and direct conversations with Metro team members and contracted engineers, do not and have not adequately addressed the noise issues this project would present to us being only 12 - 25 feet from the freight track if it were relocated and shifted to the west. In fact, "noise mitigations" that have been proposed by everyone on the Metro team will only make matters worse for those of us on the west side of the corridor. 423-3

A sound wall built on the east side of the corridor, which has been confirmed over and over again as the mitigation for noise south of 182nd St, will obviously bounce the noise back at us on the west side. This makes no sense and nobody here can understand why this is even being proposed as a "mitigation" for us. Another hard to digest proposed noise mitigation was air conditioners. We are a coastal climate with ocean breeze, not to mention that added cost in energy bills would be impossible to manage. Both suggestions are not only counterintuitive, they just don't make any sense. 423-4

Furthermore, may we point out in the DEIR, the monitoring table 3.6-11 fails to include ANY residential neighborhoods on the west side of the ROW south of Artesia Blvd in Redondo Beach who share property lines. This would and should include; south of Artesia Blvd on Ruxton Ave, south of 182nd St on Firmona Ave, Fisk Ct, Fisk Ln and Spreckles Ct. It is unacceptable that the neighborhoods in closest proximity sharing property lines with the ROW are completely disregarded in this study. Metro needs to do better. 423-5

Table 3.6-11. Noise Monitoring Locations and Measured Ambient Noise Levels

Noise Site	Monitoring Type	Location	Ambient Noise Level (dBA)	
			Hourly (L_{eq})	24-hour (L_{dn})
1	Long-Term	Hilton Garden Inn (2410 Marine Ave., Redondo Beach)	-	67.1
2	Short-Term	Iglesia Cristiana Lluvia de Gracia (464 Manhattan Beach Blvd., Lawndale)	71.2	-
3	Long-Term	Residence (4721 159th St., Lawndale)	-	65.0
4	Long-Term	Residence (4529 160th St., Lawndale)	-	62.2
5	Long-Term	Right-of-Way near Residence (4640 161st St., Lawndale)	-	70.0
6	Short-Term	Charles Hopper Park (4418 162nd St., Lawndale)	65.1	-
7	Short-Term	Residence (16320 Hawthorne Blvd., Lawndale)	73.4	-
8	Long-Term	Residence (4341 166th St., Lawndale)	-	60.0
9	Short-Term	Children First Child Development (4405 165th St., Lawndale)	69.5	-
10	Long-Term	Residence (4603 167th St., Lawndale)	-	55.1
11	Long-Term	Residence (4419 167th St., Lawndale)	-	63.2
12	Short-Term	Residence (16829 Firmona Ave., Lawndale)	58.3	-
13	Long-Term	Residence (4607 173rd St., Lawndale)	-	60.8
14	Long-Term	Residence (4415 172nd St., Lawndale)	-	61.1
15	Short-Term	Residence (4323 Redondo Beach Blvd., Lawndale)	78.3	-
16	Short-Term	Residence (4323 Artesia Blvd., Torrance)	74.8	-
17	Long-Term	Residences (2570 Artesia Blvd., Torrance)	-	57.1
18	Short-Term	Residence (1927 Condon Ave., Redondo Beach)	49.8	-
19	Long-Term	Residence (4343 178th St., Torrance)	-	58.4
20	Short-Term	El Nido Park (18301 Kingsdale Ave., Redondo Beach)	52.6	-
21	Short-Term	Residence (18322 Hawthorne Blvd., Torrance)	71.4	-
22	Long-Term	Residence (18321 Ashley Ave., Torrance)	-	56.6
23	Long-Term	Residence (2728 Ridgeview Ln., Redondo Beach)	-	55.8
24	Long-Term	Residence (4549 186th St., Redondo Beach)	-	61.3
25	Long-Term	South Bay Estates on Hawthorne Blvd. (18801 Hawthorne Blvd., Torrance)	-	75.1
26	Short-Term	Residences (4787 to 4845 190th St., Torrance)	74.9	
27	Long-Term	Residence (607 Pine Dr., Torrance)	-	68.6

Source: TAHA, 2022

"A general rule of thumb is that a 10 decibel change in the sound level is perceived by humans to be a doubling of the loudness"—Hugh Saurenman, ATS Consulting,
"Any system that has a steel wheel and a steel rail will have rolling noise"—Briony Croft, Acoustics, SLR Consulting (Canada) Ltd.

"12 light rail transit trains traveling 40 miles per hour generate a noise level of 65 dBA Leq at 50 feet. These same light rail transit trains generate a noise level of 57 dBA Leq at 20 miles per hour at 50 feet (FTA 2006)."

Another suggested "mitigation" of designating a quiet zone would merely stop the usage of bells at an at grade crossing, it will not change the level of decibels emitted from a passing light rail. Due to the presence and need of the McCormick ambulance facility to have free life saving access one block east of the 182nd St crossing, there cannot be an at grade crossing therefore the point is moot anyway. 423-6

According to the Noise Impact Criteria 3.6-3 for Redondo Beach's nighttime R1 zoning for residential would suffer "moderate to severe impacts" according to the table below: 423-7

Table 3.6-3. Noise Impact Criteria for Transit Operations

Existing Noise Exposure L_{eq} or L_{dn} (dBA)	Project Noise Impact Exposure, L_{eq} (h) or L_{dn} (dBA)					
	Category 1 or 2 Sites			Category 3 Sites		
	No Impact	Moderate Impact	Severe Impact	No Impact	Moderate Impact	Severe Impact
<43	< Ambient + 10	Ambient + 10 to 15	>Ambient + 15	< Ambient + 15	Ambient + 15 to 20	>Ambient + 20
43	<52	52-58	>58	<57	57-63	63
44	<53	53-58	>58	<57	57-63	63
★ 45	<53	53-58	>58	<57	57-63	63
46	<53	53-59	>59	<58	58-64	64
47	<53	53-59	>59	<58	58-64	64
48	<53	53-59	>59	<58	58-64	64
49	<54	54-59	>59	<59	59-64	64
50	<54	54-59	>59	<59	59-64	64
51	<54	54-60	>60	<59	59-65	65
52	<55	55-60	>60	<60	60-65	6
53	<55	55-60	>60	<60	60-65	65
54	<55	55-61	>61	<60	60-66	66
55	<56	56-61	>61	<61	61-66	66
56	<56	56-62	>62	<61	61-67	67
57	<57	57-62	>62	<62	62-67	67
58	<57	57-62	>62	<62	62-67	67
59	<58	58-63	>63	<63	63-68	68
60	<58	58-63	>63	<63	63-68	68
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62	<59	59-64	>64	<64	64-69	69
63	<60	60-65	>65	<65	65-70	70
64	<61	61-65	>65	<66	66-70	70
65	<61	61-66	>66	<66	66-71	71
66	<62	62-67	>67	<67	67-72	72
67	<63	63-67	>67	<68	68-72	72
68	<63	63-68	>68	<68	68-73	73
69	<64	64-69	>69	<69	69-74	74

With all of the aforementioned points and concerns, the only realistic mitigation is to use the Hawthorne Blvd. Elevated alignment. If the funding for this is not possible, the next alternative should be High Frequency Buses. 423-8

Thank you for your consideration in this crucial matter.

Respectfully,
Right of Say/Redondo Beach Quality of Life Coalition

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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Via Electronic Mail Only

March 24, 2023

Georgia Sheridan
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012
greenlineextension@metro.net

Subject: Metro C Line (Green) Extension to Torrance Project, Draft Environmental Impact Report, SCH #2021010269, Los Angeles County Metropolitan Transportation Authority, Los Angeles County

Dear Ms. Sheridan,

The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Environmental Impact Report (DEIR) from the Los Angeles County Metropolitan Transportation Authority (Metro) for the Metro C Line (Green) Extension to Torrance Project (Project). CDFW appreciates the opportunity to provide comments regarding aspects of the Project that could affect fish and wildlife resources and be subject to CDFW's regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq*.). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 *et seq.*), CDFW recommends the Project Applicant obtain appropriate authorization under the Fish and Game Code.

424-1

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Project Description and Summary

Objective: The Project proposes to extend Metro C (Green) Line approximately 4.5 miles from the City of Redondo Beach to the City of Torrance. The extension would start from the existing Redondo Beach (Marine) Metro C Line Station and travel southeast to the City of Torrance. Two new stations would be constructed: Redondo Beach Transit Center Station and Torrance Transit Center Station. Both stations would be adjacent to recently built bus transit centers in both cities. The extended 4.5-mile two track line would consist of a combination of elevated and at-grade segments. Light rail tracks would start on an elevated structure and run above street level for approximately 1.1 miles. Then, light rail tracks would come down to street level for approximately 3.5 miles with two at-grade crossings at 170th and 182nd streets in the City of Redondo Beach. To support light rail vehicle operations, six traction power substations would be constructed. Access to each substation would be provided via maintenance access roads. Access roads would be shielded with landscaping where possible. The Project would not include new or modified maintenance facilities. Light rail vehicles would be maintained and stored at existing Metro facilities.

Burlington Northern Santa Fe, LLC (Burlington) operates an existing freight track between Redondo Beach (Marine) Station and 190th Street within the Metro right-of-way (ROW). The Project would relocate the freight track in some areas. The freight track would remain at-grade throughout the length of the corridor. South of 190th Street, Burlington and Metro share ownership of the freight corridor. Metro owns approximately 15 feet in width and would acquire or lease additional ROW from Burlington to accommodate the Project between 190th Street and the Torrance Transit Center Station.

The Project would include multi-use paths along Metro ROW where there is space to create recreational space for walking and cycling. Multi-use paths would be located between 159th Street and Condon Avenue, and between Grant Avenue and 182nd Street.

Location: The Project would follow the existing Metro ROW. The Project area forms roughly a one-mile buffer around the Metro ROW. The Project area would include portions of the cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. The Project area includes single family and multi-family residential areas, industrial and institutional uses, as well as commercial and recreational areas. The Project area also includes major activity centers such as the South Bay Galleria, and high-capacity bus transit centers, such as the Redondo Beach Transit Center and Torrance Transit Center.

Comments and Recommendations

On March 20, 2023, CDFW met with the City of Torrance to discuss an existing Southern Tarplant Open Space Preserve (Preserve) located adjacent to the Metro ROW. Based on our meeting with the City of Torrance and review of the Project's CEQA document, CDFW offers the comments and recommendations below to assist Metro in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring, and reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

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Specific Comments

Comment #1: Impacts on Southern Tarplant

Issue: The Project may have a significant impact on southern tarplant (*Centromadia parryi* ssp. *australis*) protected within an established two-acre Preserve. Southern tarplant is a rare plant with a California Rare Plant Rank (CRPR) of 1B.1.

Specific impacts: The Project could result in population decline of southern tarplant and/or local extirpation of a remnant population of southern tarplant within the City of Torrance. In addition, the Project could impact a Preserve created a mitigation for a separate project.

Why impacts would occur: The DEIR states that the existing two-acre Preserve near the Torrance Transit Center was established to offset impacts resulting from the 2014 Torrance Transit Center Project[1] (Figure 1). The DEIR states, "Construction of the Proposed Project would not disturb the [Southern Tarplant] Open Space Preserve that has been established adjacent to the Torrance TC [Transit Center], as this area has been designated as a protected space by the City of Torrance." However, CDFW is concerned that the Project would temporarily and permanently disturb the Preserve and impact a rare plant species and habitat.

424-2

Figure 1. Southern Tarplant Open Space Preserve (illustrative purposes only). The Torrance Transit Center Project (SCH No. 2014121003) impacted southern tarplant populations (blue). Imagery and data from the California Natural Diversity Database (CDFW 2023a).

[1] Torrance Transit Park and Ride Regional Terminal (or Torrance Regional Transit Center project), SCH No. 2014121003, Mitigated Negative Declaration certified by the City of Torrance (Lead Agency) in 2014. Environmental documents available from: https://www.torranceca.gov/our-city/community-development/planning/transit-project-2014. According to the Mitigated Negative Declaration (MND), the Torrance Regional Transit Center project developed 6.95 acres of a 15-acre project site. Construction of the Torrance Regional Transit Center was expected to result in direct impacts to "the majority of the estimated 350 to 400 southern tarplant individuals on site." To offset these impacts, two acres was preserved for southern tarplant (Southern Tarplant Open Space Preserve). According to the MND, the two acre Southern Tarplant Open Space Preserve was supposed to be enhanced by establishing appropriate grades to promote seasonal ponding and seeding the area with southern tarplant collected prior to construction of the Torrance Regional Transit Center; designated as open space and placed within a protective easement for conservation purposes such as a restrictive covenant or conservation easement; and managed in perpetuity with long-term management funding provided by the City or successors.

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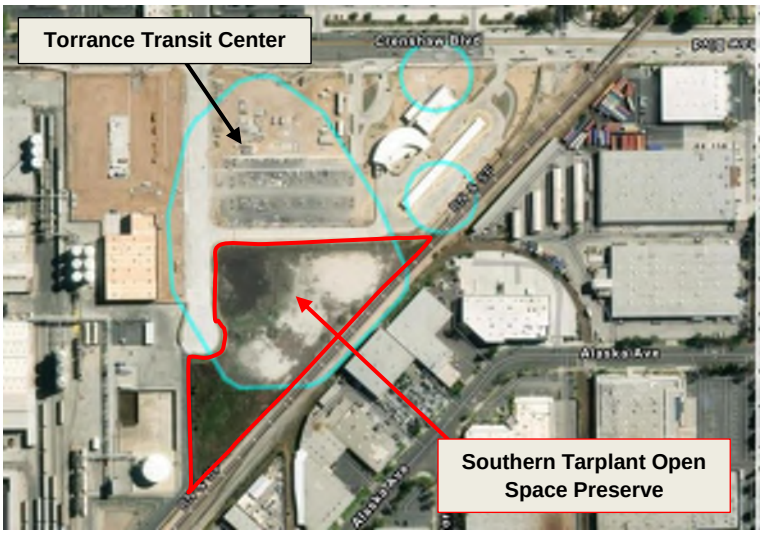
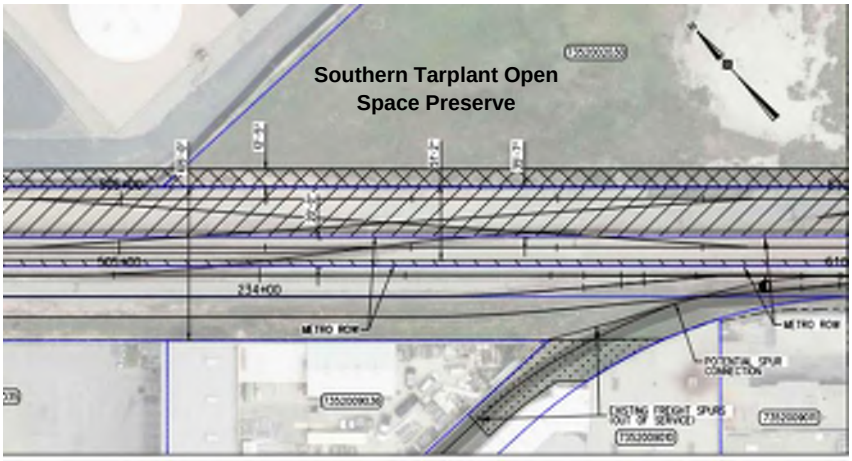


Per CDFW's meeting with the City of Torrance, the Project would need to encroach onto the Preserve by 12 to 20 feet. That could result in development and loss of between 15,000 to 20,000 square feet of the Preserve and loss of an unknown number of individual southern tarplant. In addition, drawing numbers RW-120 and T-120 in the Advanced Conceptual Engineering Drawings for the Project (Appendix 2-A) shows the Project and Metro ROW, but it is not entirely clear from the drawings if, where, and by how much the Project would encroach on to the Preserve (Figure 2). Finally, according to a Metro-produced video simulating the Project, the Metro C Line rendering at 10 minutes and seven seconds appears to show that the Preserve would be developed as part of "City of Torrance Future Development" (Metro Los Angeles 2023). Encroaching onto and/or developing the Preserve would impact southern tarplant and habitat.

Figure 2. Advanced Conceptual Engineering Drawings for the Project (Appendix 2-A), drawings RW-120 (top) and T-120 (bottom). "Southern Tarplant Open Space Preserve" label added by CDFW to identify location of the preserve. CDFW is concerned that the Project would encroach onto the two-acre preserve and impact southern plants through loss of individuals and habitat loss and degradation.



424-2
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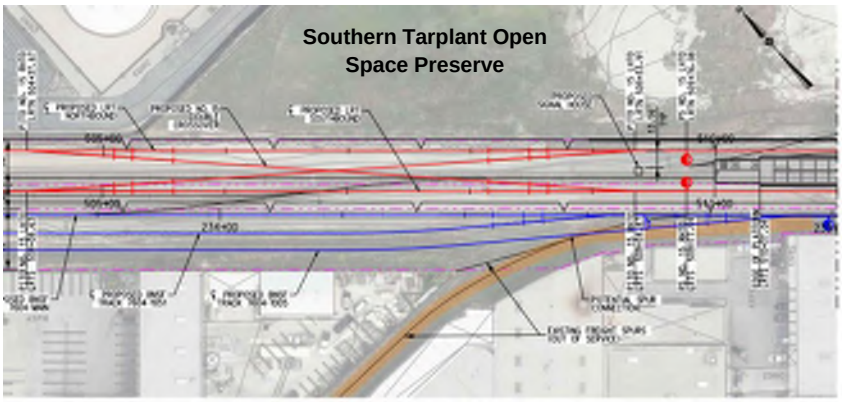

424-5

The Project could encroach onto the Preserve during construction. Page 3.7-26 in the DEIR states, “Potential direct impacts to the southern tarplant may include the loss of individual plants as a result of removal or crushing due to construction related activities (i.e., equipment or employees inadvertently working in an unauthorized area). Potential indirect impacts may include soil and contaminant runoff in the wet season, dust in the dry season during excavation, and the introduction of non-native/invasive species that have potential to degrade habitat and outcompete southern tarplant for critical resources.” Adding to this, CDFW is concerned that loss of individual plants may also result from burial from stockpiles and spoils. The Project could have permanent impacts on southern tarplant and habitat. Permanent loss of individual tarplant and habitat supporting tarplant could occur if the Project develops any portion of the Preserve.

The DEIR discloses that the Project would have a significant impact on southern tarplant only during construction, and states that impacts would be less than significant through implementation of Mitigation Measure BIO-1. Mitigation Measure BIO-1would require delineating construction work limits and installation of temporary fencing or markers in order to avoid and minimize impacts. Mitigation Measure BIO-1 addresses the Project’s temporary impact on southern tarplant during construction but does not address the Project’s potentially permanent impact.

Evidence impact would be significant: Southern tarplant has a CRPR of 1B.1. A CRPR of 1B.1 means that southern tarplant is a species that is rare, threatened, or endangered in the State. Plants with a CRPR of 1B are rare throughout their range with the majority of them endemic to California (CNPS 2023). Ranks also include a threat rank (0.1). A rank of 0.1 means that southern tarplant is seriously threatened in the State. Plants with a CRPR of 1B meets the definition of endangered, rare, or threated species under CEQA (CEQA Guidelines, § 15380).

424-6

Currently, there are only two populations of southern tarplant remaining within the City of Torrance (Calflora 2023, CDFW 2023). These populations are located at the Preserve and Madrona Marsh Preserve. Southern tarplant has continued to decline locally within the City of Torrance. For example, 350 to 400 plants were impacted as a result of the Torrance Regional Transit Center project (see Footnote 1). The Project’s temporary and permanent impacts on southern tarplant could contribute to decline of southern tarplant within the Preserve and City of Torrance. The Project’s impact on a rare species that only occurs in two isolated, remnant habitat fragments is significant. Loss of southern tarplant and habitat resulting from the Project has yet to be mitigated. Therefore, the Project continues to have a substantial adverse effect, either directly or through habitat modifications, on a species identified as rare by CDFW.

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Recommended Potentially Feasible Mitigation Measure(s):

Recommendation #1: CDFW recommends Metro disclose the Project's permanent impact on southern tarplant in the Project's environmental document. The environmental document should disclose where and by how much the Project would encroach onto and/or develop the Southern Tarplant Open Space Preserve. Complete and good-faith disclosure should be provided before finalizing an environmental document for the Project. 424-7

Mitigation Measure #1: Metro should provide compensatory mitigation for the Project's impact on southern tarplant. Metro should offset the Project's impact to individual plants and habitat acres at no less than 3:1 for impacts to a CRPR 1B.1 species with only two extant populations within the City of Torrance. Metro should provide additional and higher compensatory mitigation to offset impacts to a CRPR 1B.1 species protected within a preserve that was established as mitigation for a separate project. Metro should acquire and preserve land in perpetuity for southern tarplant. Land should support southern tarplant or can be demonstrated to successfully support a self-sustaining population of southern tarplant. If feasible, Metro should identify land within the City of Torrance.

Mitigation Measure #2: Metro should coordinate with CDFW to review potential mitigation land and to ensure that mitigation land is suitable for southern tarplant prior to acquisition of mitigation land.

Mitigation Measure #3: Metro should protect replacement habitat in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands pursuant to Assembly Bill 1094 (2012)[2]. Metro should record the conservation easement before commencement of any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve. 424-8

Mitigation Measure #4: Metro should provide an appropriate endowment for the long-term management of replacement habitat. Funding should be provided for long-term management activities that include but are not limited to the following: botanical surveys; vegetation assessments; non-native plant inspections; non-native plant removal; and reporting. A mitigation plan should be prepared and include measures to protect the targeted habitat values in perpetuity from direct and indirect negative impacts. Issues that should be addressed include but are not limited to the following: protection from any future development and zone changes; restrictions on access; proposed land dedications; control of illegal dumping; water pollution; and increased human intrusion.

Mitigation Measure #5: Metro should retain a qualified biologist to prepare a Southern Tarplant Translocation Plan that should include information including but not limited to the following: seed and plant material collection methods and best management practices; planting methods; non-native, invasive plant control; monitoring plan; and schedule of activities. Metro should collect southern tarplant seeds and/or plants from the impacted population for a minimum of two years 424-9

[2] Assembly Bill 1094 amended Government Code sections 65965-65968. Under Government Code section 65967(c), the lead agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.

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in order to maximize the amount of plant material collected from the impacted area. A Southern Tarplant Translocation Plan should be prepared and seed and/or plants should be collected for at least two years before commencement of any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve. 424-9

Additional Recommendations

Recommendation #2: CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database (e.g., CNDDB) which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Information on special status species should be submitted to the CNDDB by completing and submitting CNDDB Field Survey Forms (CDFW 2023b). Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program (CDFW 2023c). 424-10

Recommendation #3: CDFW recommends Metro update the Project's proposed Biological Resources Mitigation Measures to include mitigation measures recommended in this letter. CDFW provides comments to assist Metro in developing mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and enforceable through permit conditions, agreements, or other legally-binding instruments [CEQA Guidelines, § 15126.4(a)(2)] in order for mitigation measures to be implemented successfully via a mitigation monitoring and/or reporting program (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). Metro is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided Metro with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A). 424-11

Filing Fees

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required for the underlying Project approval to be operative, vested, and final (Cal. Code Regs., tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089). 424-12

Conclusion

We appreciate the opportunity to comment on the Project to assist Metro in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that Metro has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines, § 15073(e)]. If you have any questions or comments regarding this letter, please contact Ruby Kwan-Davis, Senior Environmental Scientist, at (562) 619-2230 or by email at Ruby.Kwan-Davis@wildlife.ca.gov.

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Sincerely,

For Erinn Wilson-Olgin
Environmental Program Manager I

ec: CDFW
Victoria Tang – Los Alamitos – Victoria.Tang@wildlife.ca.gov
Ruby Kwan-Davis – Los Alamitos – Ruby.Kwan-Davis@wildlife.ca.gov
Felicia Silva – Los Alamitos – Felicia.Silva@wildlife.ca.gov
Julisa Portugal – Los Alamitos – Julisa.Portugal@wildlife.ca.gov
Cindy Hailey – San Diego – Cindy.Hailey@wildlife.ca.gov
CEQA Program Coordinator – Sacramento – CEQACommentLetters@wildlife.ca.gov

State Clearinghouse - state.clearinghouse@opr.ca.gov

References:

[CDFWa] California Department of Fish and Wildlife. 2023. California Natural Diversity Database (CNDDB) Government [ds45] Element Code PDAST4R0P4 southern tarplant (*Centromadia parryi* ssp. *aust*ralis). Biogeographic Information and Observation System (BIOS 6). [Accessed 2023 March 13]. Accessed at: https://wildlife.ca.gov/Data/BIOS

[CDFWb] California Department of Fish and Wildlife. 2023. Submitting Data to the CNDDB. Available from: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data

[CDFWc] California Department of Fish and Wildlife. 2023. Natural Communities — Submitting Information. Available from: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit

Calflora. 2023. Observation Search. *Centromadia parryi* ssp. *australis*. ID UCR-209310 and 89669. [Accessed 2023 March 13]. Accessed at: https://www.calflora.org/entry/observ.html

[CNPS] California Native Plant Society. 2023. Rare Plant ranks. Available from: https://www.cnps.org/rare-plants/cnps-rare-plant-ranks.

Metro Los Angeles. 2023. C Line (Green) Extension to Torrance Project Simulation Video. Available on YouTube at: https://www.youtube.com/watch?v=lfT9UoDv6OY

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Attachment A: Draft Mitigation and Monitoring Reporting Plan

CDFW recommends the following language to be incorporated into the Project's environmental document.

Biological Resources (BIO)			
Mitigation Measure (MM) or Recommendation (REC)		**Timing**	**Responsible Party**
REC-1-Revise CEQA Document	Metro should disclose the Project's permanent impact on southern tarplant in the Project's environmental document. The environmental document should disclose where and by how much the Project would encroach onto and/or develop the Southern Tarplant Open Space Preserve. Complete and good-faith disclosure should be provided before finalizing an environmental document for the Project.	Prior to finalizing CEQA document	Los Angeles County Metropolitan Transportation Authority (Metro)
REC-2-Submitting Data for Sensitive and Special Status Species and Natural Communities	Information on special status species should be submitted to the CNDDB by completing and submitting CNDDB Field Survey Forms. Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program.	Prior to finalizing CEQA document	Metro
REC-3-Mitigation and Monitoring Reporting Plan	Metro should condition the environmental document to include mitigation measures recommended in CDFW's comment letter.	Prior to finalizing CEQA document	Metro
MM-BIO-1-Impacts on Southern Tarplant	Metro shall provide compensatory mitigation for the Project's impact on southern tarplant. Metro shall offset the Project's impact to individual plants and habitat acres at no less than 3:1 for impacts to a CRPR 1B.1 species with only two extant populations within the City of Torrance. Metro shall provide additional and higher compensatory mitigation to offset impacts to a CRPR 1B.1	Before any ground disturbing activities within 100 feet of the Southern	Metro

424-13

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	species protected within a preserve that was established as mitigation for a separate project. Metro shall acquire and preserve land in perpetuity for southern tarplant. Land shall support southern tarplant or can be demonstrated to successfully support a self-sustaining population of southern tarplant. If feasible, Metro shall identify land within the City of Torrance.	Tarplant Open Space Preserve	
MM-BIO-2-Impacts on Southern Tarplant	Metro shall coordinate with CDFW to review potential that mitigation land and to ensure that mitigation land is suitable for southern tarplant prior to acquisition of mitigation land.	Prior to acquisition of mitigation land	Metro
MM-BIO-3-Impacts on Southern Tarplant	Metro shall protect replacement habitat in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands. Metro shall record the conservation easement before commencement of any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve.	Before any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve	Metro
MM-BIO-4-Impacts on Southern Tarplant	Metro shall provide an appropriate non-wasting endowment for the long-term management of replacement habitat. Funding shall be provided for long-term management activities that include but are not limited to the following: botanical surveys; vegetation assessments; non-native plant inspections; non-native plant removal; and reporting. A mitigation plan shall be prepared and include measures to protect the targeted habitat values in perpetuity from direct and indirect negative impacts. Issues that shall be addressed include but are not limited to the following: protection from any future development and zone changes; restrictions on access; proposed land dedications; control of illegal dumping; water pollution; and increased human intrusion.	Before any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve	Metro
MM-BIO-5-Impacts on	Metro shall retain a qualified biologist to prepare a Southern Tarplant Translocation Plan that should include information including but not limited to the following: seed and plant material	Before any ground disturbing	Metro

424-13

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Southern Tarplant	collection methods and best management practices; planting methods; non-native, invasive plant control; monitoring plan; and schedule of activities. Metro shall collect southern tarplant seeds and/or plants from the impacted population for a minimum of two years in order to maximize the amount of plant material collected from the impacted area. A Southern Tarplant Translocation Plan shall be prepared and seed and/or plants shall be collected for at least two years before commencement of any ground disturbing activities within 100 feet of the Southern Tarplant Open Space Preserve.	activities within 100 feet of the Southern Tarplant Open Space Preserve	

424-13

Submission 425

From: Sabrina Henriquez [redacted]
Sent: Thursday, March 23, 2023 9:19 AM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 425-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 425-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 425-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 425-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 425-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 425-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 425-7

Thank you,

Sent from my iPhone

Submission 426

From: Theodore Otvos [redacted]
Sent: Thursday, March 23, 2023 11:47 AM
To: GreenlineExtension
Subject: Green line extension

I'm very concerned about using the pow for the green line extension. The noise and disruption to the neighborhood would be completely intolerable. Please use Hawthorne Boulevard as has been approved as a possibility. Less disruptive to the neighborhood and better for business. Thank you for your kind consideration. 426-1

OtvosWellness

Submission 427

From: Theodore Otvos <[redacted]>
Sent: Thursday, March 23, 2023 11:43 AM
To: GreenlineExtension
Subject: Green line extension

I am led to believe that if the green line extension uses p o w, they will need to use part of private property of individual homes in order to make two sets of tracks through the area. This is intolerable please vote for and use Hawthorne Boulevard with an elevated track. This has to be the best way. Thank you for your consideration. 427-1

OtvosWellness

Submission 428

From: Wally Marks [redacted]
Sent: Thursday, March 23, 2023 4:52 PM
To: greenlineextension@metro.net
Subject: Draft EIR Comment

Hello Metro.

As a commercial property owner in Redondo Beach, I am submitting my public comment on the DEIR for the C Line extension in **SUPPORT of the Metro ROW alignment elevated/street-level option.** 428-1

I believe this path costs Metro, and the taxpayers, less money and can be built faster than the other choices. Putting this line in service as early as possible means more people will be access to network of Metro options, lowers our GHG emissions that much sooner, and gets people in the community out our vehicles. 428-2

Thank you.

Wally Marks
WALTER N. MARKS, INC.
[redacted]

"We make a living by what we get; we make a life by what we give."
World leader ***--Sir Winston Churchill*** (10 October 1908)

Submission 429

From:	Lilli K
To:	GreenlineExtension
Cc:	anajarian@glendaleca.gov; hollyj.mitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.gov; Mayor@cityofinglewood.org; FourthDistrict@bos.lacounty.gov
Subject:	C Line (Green) Extension to Torrance
Date:	Sunday, March 5, 2023 12:41:19 PM

Dear Committee Members,
While consideration and review is still in process for this extension, please know that the residents and occupants of the neighborhood in the where the green line is proposed and particularly where it would go through the neighborhood of Franklin Park are of the utmost concern about 192 trains coming practically throught their backyards, creating loud, industrial noises and vibrations, and large trains banging above the residents' and childrens' heads. These photos show in the green space behind these homes on Firmona where the tracks run right up above families' yards. Please kindly consider the Hawthorne option. This would still provide a viable means of efficient travel to Torrance for those who need it.
Thank you.

429-1

429-2

Sincerely,
Lillian Katzenmeyer

[redacted]

Submission 430

From: Mike and Jill
To: GreenlineExtension; Christian Horvath
Subject: Comments on the DEIR for the C-Line Extension to Torrance Project
Date: Sunday, March 5, 2023 6:10:49 PM

To:
Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority

From:
Mike Jamgochian
[redacted]

Subject:
Comments on the Draft Environmental Impact Review (DEIR) for the C-Line Extension to Torrance Project

Ms. Sheridan,

As a citizen of Redondo Beach and LA County, I have reviewed portions of the DEIR document. I offer the following comments for inclusion in the public record and for consideration by Metro:

The vibration maps appendix (CLGET DEIR 3.06-C Vibration Detail Maps.pdf), Tables 3.6-C7 to C21, indicate Light Rail (LRT) operations may have adverse vibration impacts on over 250 private homes adjacent to the right of way in Lawndale and Redondo Beach. This is an unacceptable outcome for my neighbors. 430-1

The Hawthorne Blvd option will avoid the operations vibration impacts for most homeowners. However, the elevated roadbed structure down the middle of Hawthorne Blvd will negatively impact businesses along Hawthorne and change the ambience of that neighborhood. 430-2

Projected costs for the C-Line LRT Extension will undoubtedly go up as Metro strives to mitigate the impacts. Metro's own projections indicate the expected cost is now over one billion dollars. 430-3

I read with interest Table ES-3 and paragraph ES.5-2. That table shows that the High Frequency Bus (HFB) alternative is the environmentally superior alternative. However, the draft report dismisses the HFB alternative because it does not meet all project objectives. 430-4

I offer another alternative: Do not extended the C-Line LRT. Instead, build a dedicated two-lane busway along the right of way next to the existing railroad tracks. A dedicated busway will enable fast efficient connections avoiding traffic delays incurred by on-street busses. Run battery-electric busses along the busway. Battery electric busses will have no noise or vibration impact to the surrounding homes. Metro's busway planning documents show that a 2-lane busway only needs 26 feet. This is less than the 31 feet needed by the 2 track LRT as shown in Figure ES-5. In addition, a busway will not require the additional "maintenance access" right of way needed for LRT maintenance. The busway will not require the electrical substations needed by the LRT. The busway will also integrate well with the Redondo Beach and Torrance transit centers. Even assuming an expensive implementation of the busway of $100M per mile, with dedicated viaducts (or trenches) across the major intersecting streets, a busway would be much less expensive than the LRT. Finally, a busway will be much easier to extend into downtown Torrance and beyond. 430-5

In summary, I encourage Metro to consider a busway alternative for the C-Line extension. It is the best alternative. 430-6

Thank-you for Metro's efforts on behalf of the citizens of LA County.

Mike Jamgochian
Redondo Beach

Submission 431

From: Daniel Kozhemyako
To: GreenlineExtension
Subject: Metro Line concerns
Date: Monday, March 6, 2023 9:00:45 PM

Dear Metro Team,

I am writing to express my concerns regarding the proposed construction of a new subway line next to my house. While I appreciate the benefits that such a project can bring to the community, I am worried about the potential negative impacts on my quality of life, as well as on the safety of the children who attend the nearby school. 431-1

Firstly, I am concerned about the noise and pollution that the construction and operation of the subway line will generate. I live in a quiet neighborhood and the sound and air pollution from the construction and operation of the subway line could have a significant impact on my daily life. 431-2

Secondly, I am concerned about the vibrations that may be generated during the construction and operation of the subway line. These vibrations could damage my property and disrupt my daily routine. 431-3

Additionally, I am concerned about the safety implications of the construction. The back street that connects to my house is currently the only way to access my property without making a U-turn on a busy street. If this street is closed during construction, it could pose a safety risk for me and my family. 431-4

Furthermore, I am deeply concerned about the safety of the children who attend the nearby school. The construction and operation of the subway line will require the installation of tracks and other infrastructure that could be a hazard for the children as they cross the railway tracks to get to school every day. 431-5

I appreciate the efforts that the Metro team is making to ensure that this project is carried out with minimal disruption to the community. However, I urge you to take my concerns into consideration and to take steps to mitigate the negative impacts that the construction and operation of the subway line may have on my quality of life and on the safety of the nearby school children. 431-6

Thank you for your attention to this matter.

Sincerely,

Daniil Kozhemyako
[redacted]

Submission 432

From: Holly Osborne
To: GreenlineExtension
Cc: Brandy Forbes; Sean Moore; Bonstead, Tyler R.
Subject: DEIR Comments on Noise, Section 3.6-4.1 (OSB Q. No 3A)
Date: Monday, March 6, 2023 1:05:02 AM

Dear Metro:

On Saturday morning, Feb 25, during the second round of comments in the hearing in Lawndale, I made comments about problems with your discussion of noise effects in the DEIR. In re-examining the issue, I subsequently discovered **over 200 errors** in the noise data in your Table 3.6-16. in the DEIR regarding your ""Proposed Project." This email is solely about correcting the errors. It is not an endorsement of your methodology. (Fixing the errors could also necessitate changing your discussion of the table.) 432-1

(I intend to send a second email regarding the analysis. That will be labeled OSB Q. No. 3B)

Problem: Noise table for the ROW Proposed Project Options: Table 3.6-16; pages 494-501 of the DEIR.

a) **All the entries in the "Mitigated Freight and LRT" column are incorrect;** see extract from table below. (Since this table has more than 200 rows, this means more than 200 errors.) 432-2

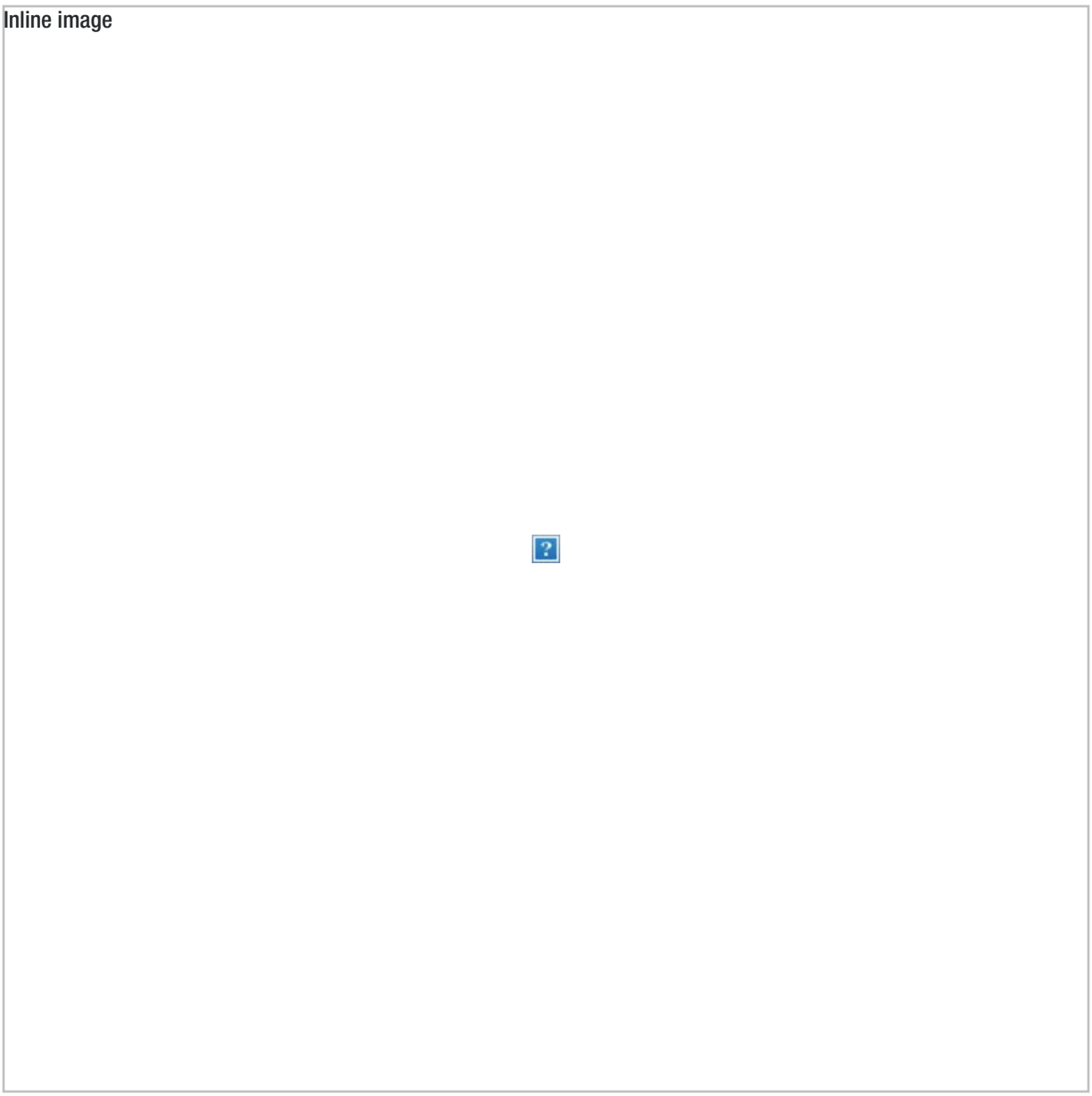
b) The precision in the "existing" column has accuracy to the first decimal point in the Appendix 3.06-B. Rounding to ".0" in this table is misleading. 432-3

From: Table 3.6-16. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts

Submission 432

Inline image

Inline image



1.The impact threshold is compared to (unmitigated freight and LRT combined) and (mitigated freight and LRT combined) noise level to determine impact after mitigation.

Discussion.

You discuss the Noise Effects in Section 3.6-4.1 of the DEIR. You state in the last column of the above table that the impact at the designated cluster (clusters are defined in Figures 3.6-21 through 3.6-24) is "less than significant with mitigation" if the mitigated noise is LESS than the impact threshold, and the unmitigated noise is GREATER than the impact threshold."

For cluster D28, the unmitigated noise is 60 dB, and the mitigated noise is 47 dB. Since the **threshold is 56** dB, this meets the criteria of "less than significant with mitigation."

For Cluster D29, the unmitigated noise is a 69 dB, and the mitigated noise is 55 dB. Since the **threshold is 59** dB, this also **apparently** meets the criteria of "less than significant with mitigation." Yet, your table says "Significant and unavoidable."

For Cluster D32 the unmitigated noise is also 69 dB, and the mitigated noise is 55 dB. Since the **threshold is 59** dB, this also **apparently** meets the criteria of "less than significant with mitigation." Yet, your table says "Significant and unavoidable." 432-5

Curiously, Cluster D35 has exactly the same measurements as cluster D32, and this time, you do say "less than significant with mitigation" 432-6

So, what is going on here? Clearly, there are problems with the table. 432-7

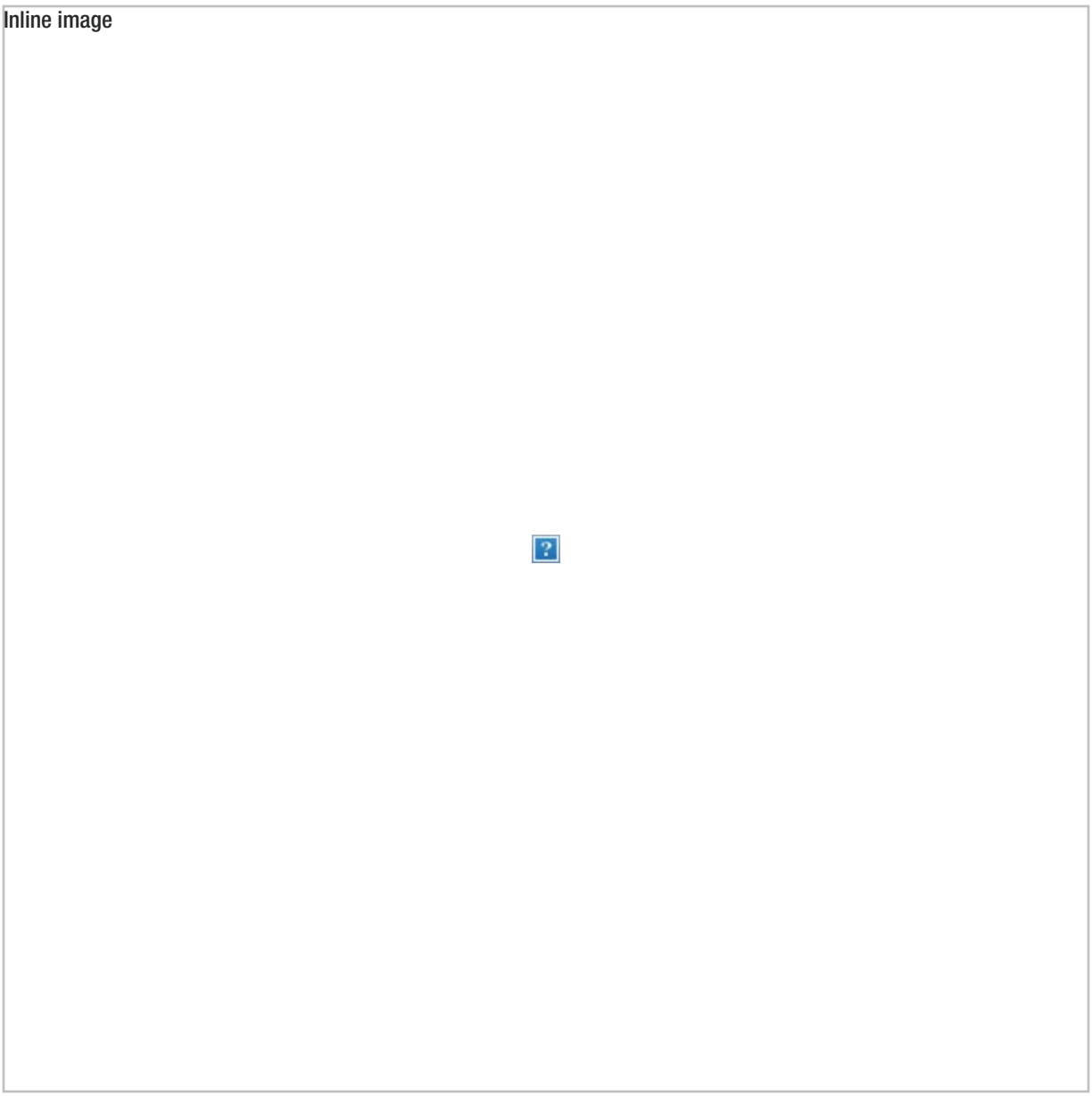
To examine this confusing issue, I went to the Appendix 3.06-B.
I examined the back-up table to these measures in Appendix 3.06-B: *Table 5. Proposed Project Mitigated Combined Freight Track Relocation and Light Rail Noise with Quiet Zone, Bell Shroud, and Gate-DownBell-Stop*

Table 5. Proposed Project Mitigated Combined Freight Track Relocation and Light Rail Noise with Quiet Zone, Bell Shroud, and Gate-DownBell-Stop (This is from the Appendix 3.06-B, page 36 out of 107)

Submission 432

Inline image

Inline image



At least here, the conclusions appear to make sense, with the impact being consistent with the mitigated noise being compared to the threshold, and being greater than the threshold to be "significant:" (See D29, for example: 60 is greater than the threshold 59; therefore there is a "significant and unavoidable" impact.)

I examined each data column in the Appendix, and compared with Section 3.6, in the main body of the DEIR.

a) The **impact thresholds match** EXACTLY with the DEIR Table (3.6-16).
b) The **mitigated numbers do not match up AT ALL** with the previous table. (Example: .In the Appendix Table 5, you have **48** in the mitigated column for D 28; in the previous table from Section 3.6 you have 47. For D29, you have **60** for the mitigated in the Appendix Table 5 (exceeding threshold) and you have **55** in the previous table above.
c) The **unmitigated columns** DO match up between the Appendix Table 5, and that in Table 3.6-16,
d) The existing measurements DO NOT MATCH AT ALL. (Perhaps they were rounded in the Table 3.6-16 However, it is not good engineering practice to round to an integer, and then keep the decimal point, and add a 0. That implies an accuracy

432-8
432-9
432-10
432-11

that you do not have.)
(Addendum question: Are all your other data entries rounded to ".0" as well? Which should be rounded, and which **should not be rounded?**

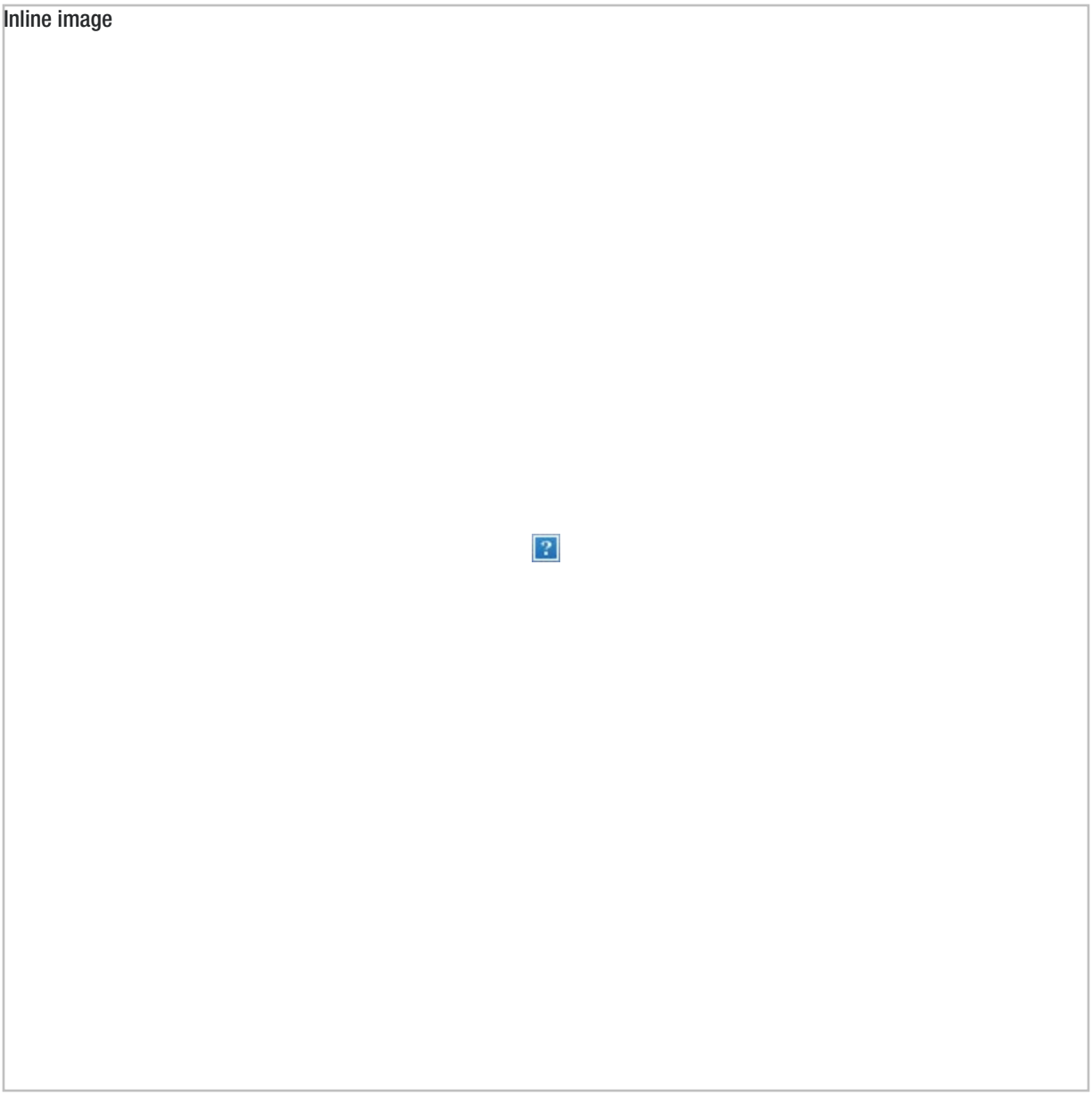
432-11

To see whether these errors also occurred in the "Trench option "data, I discovered that the existing measurements had been rounded in the main DEIR, as they were in the "Proposed Project" (They should not have been), but the other errors did not occur. **(In other words, the "Trench option" tables basically matched,)**

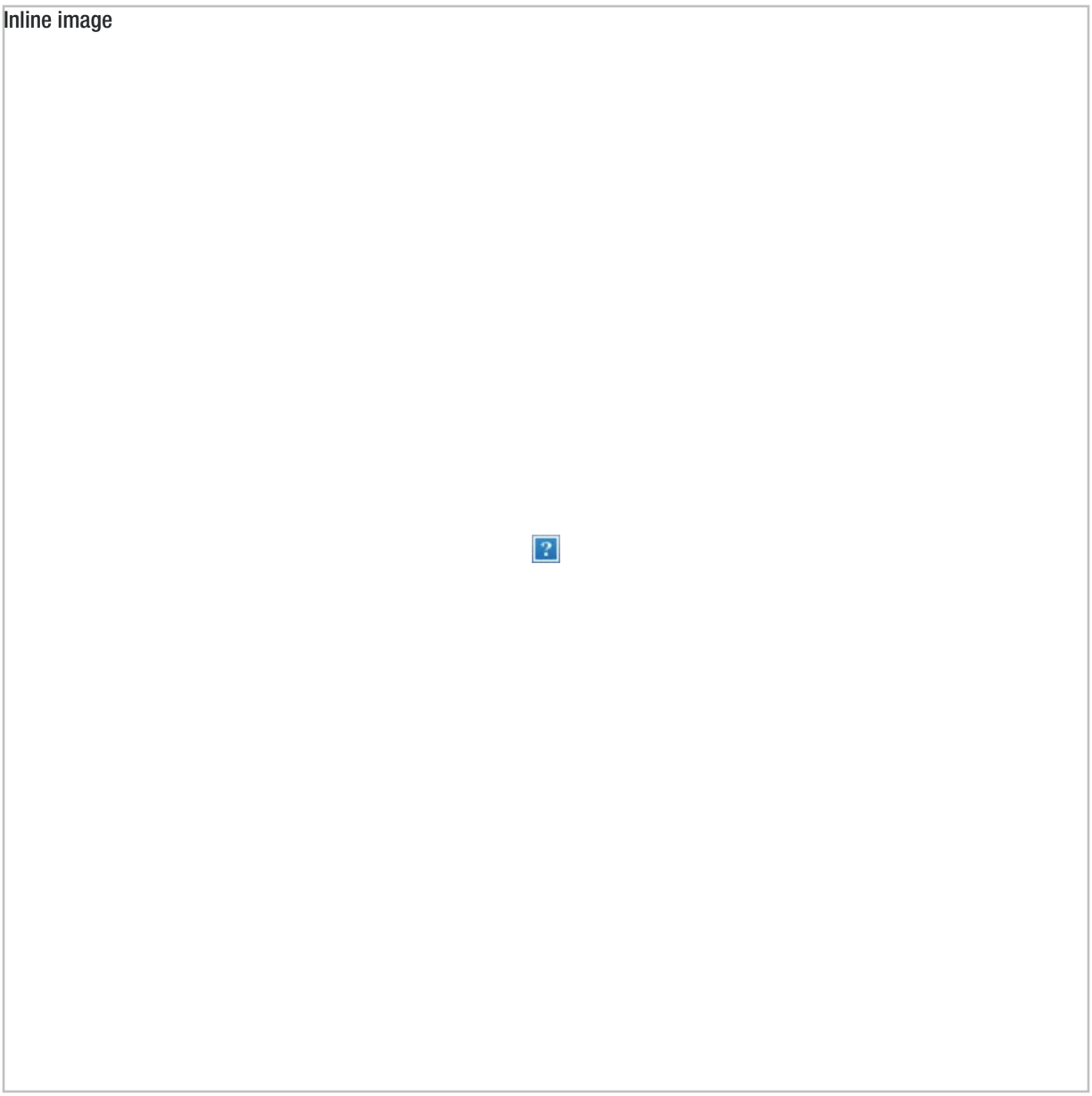
432-12

Table 3.6-17 is from the main DEIR, Table 10 is from the Appendix 3.06-B)

Inline image



Inline image

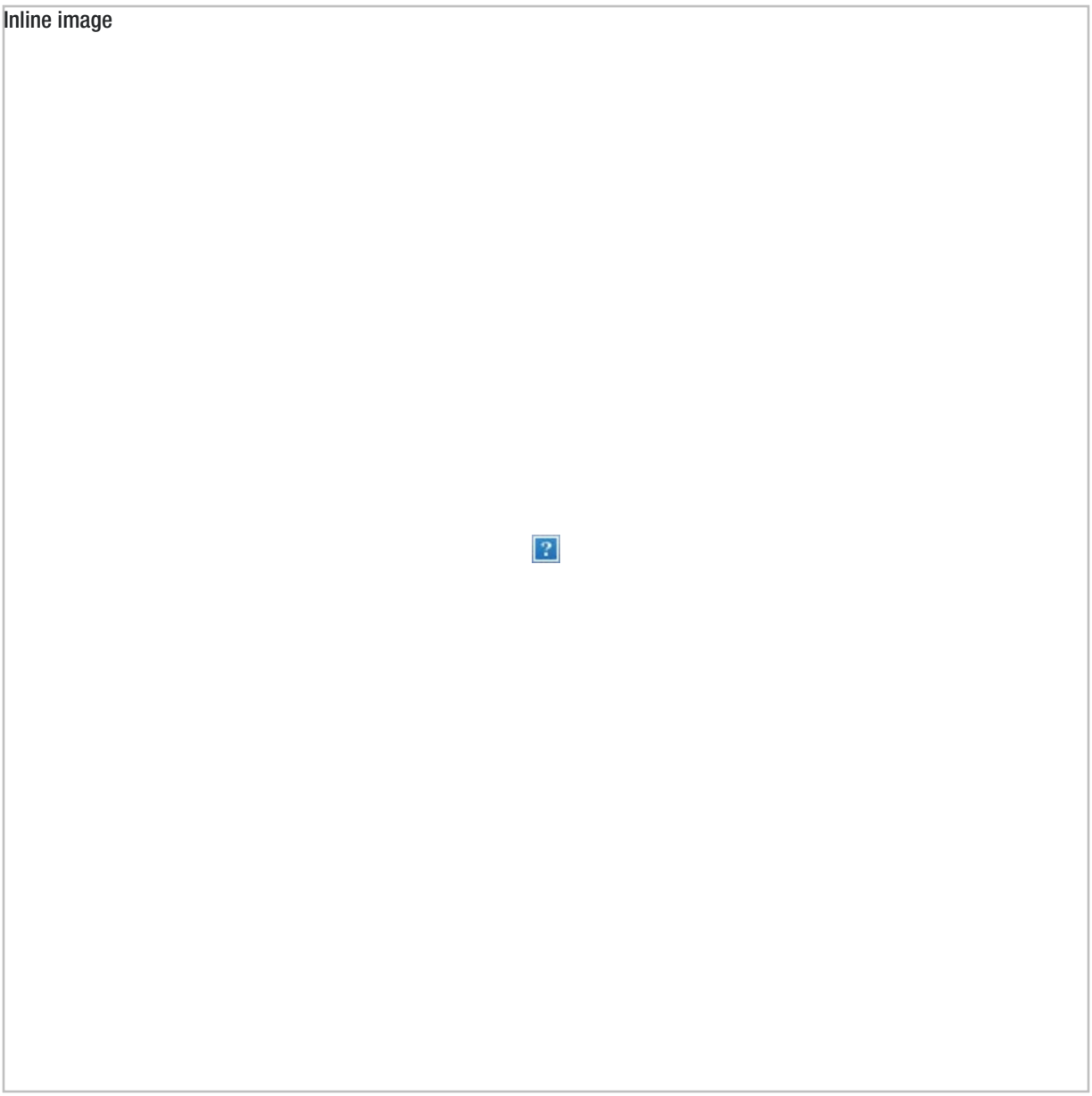


1.The impact threshold is compared to (unmitigated freight and LRT combined) and (mitigated freight and LRT combined) noise level to determine impact after mitigation.

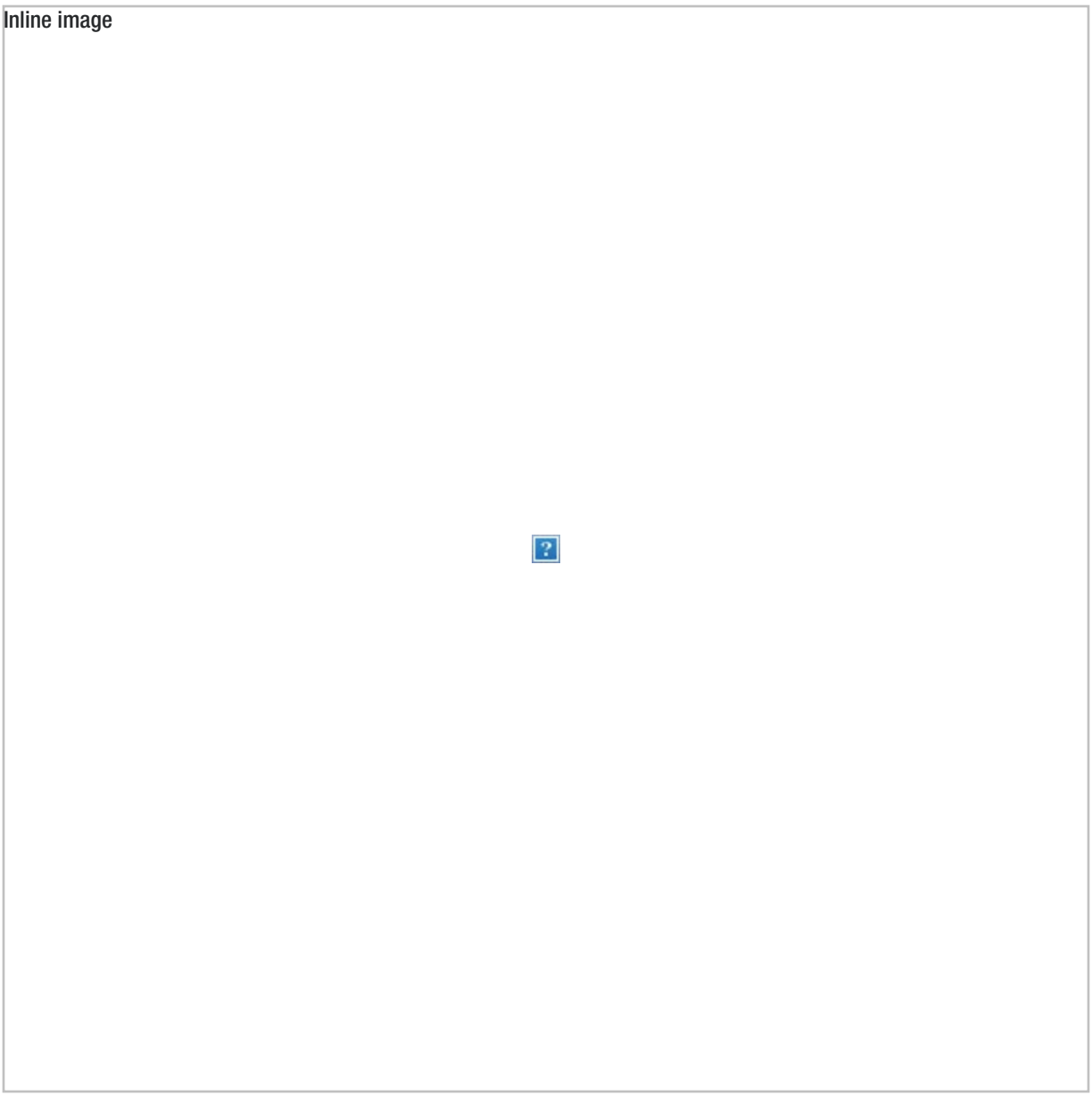
From Appendix 3.06-B

Submission 432

Inline image



Inline image



Action. I have given you the courtesy of this review, noting over 200 data entry "copy/paste" (and rounding) errors in the "Proposed Project" Table in the main DEIR. I would like the courtesy of a response, telling me whether the data in the Appendix is correct.

Impact: If you do not correct your report, you will have tables and tables of meaningless numbers and comments on noise for the "Proposed Project Option.".

432-13

Respectfully submitted,

Holly Osborne, PE.

Submission 433

From: Karen Reed
To: GreenlineExtension
Subject: Draft EIR Comments
Date: Monday, March 6, 2023 1:52:15 PM

Hello,
I would like to have the following comments recorded for the Green Line Extension Draft EIR.

While the Metro ROW seems like the easy solution, the majority of the path runs directly through residential neighborhoods with very little setback (in some cases as little as 5') from existing homes. The Hawthorne alignment borders mostly commercial and industrial properties and where there are residential properties, the setback to the new light rail is closer to 50'. The noise, air and light pollution during both construction and on-going operation of the new green line within the Metro ROW is going to have an irreparable impact on those living in this area. It will greatly reduce property values and quality of life. This same impact would not be seen in the long term for the Hawthorne alignment. 433-1

The Metro ROW alignment intends to put the main station located between Grant and 182nd Street. This is approximately 1000 feet (less than 0.25 mile) from the Washington Elementary CDC and Adams Middle School campuses. The noise, vibration, traffic and safety both during construction and in the long term should be taken into consideration. There are 11 schools shown within the RSA for the project. The Hawthorne alignment would have the least impact on the 11 schools listed. It also doesn't put a major station near any of the schools. 433-2

The current Metro ROW is an active freight track but there is no mention of the current frequency of freight traffic. Adding the light rail at this location will greatly increase the constant traffic - thereby increasing greenhouse gas emissions, noise, air and light pollution. Whereas Hawthorne is already a major thoroughfare with 4 through lanes in either direction seeing continuous car traffic. 433-3

The Metro ROW represents the border of Redondo Beach and Torrance. This location is already a site dealing with crime and homelessness. Putting a major light rail station at this location is concerning for the on-going safety and security of the community. Which police agency is responsible for responding to crimes that happen along the Metro ROW alignment? Redondo Beach is a small City with only 44 sworn police officers per the report. How can they be expected to deal with the uptick of crime expected from a new major transit location? There is no mention of how on-going security will actually be addressed. 433-4

Please let me know if I need to clarify any of my statements/questions.

thanks,
Karen Reed

Submission 434

From: Nancy
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Tuesday, March 7, 2023 12:38:50 PM

I urge LA metro to adopt the light rail on the right of way with the elevated and at grade lines. I understand there are two crossings that would be noisy for the homeowners. It seems to me that LA Metro could either pay to have windows changed to double pane for those houses or perhaps even buy a few of the homes that are the most impacted. Options that include running on Hawthorne Boulevard would cost $1 billion more. We could sure pay for a lot of double pane windows for $1 billion. The option of having a trench would make this be much more expensive as well. 434-1

While there are houses located near the right of way that right of way has been there and has trains traveling on it every day. This is not a new area that has been created.

I see numerous problems with the Hawthorne Boulevard option. It worries me to see people crossing Hawthorne Boulevard. That is a very busy street. Cars certainly do not pay attention to pedestrians like they should. It also does not make sense with where the Redondo Beach transit center is. This may also cause problems for the freeway. The extra cost just does not make any sense. 434-2

I encourage you to continue with the light rail on the metro right of way elevated/at grade. 434-3

Thank you,
Barb Bush

Submission 435

From: Walker (US), Daniel
To: GreenlineExtension
Subject: Draft EIR Comments on Green Line Redondo, Lawndale, Torrance rail extension (Friends of Green Line)
Date: Tuesday, March 7, 2023 2:51:25 PM

Overall, we support a high quality Green Line (C) extension through Redondo Beach, Lawndale, and Torrance, and hope this latest extension can be built quickly and efficiently. 435-1
It is not part of this EIR study, but we also support extending the Green Line further southeast through the heart of Torrance and onward eastward eventually to San Pedro / Wilmington / Banning / Long Beach. 435-2
And Friends of Green Line also supports extending the other end of this Green Line further east 2.7 miles from current Norwalk / Santa Fe Springs terminus station (mostly underground) to the Norwalk Metrolink station.

We support completing the required environmental studies ASAP and urge Metro and local leaders to advocate for the additional funding needed to complete this Green Line extension ASAP. 435-3
We still have some concerns on how the Redondo/Lawndale/Torrance extension is built. We recommend staying on the existing BNSF railroad right-of-way to minimize overall cost, schedule, and disruption of traffic on Hawthorne Blvd. 435-4
We estimate ridership and end-to-end travel times will be about the same with any of the options proposed during this EIR phase.
We don't see any real benefit for the extended trench option for the Lawndale community. Overall sound impact improvement would be negligible for the trench, and the much louder freight trains would remain on the same surface tracks anyway. 435-5
Overall, adding the electric passenger Green Line extension to the already existing noisy polluting freight line through Lawndale should be a net benefit for the near by residents along Condon Ave. The Green Line trains should be much quieter than the diesel train which already run many time per week along this same railroad right of way. As part of this project, the existing freight railroad tracks would improved and welded to run heavy freight trains more quietly and smoothly. 435-6
However, we would like Metro to carefully study how this part of the project can be expedited so that the duration of on-going construction environmental impacts can be reduced substantially. Can Metro offer construction contractor financial incentives for completing the project faster than scheduled and with less overall environmental disruption? What can Metro leaders & inspectors do to expedite inspections and reviews to move the project along more efficiently? With all our technological advancements, in 2023, delivering these type of great transportation projects should not take nearly a decade to complete! Faster completion should also reduce overall project cost. 435-7
If the Hawthorne Blvd. elevated track option is selected, it is unlikely that the Lawndale freight tracks along Lawndale Condon Ave. on the right of way would be upgraded (thereby reducing noise). Extended streets closures and disrupted traffic along crowded Hawthorne Blvd. makes this option much less attractive. The additional estimated almost ~$1Billion dollar cost for the Hawthorne Blvd. elevated track or Lawndale trench options are not really feasible given the limited funding allocated so far for this Green Line extension. Selecting much higher cost extension alternatives would most likely significantly delay final approval and construction of this project (while Metro leaders search for significant additional funding). 435-8

This project should NOT be excessively expensive because Metro already owns the existing railroad

right of way and has already nearly completed transit centers at both proposed light rail stations in Torrance and Redondo Beach. 435-8

With this new extension, commuters from Torrance, Lawndale, or Redondo Beach should be able to reach new LAX Metro station on one-seat ride or ride directly to east end of the Green Line in Norwalk (and the rest of the growing rail network in Southern California). 435-9

We support improved safety enhancement at each intersection along this proposed route so that the California PUC will designate quiet zones to reduce train horn noise near each crossing, especially at-grade crossings at 170th and 182nd streets in Lawndale. 435-10

Both new rail stations should be easily accessible to bikers, bus users, and Uber/Lyft taxi commuters as well. 435-11

Although no longer part of this study, we still support adding another Green Line station in the city of Lawndale between busy Inglewood Ave and Manhattan Beach Blvd over the Metro ROW. Metro should not just skip over Lawndale to provide transportation improvements just for Redondo Beach and Torrance. In fact, blue collar workers, seniors, and students living / working around Lawndale are probably more likely to use Metro Green Line than commuters from other more affluent regions in the South Bay. 435-12

Personally, a large part of my diverse family lives in Lawndale, Inglewood, and Torrance, Gardena, and LA. Many of us work in El Segundo or Redondo Beach (several Aerospace companies: Boeing, Raytheon, and Northrop Grumman). This Green Line extension will open up exciting new transportation options for us. This extension will also reduce air pollution and improve congestion along several busy South Bay local streets and 405 freeway. 435-13

This Green Line project will draw significant new ridership because the new stations will serve busy destinations, such as South Bay Galleria and downtown Torrance. Like many families living near to this proposed Green Line extension, my kids attend school in the Wiseburn School District. Wiseburn DaVinci High School is located one block from a Green Line station in El Segundo. 435-14

Thanks,
Daniel Walker,
Founder, Friends of Green Line

Submission 436

From: Jay Gould
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Tuesday, March 7, 2023 4:44:06 PM

Please be advised you have problems you should pay every one for lose of value on there homes count that in on the build if you take everyone on the line 500.000 the cost would be more the Hawthorne Blvd you are stealing from from people along rail right away board members I will be hiring people to go in front of your homes soon . You have killed my husband love and his desire to live you will pay soon

436-1

Sent from my iPhone

Submission 437

From: kimiko shiozaki
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Tuesday, March 7, 2023 5:08:40 PM

Good evening,

I am a lawndale resident who is very concerned about the extension of the metro c line extension that will run directly through my community.

I currently live close to the train tracks, where all 3 of the proposed sites will cut through. Unfortunately, since the wind blows east, it carries the sound of anything west of us. This will include the extension and the very noisy sounds of the train passing by our house every 4 minutes for 20 hours of the day. Have you, or anyone else considered the impact that the noise pollution would have on the thousands of residents that live nearby? Have you taken into consideration the cost of soundproofing many of the surrounding homes, like the airport did after litigation with the city under the flight path? 437-1

Are you also aware of the Los Angeles times and daily breeze articles about the safety and security of the existing line? Do you think 300 more unarmed individuals will minimize crime? There are so many unanswered questions, but it seems TheMetro has made up its mind before even problem solving some of the existing crime issue. This one more problem, just like New York City subways and San Francisco's Bart system has experienced over the past 30 years. 437-2

Metro needs to listen to the tax payers who are funding this, as you are using our money to pay for a train to nowhere. 437-3

Sincerely,
Kimiko shiozaki

Sent from my iPhone

Submission 438

From:	Mark Nelson (Home Gmail)
To:	GreenlineExtension
Cc:	Communications; Eleanor Manzano; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; Holly J. Mitchell; Tyler Evains; Garth Meyer
Subject:	Public Comment - Metro DEIR Comment - Green Line Extension and BCHD Blue Zones
Date:	Tuesday, March 7, 2023 4:36:31 PM

Beach Cities Health District in Redondo Beach has spent millions of dollars supporting and promoting Blue Zones. Blue Zones has made numerous findings that chronic stress is the silent killer and causes intergenerational health damage. There are many studies linking excessive intermittent noise, such as the proposed Metro line through Redondo Beach to chronic stress and its many health damages, including early death. 438-1

The DEIR is defective and fails to consider the negative health impacts found by BCHD's Blue Zones program. The DEIR must be halted and amended to include that specific health damages found by BCHD's Blue Zones program. As a proposed new health damaging project, any route causing additional 24/7/365 damaging intermittent noise and vibration cannot be pursued without intergeneration health damages. 438-2

The following references are directly on point linking rail and intermittent noise to BCHD's Blue Zones finding on chronic stress and they must be fully incorporated as they are a platform of BCHD and continuing health priority of BCHD. To the extent that time and resources allow, further, directly on point data and peer reviewed research will be provided to Metro along with further comments.

Sample References on Chronic Stress and Blue Zones for FULL INCORPORATION into the Draft EIR on the Green Line Extension

LESSONS FROM THE BLUE ZONES : "… widen its main street and raise the speed limit, which, Buettner [Blue Zones CEO] said, creates stress, danger, noise pollution, and air pollution"
https://www.ncbi.nlm.nih.gov/books/NBK298903/

HOW STRESS MAKES US SICK: "…this stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks in offspring"
https://www.bluezones.com/2019/05/how-stress-makes-us-sick-and-affects-immunity-inflammation-digestion/ 438-3

STRESS IS OFTEN REFERRED TO AS THE SILENT KILLER: "… causes many harmful, often overlooked effects … pain and strain … sleep habits … physical suffering … headache, upset stomach, or back pain … stress can reduce the ability of your immune system"
https://www.bluezones.com/2012/03/maximize-health-and-longevity-using-these-stress-management-strategies/

EVEN THE METRO THREAT SHORTENS LIVES OF RESIDENTS "Although people often underestimate the influence of the mind on the body, a growing catalog of research shows that high levels of stress over an extended time can drastically alter physical function and affect nearly every organ system."
https://www.bluezones.com/2020/10/fighting-chronic-stress-from-current-events-you-are-not-alone/

METRO WILL DESTROY ONE BLUE ZONES SOLUTION FOR GENERATIONS
https://www.bluezones.com/2012/05/create-a-sanctuary-in-your-home/

Sample References on the Impacts and Damages to Residents of Rail and Intermittent Noise/Vibration

NATIONAL GEOGRAPHIC: How living near a railroad can harm your health: From chronic stress to an increased risk of cancer, scientists say that constant exposure to trains takes a toll on the human body.
https://www.nationalgeographic.com/science/article/health-risks-living-near-railroads-east-palestine-trains

Effects of Exposure to Road, Railway, Airport and Recreational Noise on Blood Pressure and Hypertension: transportation noise can induce annoyance, sleep disturbance with awakening, cognitive impairment, physiological stress reactions, endocrine imbalance and cardiovascular disorders
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8431620/

The Effect of Aircraft, Road, and Railway Traffic Noise on Stroke – Results of a Case–Control Study Based on Secondary Data: For railway noise, there was a positive linear exposure–risk relation: Per 10 dB the stroke risk increased by 1.8% for railway traffic noise. The maximum risk increase of 18% for railway traffic noise was found in the exposure category ≥65 to <70 dB. NOTE 65-70 dB is modest for rail, along with accompanying vibration.
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6122263/

420-3

Transportation Noise and Risk: Transportation noise exposure is believed to be detrimental to human health through stress reactions with activation of the hypothalamic–pituitary–adrenal axis, followed by increased levels of stress hormones. In addition, nighttime noise exposure can impact sleep quality and duration, which are crucial for physiological and mental restoration.
https://ehp.niehs.nih.gov/doi/10.1289/EHP11248

A study of self-reported health problems of the people living near railway: Noise ... can cause both auditory and nonauditory health effects. Nonauditory effects of noise can cause tinnitus, headache, auricular plenitude, dizziness, and gastric, visual, sleep, and mood disorders, endocrine imbalance, and cardiovascular disorders.
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7114011/

The references above are demonstrative and not fully inclusive of the Metro-ignored Blue Zones impacts to health caused by the proposed Metro Green Line extension through Redondo Beach Neighborhoods.

BCHD CEO Tom Bakaly's support of Blue Zones and its work and findings includes: "serving as a Blue Zones Project ambassador to the U.S. Surgeon General"; "Blue Zones designation as City Hall earned Blue Zones certification as an employee work site [in Hermosa Beach]"; "Bakaly has become the district's archetype for health. ... a key advocate for the Blue Zones Project"; "Blue Zones Project® is a nationally acclaimed well-being improvement initiative that Beach Cities Health District (BCHD) has been implementing" and on and on.

Clearly BCHD is fully committed to the peer-reviewed results and recommendations of Blue Zones and must support its incorporation into the findings of the DEIR. BCHD must also oppose the route through the existing right-of-way, consistent with Blue Zones principles and peer-reviewed findings. It would be the pinnacle of hypocrisy for BCHD not to fully oppose the stressors of adding 24/7/365 rail through residential Redondo Beach neighborhoods.

438-4

Surely Metro, a county agency, will share the principles of Blue Zones and take the benefits of the millions of dollars of BCHD investment in Blue Zones, fully incorporate the health damages to residents in surrounding neighborhoods and deny the use of any route in the existing, less traveled right-of-way and either cancel the project, or move it to a commercial area.

438-5

Submission 439

From: Maureen Smith
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Tuesday, March 7, 2023 8:45:57 PM

Hello!

I live on Condon Ave in Lawndale directly facing the right of way.

I'm deeply concerned about the toxic noise & air pollution that will happen with the new train pushing the current one closer to our homes. 439-1

Just last week a neighbors dog was killed by this train. 439-2

Also the light rail doesn't serve us in Lawndale at all so how is that conducive to public transport options. We get left out! I'm all for public transport but it just seems downright insulting to ruin a quiet neighborhood that doesn't even benefit us people who live here! 439-3

Please bring the train down Hawthorn Ave which will serve everyone more realistically and respectfully. 439-4

Thank you,
Maureen Smith
Condon Ave
Lawndale

Submission 440

From:	niki77@verizon.net
To:	GreenlineExtension
Cc:	anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; k_mitchell7@mac.com
Subject:	DEIR Stakeholder Response - Seismic Vibration
Date:	Tuesday, March 7, 2023 12:36:54 AM
Attachments:	DEIR Vibration VdB table.png DEIR VibMeter ElNido.png

I am a homeowner along the ROW in Redondo Beach at 1302 Firmona Ave. The following is one of the concerns I have as a residential neighbor to this corridor and a small business owner, metalsmith artist. My metal workshop in located separate from the house, at the back side of our property. The corner of this workspace where I sit and where my workbench is 15 feet from the back cinder block wall we built as a separation from the ROW. I use typical equipment for silver work and stone setting. I have chemicals on my shelves which have to be in glass bottles and a diluted chemical bath for cleaning torched metals.

When the freight train passes by on its once per day round trip, the several liquid petroleum tankers are a total of 42 feet away from the corner of my workshop, where I sit and my workbench is. Some of my bottles of chemicals are at that back wall 42 feet away from the passing fuel tankers.

440-1

The DEIR states the "proposed project", both ROW alignments would have the freight shifted to the west bringing it 7 feet closer, 35 feet away from my workshop, where I spend my time creating inventory using the necessary metalsmithing equipment, including a jewelry torch, grinding wheels, hand held rotary tools for polishing, engraving and drilling. This requires steady precision, also safety protocols.

workshop5.jpg

fullsizeoutput_110f.jpeg

There is very significant seismic vibration as the train passes daily. Glass chemical bottles shake and move toward the edge of the shelves. I have to move them back. My heated chemical bath in a crock pot rattles vigorously. See video which clearly demonstrates this happening, link here, https://youtu.be/OtvWR7xzcYM

440-2

The DEIR states:

3.6-4.1.1 Construction Impacts

Significant and Unavoidable Impact. The Proposed Project would be located in a fully built-out urban environment and construction activities would occur in close proximity to sensitive land uses, including residences, parks, religious uses, and schools throughout the corridor, and may occur during daytime or nighttime hours.

Construction of the Proposed Project would take place over the course of approximately five years. It is anticipated that several construction phases would occur simultaneously along the Proposed Project alignment, accommodating activities requiring lengthy construction times such as utility relocation.

440-3

Construction of the Proposed Project would take place over the course of approximately five or probably more years at my back wall.

What does VdB mean in vibration?

Level: Vibration is expressed in **vibration decibels** (VdB). The level of vibration represents how much the ground is moving. The threshold of human perception to LRT and freight rail vibration is approximately 65 VdB and annoyance begins to occur for frequent events at vibration levels over 70 VdB.

https://metrocouncil.org/getattachment/458e5e99-f1fb-4ab1-8fd7-d2261cbd637a/Southwest-LRT-Vibration-Fact-Sheet.aspx

On The Vibration Fact Sheet for MetroCouncil.org it defines human annoyance as being over 70 VdB, the measurement taken behind my house as shown in below chart is 91.5 VdB for several full tankers passing by at 30 feet distance. The DEIR proposes to move that activity closer to my home. It cannot be proven with any certainty that this proposal would be safe to execute without the option to undo. Promises that it would be safe given all of the factors are lofty at best.

440-4

Submission 440

DEIR Vibration VdB table.png

440-4

I have had conversations in March 2022 about vibration with David Meiger where I conveyed the significant vibration levels I feel both in my workshop and in my home. Again about vibration with Isaiah Ford and Georgia Sheridan in my own backyard in April 2022. My workshop is well within the 50 feet distance as indicated in the table above. I was certain then and this measurement table shows that I was correct that the vibration level is so significant there is no way to mask it. We have a geology issue that raises concerns this construction is highly risky. My personal concern is more significant seismic vibration activity coupled with longevity of construction, then subsequent frequency of operations activity 20 hours per day will most certainly be unbearable both to my family and quite possibly to my private home infrastructure..

440-5

Coincidentally, as you can see in this below photo from the DEIR, the vibration meter is set where our back wall is visible. The arrow is pointing there. The DEIR is confused as to the "inconsistent readings" at El Nido Park. It is because the noon hour trip headed north is FULL of JET FUEL. Later on its trip headed back south the tankers have been emptied so

440-6

the weight difference would cause different levels of vibration.

Trying to mitigate on the ROW very well could be futile and a colossal risk for us as well and everyone else nearby. The combination of the soils conditions along with other added factors including the weight being transported over unstable ground and vibration of the fuel tankers adds a cumulative compounded risk that I cannot be convinced of it being safe at all and proposing mitigations to attempt at squeezing this all into this narrow passage 23 feet from my home is unthinkable.

It is not worth it. Too much is at stake. Please take this to heart and decide accordingly. The only solution is to build the elevated profile on Hawthorne Blvd.

Hawthorne Blvd elevated would add to the community along that commercial corridor. Please do the sensible thing for the sake of human compassion.

Thank you for your consideration on this matter,

Monique Negrete-Mitchell

[redacted]

440-6

440-7

440-8

440-9

Submission 440

Submission 441

From: Philip Breuer
To: GreenlineExtension
Subject: Public feedback and comment
Date: Tuesday, March 7, 2023 5:18:10 PM

Hello Georgia et al,

I have been reading about the proposed extension with interest. I wanted to share a few comments.

1. If the use of current right of way can be effected safely, use that route - it is a no-brainer. 441-1
2. The Hawthorne route is not attractive. Disruption to traffic during construction and long-term aesthetic impact should not be underestimated. We should stick to optimizing existing corridors. 441-2

The issue of ridership must be addressed. I would be interested in seeing studies, as there are few reasons to drive down-town. Many in South Bay have money and cars. And the reasons for public transportation that are attractive: getting to the airport, the dodgers, the galaxy, LAFC, are not really addressed, as the network design assumes a need to go down-town. I would use Metro if it was convenient to get to LAX. But it does not connect there. 441-3

Thanks,

Philip

Philip Breuer
[redacted]

Submission 442

From: Robert Sanchez
To: GreenlineExtension
Subject: Build the Extension
Date: Tuesday, March 7, 2023 10:34:43 AM

Hello,
I am a resident of Lawndale and live right next to the right of way (will include address below). I am in full support of the project and think the ideal route would be the Hawthorne Option. I don't mind the ROW option but I think all the neighbors are bringing up concerns and would make things difficult to get worked started. And to do the trenching option would cost nearly as much as just going through Hawthorne. 442-1
I attended the townhall in person at Lawndale high school and honestly it was disappointing to hear how short sighted the people in the neighborhood are. This project could be very beneficial to the area. Everyone brought up some terrible excuses on why they opposed it. I attended USC right when the expo line opened and got to see first hand the benefits of having public transportation that's easily accessible. I would love to have a line close to me that I can use to one day get around all of LA.

People complaining about the noise are ridiculous. I think showing a graphic of how much noise a light rail train would generate as compared to the noisy cars that drive up and down Inglewood avenue might be a good graphic to show. 442-2

People also brought up how the "greenery" would be removed that's next to the ROW. I find that ridiculous. I live next to it and that area is very poorly lit at night and I don't see anyone walking there In the evening cause it looks like you'd get mugged. With the project, that area would be redone and people would actually be able to use it to go on walks as the renderings show. 442-3

Overall, I think this project would be a great benefit to the area and I hope it gets done. People always complain about public transit in LA and then block projects like this, it's ridiculous! Good luck and I'll be rooting for this project to break ground as soon as possible! 442-4

[redacted]

Robert Sanchez
B.S. Civil Engineering
University of Southern California, 2016

[redacted]

Submission 443

From: esco1208
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Tuesday, March 7, 2023 11:40:46 AM

Hello Metro,

I'm sure these meetings are meaningless because Metro by force want to go thru the residental area of Lawndale. You even have it at the top of your list of options for the project. You have these meetings knowing very well that most Lawndale residents are working class and don't have the time to go to your pointless meetings. You want to bring constant noise pollution, traffic and worst of all possible danger to residents. 443-1

The only one of these options that makes any sense to me is the route going thru Hawthorne blvd, out of all the options doesn't effect the residents of Lawndale, gives more visibility to our city's small businesses and has any historical value being that what you are proposing had been running down Hawthorne blvd in the beginning of the 1900s. But politicians of the time decided against using a rail system which in my opinion was the wrong choice but they had enough sense not to run it down residental neighborhoods. 443-2

Metro is going to do what they want, but if you really want input and care about the residents of a lower income community, you would avoid using the Condon pass through Lawndale residential communities that will negatively generations of residents to come. 443-3

Thank you,

Roberto Escobar
Lawndale home owner

Submission 444

From: Sarah Straton
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Tuesday, March 7, 2023 8:15:45 PM

I live in the Franklin Park neighborhood. Please reconsider having this train go through our neighborhood. At the moment the train is a novelty, passing about once a day, but the idea of having them running every 10 minutes from early morning until late at night is horrifying. There is no need to pass through the neighborhood, especially as there won't even be a stop nearby. It doesn't go to any appealing destination to the south- not even to the mall, so I don't understand why it needs to go south of the Galleria area. It will be loud and disruptive, even with noise mitigation strategies. Please don't destroy our neighborhood! I love public transport, but smart public transport. Not using a ROW because it happens to be there, but being more intentional about it and putting it somewhere that makes sense. 444-1

Also, my friend lives in Lawndale. Her dog was decapitated by the train last week. The train that runs once a day. That could have been a child! Imagine the added risk with over a hundred trains going by each day. 444-2

Thank you for considering my position.

Sarah Straton

[redacted]

Submission 445

From: Sharon R
To: GreenlineExtension
Subject: Re: Thank You for Attending the Public Hearings on the C Line (Green) Extension to Torrance Project Draft EIR
Date: Tuesday, March 7, 2023 1:27:05 PM

To whom it may concern,

As I know, there will hardly be anyone will ride on this extension. You might be wasting the money to build it and maintain it.
I think ithere will be more people use the Metro if you build one from LA to Las Vegas. 445-1

Sincerely,
Sharon

Sent from Yahoo Mail on Android

On Tue, Mar 7, 2023 at 10:06 AM, Metro C Line (Green) Extension <greenlineextension@metro.net> wrote:

View this email in your browser

Submission 445

Metro would like to thank you for attending the Public Hearings held for the Release of the Draft Environmental Impact Report (EIR) on the C Line (Green) Extension to Torrance Project

Metro hosted five public hearing to gather comments on the Draft EIR during the 61-day public comment period for the proposed light rail project. The project would extend the C Line (Green) from Redondo Beach (Marine) Station to the new Torrance Transit Center. Three alignments are evaluated in the Draft EIR. Thank you for your attendance and participation with the project this far! Public comments can be submitted until March 27, 2023, by mail, email, or phone.

If you missed these public hearings, a video of the virtual public hearing is available on our

website to view the presentation. The Draft Environmental Impact Report (DEIR) and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three possible alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.

To access the Draft EIR and other project information, please reference the direct links below.

- Draft EIR (Full Document)
- Draft EIR (By Chapter)
- Draft EIR Appendices (By Appendix)
- Other Project Information Reports
- Public Hearing Presentation
- Public Hearing Meeting Boards
- Virtual Public Hearing Recording

A copy of the DEIR can also be accessed by visiting the locations below during normal business hours.

- Lawndale Library – 14615 Burin Av, Lawndale, CA 90260
- Redondo Beach North Library – 2000 Artesia Bl, Redondo Beach, CA 90278
- North Torrance Library – 3604 Artesia Bl, Torrance, CA 90504
- Katy Geissert Civic Center Library – 3301 Torrance Bl, Torrance, CA 90503
- Metro Headquarters Library by appointment only – One Gateway Plaza, Los Angeles, CA 90012 Please email library@metro.net to schedule an appointment

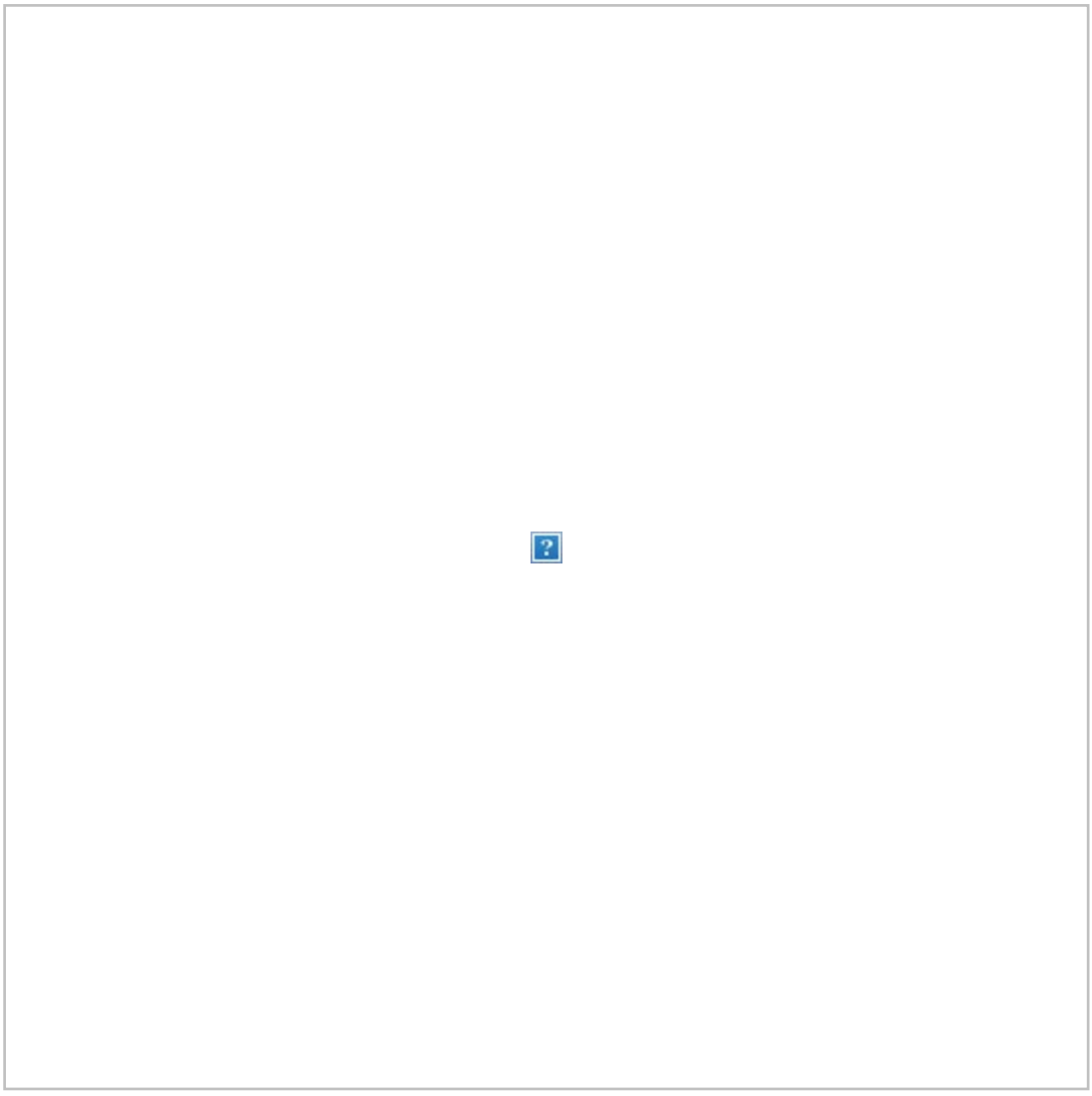
Make sure your voice is heard!

Metro will be accepting additional comments through March 27, 2023, when the DEIR will close for public review. Metro will share comments with the Metro Board of Directors later this spring as part of project findings to help inform their selection of preferred alignment (called the Locally Preferred Alternatives). All comments will be formally responded to in the Final EIR (anticipated 2024).

You can submit your written feedback by email at greenlineextension@metro.net, by mail at the address below, or by phone at (213)-922-4004.

Contact Us

Metro invites you to stay involved and share your feedback.



Metro quiere agradecerle por asistir a las reuniones públicas que se llevaron a cabo con motivo de la presentación de plan preliminar del Informe de Impacto Ambiental del proyecto de extensión de la Línea C (verde) a Torrance

Metro llevó a cabo cinco reuniones públicas para recopilar comentarios sobre el plan preliminar del Informe de Impacto Ambiental durante un periodo de 61 días de comentarios públicos para el proyecto del tren ligero propuesto. El proyecto extendería la Línea C (verde) desde la estación de Redondo Beach (Marine) hasta el nuevo centro de transporte público de Torrance. En el plan preliminar del Informe de impacto Ambiental se evalúan tres alineaciones. ¡Gracias por sus asistencia y participación en el proyecto hasta la fecha! Los comentarios públicos pueden presentarse hasta el 27 de marzo de 2023 por correo postal, por correo electrónico o por teléfono.

Si no pudo asistir a las reuniones públicas, hay disponible un video de la reunión virtual en nuestro sitio web para que pueda ver la presentación. El plan preliminar del Informe de Impacto Ambiental y otros documentos del proyecto se encuentran en el sitio web del

proyecto visitando la sección de documentos o visitando directamente metro.net/clineext/#documents. Se encuentra disponible un video de simulación en 3D de las tres alineaciones bajo evaluación en bit.ly/cletvideo. Visite el esquema narrativo del proyecto para obtener más información en bit.ly/cletstory.

Para acceder al plan preliminar del Informe de Impacto Ambiental, consulte los siguientes enlaces directos.

- Plan preliminar del Informe de Impacto Ambiental (documento completo)
- Plan preliminar del Informe de Impacto Ambiental (por capítulos)
- Plan preliminar del Informe de Impacto Ambiental, Apéndices (por apéndices)
- Otros informes sobre el proyecto
- Presentación de las reuniones públicas
- Paneles de las reuniones públicas
- Grabación de la reunión pública virtual

Puede acceder a una copia del plan preliminar del Informe de Impacto Ambiental visitando los lugares que se describen debajo en horario laboral normal.

- Biblioteca de Lawndale – 14615 Burin Av, Lawndale, CA 90260
- Biblioteca Norte de Redondo Beach – 2000 Artesia Bl, Redondo Beach, CA 90278
- Biblioteca de North Torrance – 3604 Artesia Bl, Torrance, CA 90504
- Biblioteca Katy Geissert del Centro Cívico – 3301 Torrance Bl, Torrance, CA 90503
- Sede de la Biblioteca de Metro solo con cita previa – One Gateway Plaza, Los Angeles, CA 90012 Envíe un correo electrónico a library@metro.net para concertar una cita.

¡Asegúrese de dar su opinión!

Metro recibirá comentarios adicionales hasta el 27 de marzo de 2023, cuando el plan preliminar del Informe de Impacto Ambiental se cierre para la revisión pública. Metro compartirá los comentarios con los directores de la Junta Directiva de Metro más tarde esta primavera como parte de los resultados del proyecto para aportar información para la selección de la alternativa preferida (llamada Alternativa preferida a nivel local). Todos los comentarios se responderán formalmente en el Informe de Impacto Ambiental final (previsto para 2024).

También puede hacer sus comentarios por escrito por correo electrónico a greenlineextension@metro.net, por correo postal a la dirección que se encuentra debajo o por teléfono al (213)-922-4004.

Contáctenos
Metro lo invita a participar y a compartir su opinión.

Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list.

Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

Submission 446

From: Sheila Fierro
To: GreenlineExtension
Subject: C Line Extension
Date: Tuesday, March 7, 2023 11:29:09 AM

Please consider sticking with the original and existing right of way used by freight trains at this time. The squeaky wheels who live near the existing tracks all moved into their locations with the knowledge that #1 a train passes regularly. #2 The former "green" line would be extended in that same right of way in the future. We lived within a block of those tracks for years, and it was no secret. Why must a small minority ruin Hawthorne Blvd which is already highly congested from the 405 to 190th, and create inconvenience for the majority of South Bay residents and visitors trying to utilize the new Redondo Transit Station (on Kingsdale) buses. Hawthorne Blvd is a ridiculous concept and must be put aside.
Do what you must to mitigate the noise along the current right of way tracks, but do NOT let a noisy few dictate the needs of the many.

446-1

446-2

Regards,

A. Fierro

Submission 447

From:	Sheridan, Georgia
To:	GreenlineExtension
Subject:	FW: Greenline
Date:	Tuesday, March 7, 2023 10:32:53 AM

From: Yumiko Omatsu [redacted]
Sent: Tuesday, March 07, 2023 9:43 AM
To: Sheridan, Georgia <SheridanG@metro.net>
Subject: Greenline

Hi Georgia Sheridan,

I'm Yumiko Omatsu.
[redacted]

I'm living in Breakwater Village.
And my unit is facing the railroad.
My bedroom and patio are next to the railroad.

But the train goes 2 times a day for only 2 min now.
Always quiet around here.

I open the window all day because I need fresh air and sunshine.
I stay on the patio during the day.
My neighbors too.

There are 45 units facing the railroad.
Most of them are old and can't send email or they are sick now.

If the Metro goes from early in the morning until midnight, I can't live in my condo. 447-1
This is my last condo to survive and I can't move anywhere else.

And also there are yellow poles of the pipeline near my unit . 447-2
It is a ridiculous plan to use this railroad.

Please make a plan to go to Hawthorn Bl. 447-3

Sincerely

Yumiko Omatsu

Submission 448

From: Amy LaCoe
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Wednesday, March 8, 2023 4:23:17 PM

I support the Light Rail on the Metro Right-of-way elevated or at grade option. It is the least expensive and does not affect any more or less lives than if it were to go down Hawthorne Blvd. The latter option would also block traffic on Hawthorne Blvd. for nearly a decade while the Light Rail line is being constructed.

448-1

Amy LaCoe

[redacted]

From: Jacqueline Caro [redacted]
Sent: Tuesday, March 21, 2023 1:51 PM
To: GreenlineExtension
Subject: Public Comment - Metro Greenline Extension

LA Metro Comment – Greenline Extension

I support the Metro Right-of-Way option. It is the least in cost and will not affect the 405 freeway & Hawthorne Blvd. which is a major arterial highway with lots of traffic, city buses and pedestrians. 449-1

For residents who live near certain portions of the ROW, there should be a soundwall to protect them from the sound of the freight train. 449-2

Other Options: Please consider a high-frequency bus alternative (HFB) from the Marine station to the Redondo Station to the Torrance Station. 449-3

I do not support the Hawthorne option because part of this option would run the metro train along the 405 freeway in the city of Lawndale. There are residents who live across the street from the freeway on Grevillea Ave. & 159th in Lawndale. Currently, there is green space and tall trees which separate them from the 405 freeway. CalTrans has plans to widen the 405 freeway in the future. According to the DEIR, the current greenspace would be replaced by the elevated LA Metro train. These residents would have to live with a widened 405 freeway & an elevated train. It's too much for the neighborhood, as the freeway never shuts down, constant motion, 7 days/nights a week. 449-4

Safety: An elevated train on Hawthorne would remove parking spaces from businesses. The columns needed to support the train would obscure vision to safely make a left hand turn from the neighborhoods in Lawndale. Additional traffic signals would be installed, but left-hand turns are already difficult to maneuver because cars travel so fast and do not stop at red lights at the intersections. Future accidents expected on this highly traveled highway. Could a study be done to observe drivers who speed up & run through a solid red light at the intersections? Unfortunately, I can witness this everyday. 449-5

Please do a safety study.

Congestion & Consequences: Hawthorne Blvd. is an arterial highway. The metro train would cause drivers to use alternate routes to avoid Hawthorne. Surrounding neighborhoods would experience cut-through traffic as cars unsafely speed through their neighborhood. 449-6

Maintenance: If the train requires maintenance, where do the crews work? Does this include shutting off a lane on Hawthorne Blvd., to provide maintenance? How long and how often is maintenance performed? Please provide a study on this and include a maintenance schedule. 449-7

Cost: The cost is too high at $2.9 Billion. The cost also does not reflect the additional cost to raise the power lines located on the Southern California Edison tower which run across 177th & Hawthorne Blvd. The lines would need to be raised in order to avoid interference from the electrical lines above the metro cars. Please include a cost estimate for this adjustment. 449-8

Thank you,

Jackie Ecklund
Torrance Resident

Submission 450

From: Carlos Torres
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Wednesday, March 8, 2023 12:30:28 PM

Hello Lawndale board members,

I'm a long term property owner in the City of Lawndale. I live on 163rd - 1/2 a block from rail line. Every time the train comes by, my home shakes and I can hear the train whistle and noise from heavy cargo it carries. Fortunately it only come by 1-2 time a day. I would be very distressed if it came by every 10-20 minutes. This is a residential area mostly quite area with no thru traffic. If you put a commuter train on our back yard it will become a noisy part of Lawndale and living conditions will go down. Our quiet neighborhood will be destroyed. Please please don't let this happen. Hawthorne option would be the best place for a public train. Best for bussiness owners who will see more customers and best for Lawndale residents. A vote for a vote!

450-1

Thank you!
Carlos Torres

Sent from my iPhone

Submission 451

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

451-1

Additional Comments on the Draft Environmental Impact Report:

Name: Greg & Janett Pappas

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 452

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

452-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: PAT McLANE

Address: [redacted]

Phone: [redacted]

Email:

Submission 453

From: Sheridan, Georgia
To: [redacted]
Cc: GreenlineExtension
Subject: Metro C Line Ext - utility coordination
Date: Thursday, March 9, 2023 9:13:25 AM
Attachments: image001.png
2023_esoro-Marathon ACE Plans.pdf

Good morning Ed and Hernando –
Thank you for your email regarding the Metro C (Green) Line Extension to Torrance. As part of the Draft EIR, Metro has prepared 15% engineering plans for the three alignments under study. The plans are included as an appendix to the Draft EIR – available here.

We have extracted two pages from the drawing set to acknowledge the Marathon pipelines. They are identified in the plan set (see attached). Once you have reviewed, please let us know if you have any further questions. We are happy to set up a call with our technical team.

We are accepting comments on the Draft EIR through March 27, 2023 as part of the 61-day public comment period. Following the comment period, Metro staff will review all project findings and comments and prepare a staff recommendation to share with the Metro Board of Directors. They will vote later this summer to select one alignment to move forward into final design and construction.

We have more background information on the project here. If you have questions, please reach out directly to me as I'm the project manager.

Best,
Georgia

Georgia Sheridan, AICP
LA Metro
Senior Director, Mobility Corridors
213.547.4255
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Romero, Edward [redacted]
Sent: Wednesday, March 8, 2023 9:35 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Cc: Avilez, Hernando [redacted]; Ulloa, Christina E. [redacted]; Lucas, Duran A. <[redacted]; ROW - Third Party Requests [redacted]; Giordani, Lynnea L. <[redacted]
Subject: FW: [EXTERNAL] Draft EIR Public Hearings on the C Line (Green) Extension to Torrance

Submission 453

Good Morning METRO – Please fine attached Marathon Pipe Line LLC (MPL), Right of Way Department (ROW), response to the subject Draft EIR Public Hearings on the C Line (Green) Extension to Torrance. This response is specific only to the route selection chosen for the extension of the C Line (Green) from Redondo Beach (Marine) Station to the new Torrance Transit Center. This response does not address any other aspects of the DEIR.

PLEASE BE ADVISED **–** MPL has researched its facilities and located **pipelines 217A and 088C** that traverse within, across, and near the area of your proposed project at two different locations. Please see the attached MPL Research Results. **MPL may have a conflict at these locations**. **Please do not dig within 50' feet of the pipelines without coordinating with MPL.** To determine exact horizontal and vertical alignment, the pipeline must be **pot holed after proper notice to Dig-Alert.** In response to Dig-Alert notification, MPL will then come out to locate and mark its facilities.

453-1

I have attached a system screenshot that depicts the approximate location of the **pipelines**. Please incorporate the information from the screenshot into your project drawings and forward a PDF copy to MPL for review and verification. While MPC understands it is Project proponent's responsibility to ensure there are no conflicts, MPL will need to review the plans. If there are still conflict(s) between MPL facilities and the proposed project, MPL will then work with your Engineering group to resolve any conflict.

This request has been assigned to Mr. Hernando Avilez, Right of Way Specialist. He will assist you throughout the duration of your project. Below is his contact information. Please forward all future correspondence regarding this project to:

Hernando Avilez
Right of Way Department
[redacted]
Email: [redacted]
Cell: [redacted]

Thank you for your inquiry and for helping to maintain a safe environment for workers and the general public.

Ed Romero | Contract Right of Way Agent
Representing MPL
[redacted]

Submission 453

From: ROW - Third Party Requests <[redacted]
Sent: Wednesday, February 8, 2023 2:17 PM
To: Romero, Edward [redacted]
Subject: FW: [EXTERNAL] Draft EIR Public Hearings on the C Line (Green) Extension to Torrance

Could You please have a look at this.

Duran

From: Metro C Line (Green) Extension <greenlineextension@metro.net>
Sent: Thursday, January 26, 2023 10:00 AM
To: ROW - Third Party Requests <[redacted]
Subject: [EXTERNAL] Draft EIR Public Hearings on the C Line (Green) Extension to Torrance

View this email in your browser

You're Invited to a Public Hearing for the Release of the Draft Environmental Impact Report (EIR) on the C Line (Green) Extension to Torrance

Metro is planning to extend the C Line (Green) from Redondo Beach (Marine) Station to the new Torrance Transit Center. This extension will provide an alternative to the busy I-405 corridor and expand access to the region by connecting to the existing Metro Rail K (Crenshaw), J (Silver) and A (Blue) Lines.

Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California

Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.

The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory. A copy of the DEIR can also be accessed by visiting the locations below during normal business hours.

- Lawndale Library – 14615 Burin Av, Lawndale, CA 90260
- Redondo Beach North Library – 2000 Artesia Bl, Redondo Beach, CA 90278
- North Torrance Library – 3604 Artesia Bl, Torrance, CA 90504
- Katy Geissert Civic Center Library – 3301 Torrance Bl, Torrance, CA 90503
- Metro Headquarters Library by appointment only – One Gateway Plaza, Los Angeles, CA 90012 Please email library@metro.net to schedule an appointment.

We want to hear from you!

Metro invites you to a public hearing to learn more about the project and provide your comments. The in-person meetings will begin with a one-hour open house, followed by a presentation and public comments.

Wednesday, February 15, 5:30-8:30pm
Lawndale High School
Centinela Valley Center for the Arts
14901 S Inglewood Av Lawndale, CA 90260

Thursday, February 16, 11am–1pm
Zoom link: bit.ly/cletdeirmtg
Phone: 833.548.0282 (toll free)
Meeting ID: 895 3678 6223

Tuesday, February 21, 5–8pm
Torrance Cultural Arts Center Toyota Meeting Hall
3330 Civic Center Dr Torrance, CA 90503

Wednesday, February 22, 5–8pm
Redondo Beach Performing Arts Center
1935 Manhattan Beach Bl Redondo Beach, CA 90278

Saturday, February 25, 10am–1pm
Lawndale High School
Centinela Valley Center for the Arts
14901 S Inglewood Av Lawndale, CA 90260

In person public hearings are subject to change and may be held virtually based on changing COVID-19 health guidelines. All Metro meetings are accessible to persons with disabilities. Spanish translation provided. Other ADA accommodations and translations available by calling 323.466.3876 at least 72 hours in advance.

You can also provide written comments by email at greenlineextension@metro.net, by mail at the address below or by phone at 213.922.4004.

Contact Us
Metro invites you to stay involved and share your feedback.

Lo invitamos a una reunión pública para la publicación del plan preliminar del Informe de Impacto Ambiental de la extensión de C Line (Green) hacia Torrance

Metro planea extender la Línea C (Verde) desde la estación de Redondo Beach (Marine) hasta el nuevo Centro de transporte público de Torrance. Esta extensión brindará una alternativa para la congestionada autovía I-405 y ampliará el acceso a la región al conectarse con las líneas existentes de K Line (Crenshaw/LAX), J Line

(Silver), y A Line (Blue) de Metro.

Metro ha preparado un plan preliminar de Informe de Impacto Ambiental para describir las tres alineaciones bajo estudio y para evaluar los posibles impactos conforme a la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés). El plan preliminar del Informe de Impacto Ambiental estará disponible para revisión pública del 26 de enero al 27 de marzo de 2023. Durante este periodo de revisión, el público tendrá la oportunidad de comentar el plan preliminar del Informe de Impacto Ambiental y asistir a las reuniones de manera virtual o personalmente.

El plan preliminar del Informe de Impacto Ambiental y otros documentos del proyecto se encuentran en el sitio web del proyecto visitando la sección de documentos o visitando directamente metro.net/clineext/#documents. Se encuentra disponible un video de simulación en 3D de las tres alineaciones bajo evaluación en bit.ly/cletvideo. Visite el esquema narrativo del proyecto para obtener más información en bit.ly/cletstory. Puede acceder a una copia del plan preliminar del Informe de Impacto Ambiental visitando los lugares que se describen debajo en horario laboral normal.

- Biblioteca de Lawndale – 14615 Burin Av, Lawndale, CA 90260
- Biblioteca Norte de Redondo Beach – 2000 Artesia Bl, Redondo Beach, CA 90278
- Biblioteca de North Torrance – 3604 Artesia Bl, Torrance, CA 90504
- Biblioteca Katy Geissert del Centro Cívico – 3301 Torrance Bl, Torrance, CA 90503
- Sede de la Biblioteca de Metro solo con cita previa – One Gateway Plaza, Los Angeles, CA 90012 Envíe un correo electrónico a library@metro.net para concertar una cita.

¡Queremos conocer su opinión!

Metro lo invita a una reunión pública para que pueda saber más sobre el proyecto y para que haga comentarios. Las reuniones presenciales comenzarán con una jornada a puertas abiertas de una hora seguida de la presentación y los comentarios públicos.

Miércoles, 15 de febrero de 5:30 a 8:30 p. m.
Escuela Lawndale High School
Centro de artes Centinela Valley
14901 S Inglewood Av Lawndale, CA 90260

Jueves, 16 de febrero de 11:00 a. m. a 1:00 p. m.
Enlace a Zoom: bit.ly/cletdeirmtg
Teléfono: 833.548.0282 (sin cargo)
Id de la reunión: 895 3678 6223

Miércoles, 22 de febrero de 5:00 a 8:00 p. m.
El centro de artes escénicas de Redondo Beach
1935 Manhattan Beach Bl Redondo Beach, CA 90278

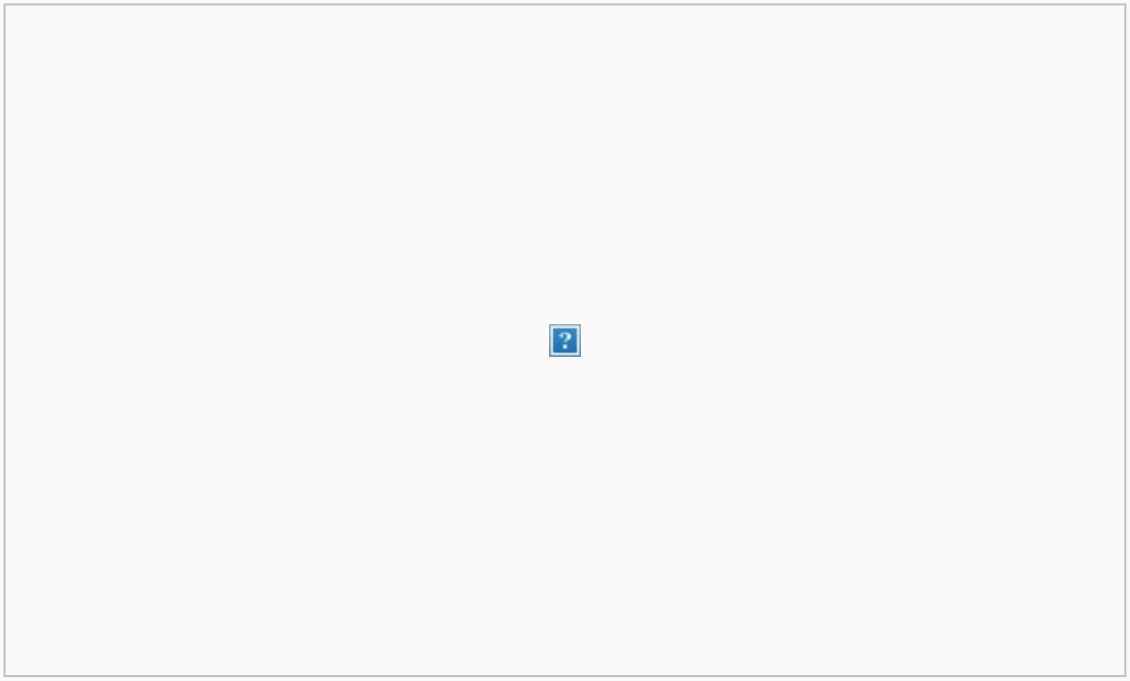
Sábado, 25 de febrero de 10:00 a. m. a 1:00 p. m.
Escuela Lawndale High School
Centro de artes Centinela Valley
14901 S Inglewood Av Lawndale, CA 90260

Martes, 21 de febrero de 5:00 a 8:00 p. m.
Centro de artes culturales de Torrance
Sala de reuniones Toyota
3330 Civic Center Dr Torrance, CA 90503

Las reuniones públicas presenciales quedan sujetas a cambios y pueden organizarse de manera virtual según las directrices de salud sobre COVID-19. Todas las reuniones de Metro son accesibles para personas con discapacidades. Se brindará traducción al español. Se encuentran disponibles traducciones y otras adaptaciones conformes a la ADA, llamando al 323.466.3876 con, al menos, 72 horas de anticipación.

También puede hacer comentarios por escrito por correo electrónico a greenlineextension@metro.net, o por correo postal a la dirección que se encuentra más abajo o al teléfono 213.922.4004.

Contáctenos
Metro lo invita a participar y a compartir su opinión.



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Submission 453

Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

MPL Research Results for
Draft EIR Public Hearings on the C Line (Green) Extension to Torrance

Snapshot 1.

Submission 454

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

454-1

Additional Comments on the Draft Environmental Impact Report:

In full agreement with City Council.

Name: Anonymous !

Address:

Phone:

Email:

Submission 455

From: H Martinez
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Wednesday, March 8, 2023 1:29:56 PM

Hello Green Line Team,

I am a lifelong Torrance resident and live on Post Avenue in the historic downtown district.
It would be wonderful if finally we could get a rail service connection to Torrance.
I support the original right-of-way design, via the existing rail corridor.
This kind of implementation has been delivered throughout many other communities nearby, and has not only been compatible but also has provided many benefits of improved access to its residents.

455-1

It is my hope that on this important project, perfection does not become the enemy of very good.
A lot of Engineering time has been spent, on the public's behalf, to ensure we build something we can all be happy with. Let's get it done within the original time goals, with the money that we approved from the special taxes we've paid. I am very concerned that the continual delays will result in the project being cancelled - to which we will have a situation with lots of money spent for no tangible good for the community.

With Kind Regards,

-Henry Martinez

[redacted]

Submission 456

From: Mark Nelson (Home Gmail)
To: GreenlineExtension
Subject: Re: Public Comment - Metro DEIR Comment - Green Line Extension and BCHD Blue Zones
Date: Wednesday, March 8, 2023 4:37:57 PM

As someone who has done BILLION$ in CEQA and NEPA projects, your response is confusing as hell. It should be more like - "your comment to the Draft EIR has been received" What you sent seems to imply that you received my comment as some general Metro comment and then you provided a bunch of extraneous DEIR "stuff". This is confusing and I would argue that it isn't good for due process of the public.

456-1

On Wed, Mar 8, 2023 at 4:34 PM Mark Nelson (Home Gmail) [redacted] wrote:

> Thank you. I want to be crystal clear - this is the email address for DEIR CEQA comments, right?
>
> On Wed, Mar 8, 2023 at 3:22 PM GreenlineExtension <GreenlineExtension@metro.net> wrote:
>
> > Hello,
> >
> > Thank you for your email and interest in Metro's C Line (Green) Extension to Torrance project. We have recorded your comment and added your contact information to our project email list.
> >
> > Metro has prepared a Draft Environmental Impact Report (DEIR) to describe the three alignments under study and evaluate the potential environmental impacts per California Environmental Quality Act (CEQA). The DEIR is available for public review from January 26 through March 27, 2023. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.
> >
> > The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.
> >
> > To access the Draft EIR and other project information, please reference the direct links below.
> >
> > - Draft EIR (Full Document)
> > - Draft EIR (By Chapter)
> > - Draft EIR Appendices (By Appendix)
> > - Other Project Information Reports
> >
> > We will add you to our project database to receive updates on the project and additional information on ways to stay involved.
> > Thank you again for your interest in the project.
> >
> > C Line (Green) Extension to Torrance Project Team
> > Greenlineextension@metro.net
> > Metro One Gateway Plaza

Mail Stop: 99-13-1
Los Angeles, CA 90012
213.922.4004

From: Mark Nelson (Home Gmail) <[redacted]
Sent: Tuesday, March 7, 2023 4:35 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Cc: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; Al.Muratsuchi@asm.ca.gov <Al.Muratsuchi@asm.ca.gov>; Ben.Allen@sen.ca.gov <Ben.Allen@sen.ca.gov>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Tyler Evains <tevains@scng.com>; Garth Meyer <gmeyer@easyreadernews.com>
Subject: Public Comment - Metro DEIR Comment - Green Line Extension and BCHD Blue Zones

Beach Cities Health District in Redondo Beach has spent millions of dollars supporting and promoting Blue Zones. Blue Zones has made numerous findings that chronic stress is the silent killer and causes intergenerational health damage. There are many studies linking excessive intermittent noise, such as the proposed Metro line through Redondo Beach to chronic stress and its many health damages, including early death. 456-2

The DEIR is defective and fails to consider the negative health impacts found by BCHD's Blue Zones program. The DEIR must be halted and amended to include that specific health damages found by BCHD's Blue Zones program. As a proposed new health damaging project, any route causing additional 24/7/365 damaging intermittent noise and vibration cannot be pursued without intergeneration health damages. 456-3

The following references are directly on point linking rail and intermittent noise to BCHD's Blue Zones finding on chronic stress and they must be fully incorporated as they are a platform of BCHD and continuing health priority of BCHD. To the extent that time and resources allow, further, directly on point data and peer reviewed research will be provided to Metro along with further comments.

Sample References on Chronic Stress and Blue Zones for FULL INCORPORATION into the Draft EIR on the Green Line Extension
LESSONS FROM THE BLUE ZONES : "… widen its main street and raise the speed limit, which, Buettner [Blue Zones CEO] said, creates stress, danger, noise pollution, and air pollution"
https://www.ncbi.nlm.nih.gov/books/NBK298903/ 456-4

HOW STRESS MAKES US SICK: "…this stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks in offspring"
https://www.bluezones.com/2019/05/how-stress-makes-us-sick-and-affects-immunity-inflammation-digestion/

STRESS IS OFTEN REFERRED TO AS THE SILENT KILLER: "… causes many harmful, often overlooked effects … pain and strain … sleep habits … physical suffering … headache, upset stomach, or back pain … stress can reduce the ability of your immune

system”
https://www.bluezones.com/2012/03/maximize-health-and-longevity-using-these-stress-management-strategies/

EVEN THE METRO THREAT SHORTENS LIVES OF RESIDENTS "Although people often underestimate the influence of the mind on the body, a growing catalog of research shows that high levels of stress over an extended time can drastically alter physical function and affect nearly every organ system."
https://www.bluezones.com/2020/10/fighting-chronic-stress-from-current-events-you-are-not-alone/

METRO WILL DESTROY ONE BLUE ZONES SOLUTION FOR GENERATIONS
https://www.bluezones.com/2012/05/create-a-sanctuary-in-your-home/

Sample References on the Impacts and Damages to Residents of Rail and Intermittent Noise/Vibration
NATIONAL GEOGRAPHIC: How living near a railroad can harm your health: From chronic stress to an increased risk of cancer, scientists say that constant exposure to trains takes a toll on the human body.
https://www.nationalgeographic.com/science/article/health-risks-living-near-railroads-east-palestine-trains

Effects of Exposure to Road, Railway, Airport and Recreational Noise on Blood Pressure and Hypertension: transportation noise can induce annoyance, sleep disturbance with awakening, cognitive impairment, physiological stress reactions, endocrine imbalance and cardiovascular disorders
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8431620/

The Effect of Aircraft, Road, and Railway Traffic Noise on Stroke – Results of a Case–Control Study Based on Secondary Data: For railway noise, there was a positive linear exposure–risk relation: Per 10 dB the stroke risk increased by 1.8% for railway traffic noise. The maximum risk increase of 18% for railway traffic noise was found in the exposure category ≥65 to <70 dB. NOTE 65-70 dB is modest for rail, along with accompanying vibration.
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6122263/

Transportation Noise and Risk: Transportation noise exposure is believed to be detrimental to human health through stress reactions with activation of the hypothalamic–pituitary–adrenal axis, followed by increased levels of stress hormones. In addition, nighttime noise exposure can impact sleep quality and duration, which are crucial for physiological and mental restoration.
https://ehp.niehs.nih.gov/doi/10.1289/EHP11248

A study of self-reported health problems of the people living near railway: Noise ... can cause both auditory and nonauditory health effects. Nonauditory effects of noise can cause tinnitus, headache, auricular plenitude, dizziness, and gastric, visual, sleep, and mood disorders, endocrine imbalance, and cardiovascular disorders.
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7114011/

456-4

The references above are demonstrative and not fully inclusive of the Metro-ignored Blue Zones impacts to health caused by the proposed Metro Green Line extension through Redondo Beach Neighborhoods.

BCHD CEO Tom Bakaly's support of Blue Zones and its work and findings includes: "serving as a Blue Zones Project ambassador to the U.S. Surgeon General"; "Blue Zones designation as City Hall earned Blue Zones certification as an employee work site [in Hermosa Beach]"; "Bakaly has become the district's archetype for health. ... a key advocate for the Blue Zones Project"; "Blue Zones Project® is a nationally acclaimed well-being improvement initiative that Beach Cities Health District (BCHD) has been implementing" and on and on.

456-4

Clearly BCHD is fully committed to the peer-reviewed results and recommendations of Blue Zones and must support its incorporation into the findings of the DEIR. BCHD must also oppose the route through the existing right-of-way, consistent with Blue Zones principles and peer-reviewed findings. It would be the pinnacle of hypocrisy for BCHD not to fully oppose the stressors of adding 24/7/365 rail through residential Redondo Beach neighborhoods.

456-4

Surely Metro, a county agency, will share the principles of Blue Zones and take the benefits of the millions of dollars of BCHD investment in Blue Zones, fully incorporate the health damages to residents in surrounding neighborhoods and deny the use of any route in the existing, less traveled right-of-way and either cancel the project, or move it to a commercial area.

456-5

Submission 457

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

457-1

Additional Comments on the Draft Environmental Impact Report:

Name: Robert D. Stoffel

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 458

From: Nate
To: GreenlineExtension
Subject: C line extension
Date: Wednesday, March 8, 2023 10:11:46 PM

Please go with the Hawthorne Blvd option, it is much better and will get more ridership specially for people that work at the south bay galleria

458-1

Submission 459

From: Slis Student
To: GreenlineExtension
Subject: Re: Green Line Extension
Date: Wednesday, March 8, 2023 12:29:45 PM

We live in Lawndale where the traffic congestion is bad. Any Metro design that stops traffic every time a train crosses is terrible idea and we cannot support such an ill conceived plan. If such a project proceeds, trains would need to be elevated. The need for this extension is still questionable and an inefficient design that causes congestion defeats our transportation objectives. 459-1

The Olsen Family

Submission 459

Submission 460

From: Rene Arreygue
To: GreenlineExtension
Subject: Draft EIR Comment
Date: Wednesday, March 8, 2023 7:18:24 PM

Hello,

Route which contains the stop at the South Bay Galeria Station is the worse choice of the three. Removing the parking along Hawthorne Blvd will hurt the business along this corridor. It will also create additional visual pollution along Hawthorne Blvd. I would agree to this route if there wasn't an alternative which there are. Either one along the train rail ROW are a much better option. The Redondo Beach Transit Center is the best place for the station to be located. I believe the Crenshaw station will not be the ultimate terminus for this line and will be just a transit center with the line continuing south. The Torrance and Redondo stations will be an afterthought yet important one for those using the train. Most users will just be passing through these two stations. I reside within a mile of both South Bay Galeria and will be affected by this train on a daily basis.

460-1

Regards,
Rene Arreygue

Submission 461

From: Holly Osborne
To: GreenlineExtension
Cc: Brandy Forbes; Ted Semaan
Subject: DEIR Questions on Noise Methodology, Section 3.6-4.1 (OSB Q. No 3B)
Date: Thursday, March 9, 2023 5:26:47 PM

Dear Metro:

At the Lawndale Hearing on Feb. 25, I was unable finish my remarks on how an erroneous high setting of the noise threshold could lead to a conclusion that the increase in noise due to the LRT on the ROW was insignificant, **when it was in fact significant.** 461-1

(In a related matter, I discussed in **OSB Q. No 3A**. the numerous data errors in the data table for the "Proposed Project" in the main body of your DEIR (Table 3.6-16). 461-2

This DEIR feedback response is concerned with the **Noise and Vibration** question in the **Executive Summary on page ES-22**: **"Would the Project result in generation of a ..permanent increase in ambient noise levels in the vicinity of the project...** "

Here is a summary of my remarks:

1) **For the ROW options**, a condition that should have been analyzed is how much the ambient **noise would increase due to the presence of the LRT** compared to what **the ambient noise is now, WITHOUT the twice a day freight trains in the ambient noise.** (The normal conditions on the ROW are very quiet, and the impact to that quiet is what concerns the residents.) 461-3

2) You set the **impact threshold based on "existing noise" measurements.** Since **your** "existing noise" measurements INCLUDED the freight trains, **then the threshold was set too high**. This would mean that more noise due to the LRT could be allowed and still be considered "insignificant." 461-4

3) **Bottom Line**: **A noise analysis needs to be done, with impact thresholds determined from "normal" ambient noise only, i.e. when freight trains are not present.** 461-5

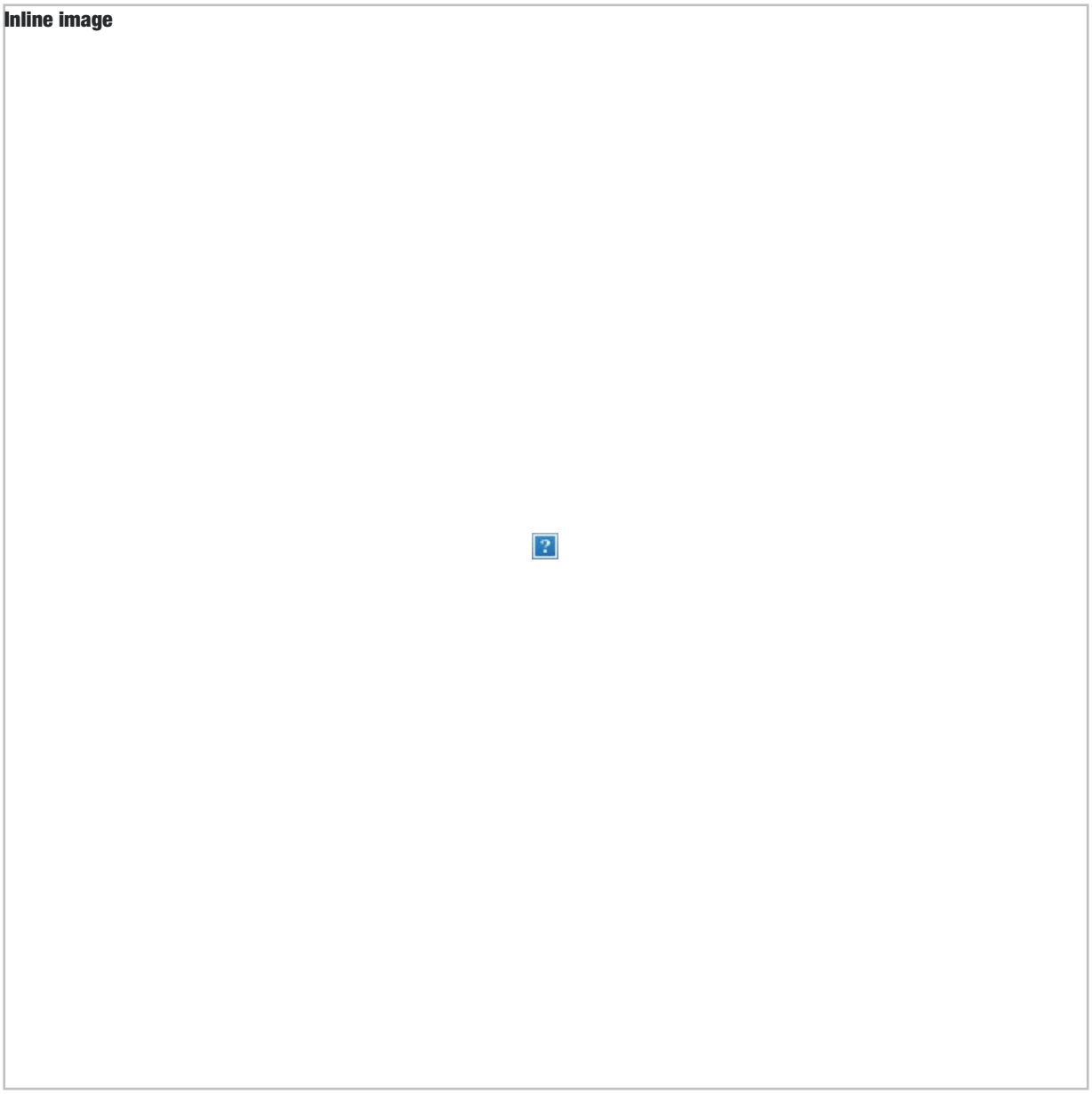
The following is a step-by-step detail of looking at your measurements, to prove my point. For this analysis, I am working solely from the corresponding tables in the Appendix 3-06B on the "Proposed Project" for the noise aspects. I cannot complete the analysis, because I do not have access to your raw data.

Analysis:

Table 1 below concerning the proposed project is from pages 2 and 3 of 107, of Appendix 3.06-B. I draw attention to the columns of your "existing noise", and the thresholds. (Note: Thresholds **are set solely based on the "existing noise"** as shown in Table 3.6-3, which is the last table in this email)

Portion of **Table 1. Proposed Project Light Rail Noise at Sensitive Receptors (from Appendix 3.06-B)**

Inline image



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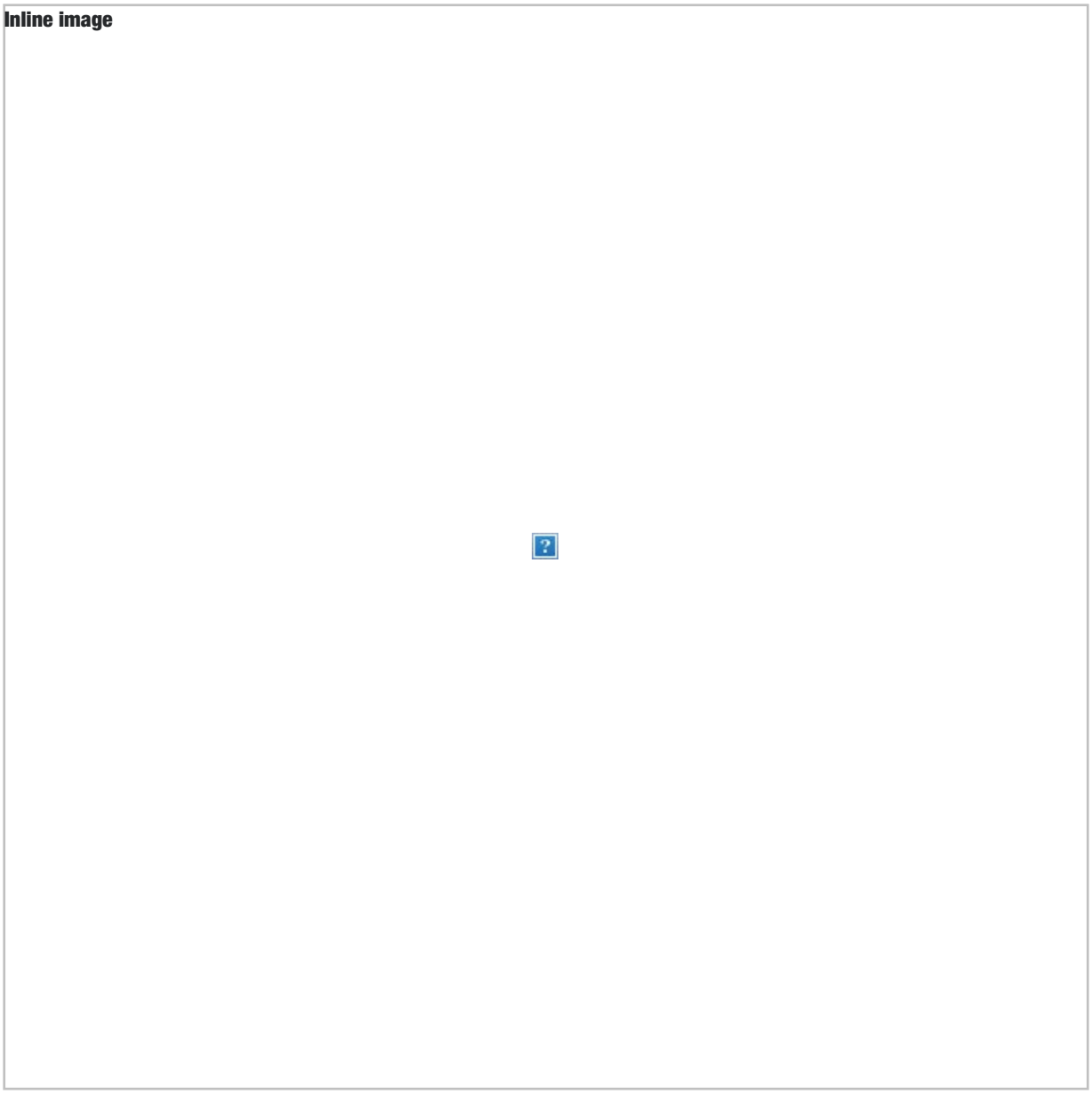


Here are some specific questions:

1) You talk about placing noise receivers at every cluster. Is the "existing column" supposed to be the result of that measurement? How is it possible that there is so little variation: Clusters B23 through B34 all report the EXACT same measurement: "55.1" **This defies believability. (Reference, page 486 of DEIR.** "The sensitive uses were grouped into clusters, each having one representative receiver. Noise levels were modeled at each cluster and listed in detail in Appendix 3.6-B, Noise Analysis Detail, Table 1 for unmitigated noise"

461-6

2) Consider the measurements at B20 nd B23. Those "clusters" are EXACTLY across the street from each other (see second map below; also enlarged portion immediately below) Yet, you have a measurement of **70.0 dB at B20**, and **55.1 dB** at **B23. Are you telling me that there is a 15 dB difference in measured noise, just from crossing the street?** (This is 163rd street, on the West side of the ROW.)

461-7

Enlargement from Figure 3.6-22. How come measurements recorded for B 20 are 15 dB higher than those from B 23?

Inline image

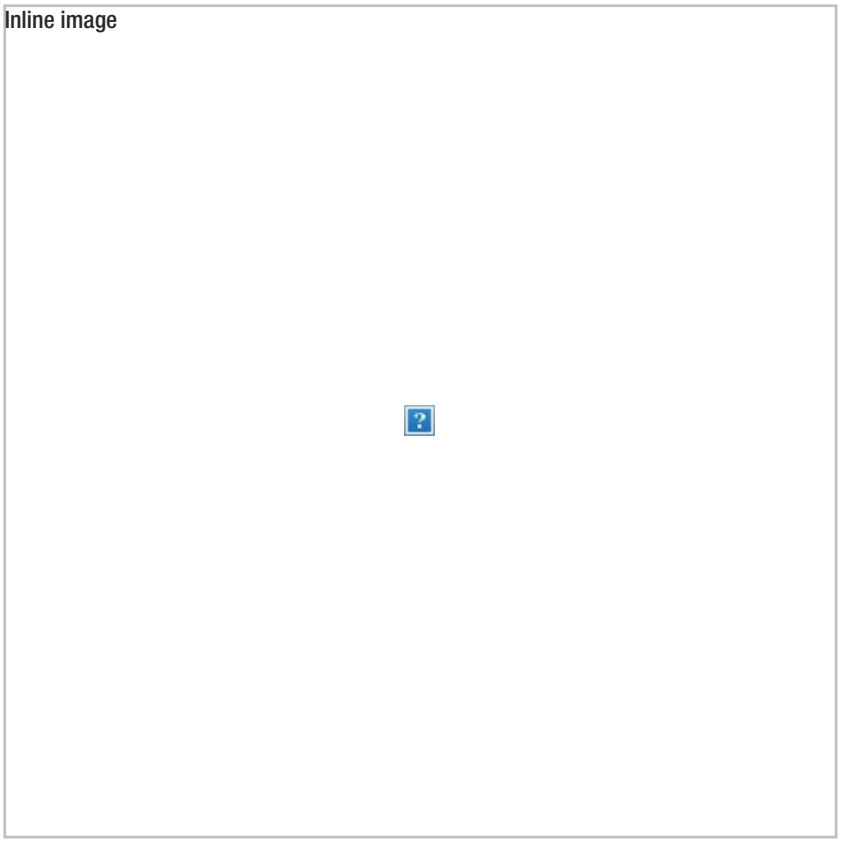


Figure 3.6-22. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (2 of 4)

Inline image

3) Later in the report, you state you have only **three** long term measurements along the sections of the ROW in question, in Lawndale: At the points numbered 3, 5 and 10 (orange circles) (with an additional 4th one off the page at the bottom)
Note: C7 is on 167th street, close to where measurement device 10 was. (See excerpt from Figure 3.6-6. below)

461-8

So, does this explain the lack of variability in the measurements! WOULD IT NOT HAVE BEEN POSSIBLE TO INDICATE THAT IN TABLE 1? **Table 1 gives no indication that these are NOT actual measurements at each cluster**.

Excerpt from **Figure 3.6-6. Noise Monitoring Locations and Sensitive Land Uses (2 of 4)**
(Point 3 is on 159th Street; Point 5 is South of 161st street on the ROW, Point 10 is on 167th St.

Continuing the discussion:
4) You have the statement on page 461 of the DEIR: :

"Existing 24-hour Ldn noise levels along the Metro ROW ranged from ..55.1 dBA , Ldn to 61.3 dBA, Ldn in the interior of neighborhoods along the Metro ROW. " (Ldn means Leq over a 24 hour period.)

You elsewhere express concern that you might not have captured the twice a day freight in your measurements. **I am concerned that you DID capture them.**

You can see from the measurements of Table 1, that all the supposed "less than significant impacts" **come from clusters where there is a very high existing noise level, and thus a higher impact threshold.** In other words, it might be said that you would be motivated to measure as much existing noise as possible. If the conditions that cause the "high reading" are not typical, this is skewing the analysis.

Measurements that include a dominant source (such as the freight train, where the horn can be 110 dB; and the pass by noise can be as much as 85 dB), could totally dominate the averaged measurement. An example of this is taken from the Canadian Transport Agency, shown below. which has a train pass-by, but no horn. The **ambient level would have been between 45 and 55** dB, except for the train (and a truck). The train so dominates the measurements, even for a brief pass by, that the Leq (60 seconds) is 75 dB.

My question to you is, what is the similar plot over a 30 minute or 1 hour period for Lawndale, **with and without a train. The plot without a train is the normal condition of the ROW, since the train only comes by twice a day, around roughly the noon hour. To determine the impact of the LRT noise (under project) , you need to compare to "normal" ambient conditions.**

Action: I would like to see the "existing numbers" generated by conditions where the freight train is not present; and the corresponding resulting reduced thresholds in this table. I believe that there will be even more "significant" impact cases.

You should adapt the FTA standard to the particular case to be analyzed, using the process I have suggested above.

(Example from Canadian Transport Agency, Noise Measurement and Reporting Analogy.)
(https://otc-cta.gc.ca/eng/railway_noise_measurement)

461-9

461-10

461-11

Inline image

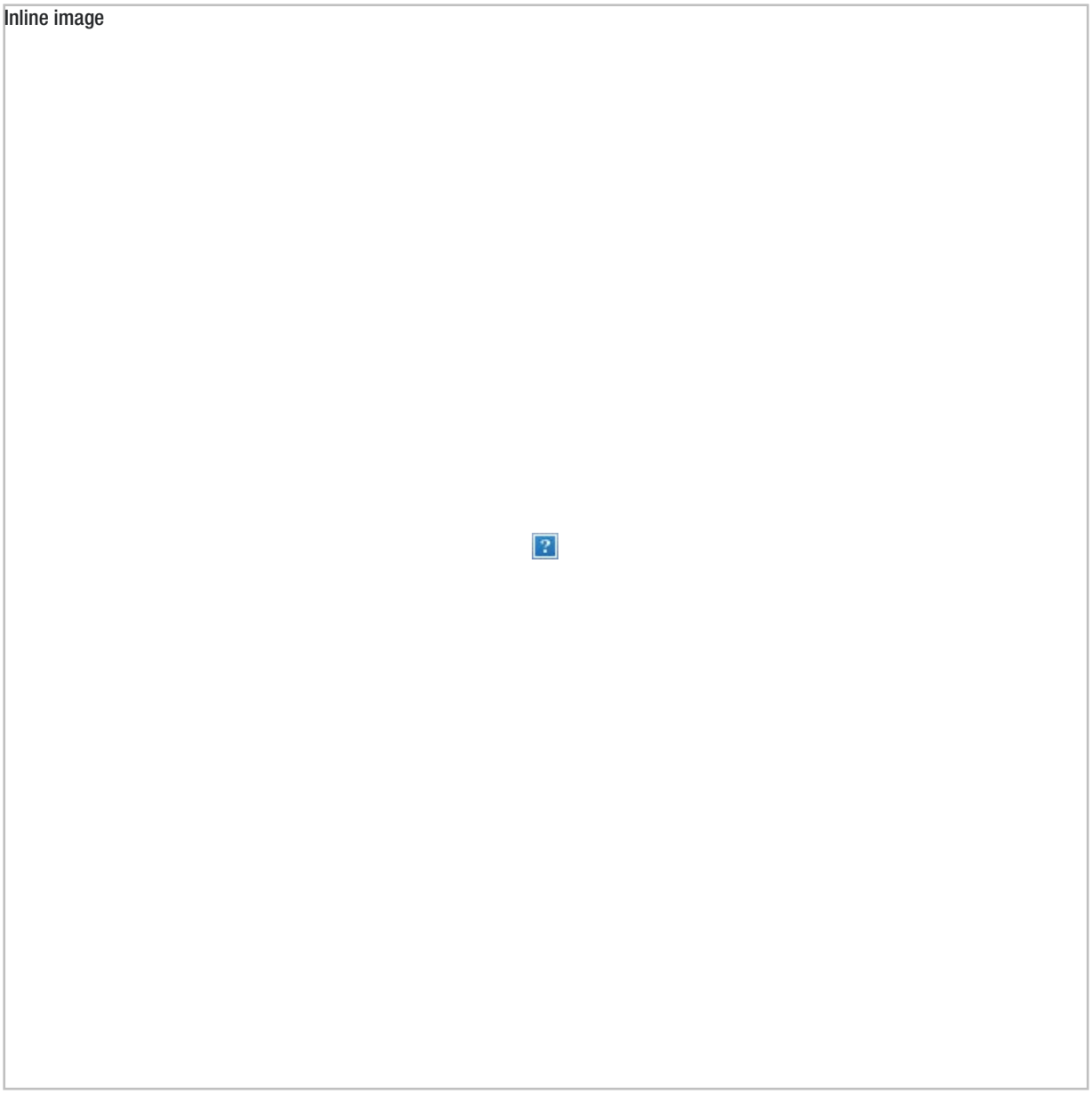
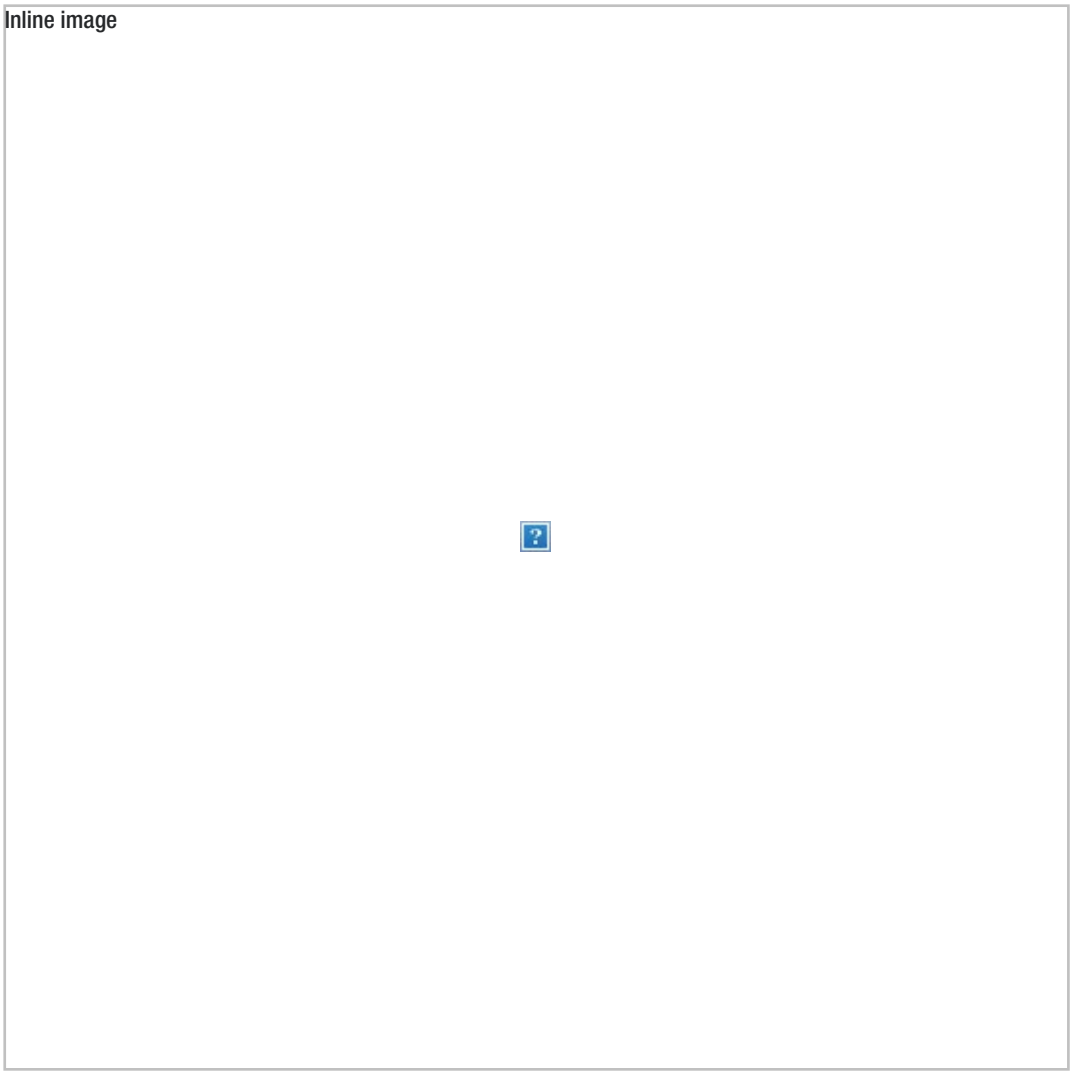


Figure from Canadian Transport Agency showing relation of long-term average Leq, to instantaneous sound level L (in dBA)

How Metro computes the threshold is in the document in Table 3.6-3 on page 447. The highlighted ones basically correspond to what was measured along the ROW in Lawndale.

Submission 461

Inline image



Respectfully submitted,

Holly Osborne, PE.

Submission 462

From:	Janice Tanabe
To:	GreenlineExtension
Cc:	HollyJMitchell@bos.lacounty.gov; JButts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject:	C-Line (Green) DEIR Public Comments
Date:	Thursday, March 9, 2023 9:43:14 AM

Dear Metro,

Please add my comments below expressing my concerns with the DEIR. The Chapter on Hazards/Hazardous Materials does not adequately address the severe impacts of the multiple pressurized Liquid Petroleum that occupy the ROW currently. Daily the freight train transports Liquid Petroleum to the El Segundo refinery. What safeguards will be in place during all phases? According to the pipeline workers, the lines are old/brittle.

462-1

Thank you for your attention to this matter.

Jan Tanabe
Breakwater Seniors with a Mission

Submission 463

From: Karen Pryor
To: GreenlineExtension
Subject: Comments on Green line extension project
Date: Thursday, March 9, 2023 4:59:15 PM

We are writing to voice our support for using the elevated right-of-way and staying off of Hawthorne Blvd. In addition, every effort should be taken to complete this project prior to the 2028 Olympic Games.

463-1

Sincerely,
Dan & Karen Pryor

Submission 464

From: Tara B
To: GreenlineExtension
Subject: Submitting Public Comment
Date: Thursday, March 9, 2023 7:07:34 PM

Good morning. Thank you for allowing us to attend your public hearings and also submit comments.

I have a specific question: Is this metro project something that has already been officially approved by some entity, or will South Bay residents have a chance to vote on this? If you could please respond back to confirm, it would be appreciated. 464-1

Given this, I do want to submit the following as an official comment to be included in your review:
"I and the neighbors on my block in Redondo Beach are vehemently opposed to this entire project. We do not want any of your metro options, we do not want a metro. The results of your EIR do not totally reflect reality. Any metro will cause noise and aesthetic disturbances, and will increase crime in our neighborhood by making it easier for people to get into and flee from the neighborhood after committing crime. Finally, but maybe more importantly, these millions of dollars can be much better spent by improving existing issues, repairs and the homeless problem in our neighborhood. Let's focus on making improvements that are actual improvements to our community, and not focus on a bureaucratic, political project that very few residents actually want." 464-2

Thank you. I look forward to your response to my question above. Have a nice weekend.
Tara

Submission 465

From:	Dana Icaza
To:	GreenlineExtension
Cc:	Mayor@cityofinglewood.org; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupont@aol.com; kathryn@bos.lacounty.gov; mayor.helpdesk@lacity.org; paul.krekorian@lacity.org
Subject:	Please oppose ROW
Date:	Friday, March 10, 2023 2:10:25 PM

Putting the green line on Row would disrupt SO many lives. The sound pollution alone living so close to the metro would drive people crazy. Let alone it is not safe to move it over 10feet closer to houses. Many safety and legal issues do not pan out. 465-1

Please say no to metro on Row! 465-2

Dana Icaza
(Redondo Beach resident)

Submission 466

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

466-1

Additional comments on the Draft Environmental Impact Report

What is the plan to address the inevitable influx of unhoused individuals to torrance? I think all 3 options are unnecessary and a waste of torrance tax payer money. No one here is excited or even wants this.

466-2

Name *

Ryan Mendivil

Submission 466

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 467

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

467-1

Additional comments on the Draft Environmental Impact Report

Have you considered the impact this will have on increasing homelessness and crime in the city?

467-2

Name *

Helen Evans

Submission 467

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 468

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

468-1

Additional comments on the Draft Environmental Impact Report

This project should be expedited so that the South Bay is truly included the LA County transit system. Currently the South Bay is very isolated from the rest of Los Angeles. The project should be completed by 2028 (the ear of the Olympics). The proposed project is the most rapid way to reach this goal.

468-2

Name *

Jeffrey Katz

Submission 468

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 469

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Just wanted to drop you a line and say that your mailer regarding light rail transit is an incredible piece of propaganda and insulting to thinking people. The language you use in your description of options is so manipulative, it's embarrassing. Yes, we get it. You want everyone on board with the City Council approved route. Maybe just maybe, ask us for genuine public input when you are actually willing to receive it.

469-1

Name *

Angel La Canfora

Submission 469

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 470

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

470-1

Additional comments on the Draft Environmental Impact Report

Let's do it!

Name *

Marcelo Calcagnotto

Submission 470

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 471

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

471-1

Additional comments on the Draft Environmental Impact Report

Common sense, less disruptive and economically more viable.

471-2

Name *

Adrian Rops

Submission 471

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 472

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

472-1

Additional comments on the Draft Environmental Impact Report

Extend the Green Line further! Push it to Old Town Torrance or the Del Amo Fashion Center. Or follow the existing rail line to San Pedro and Long Beach. The Torrance Transit Center is inconveniently located and the Green Line needs to serve more parts of Torrance.

472-2

Name *

Robert Jung

Submission 472

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 473

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

473-1

Additional comments on the Draft Environmental Impact Report

This has been a long time coming. We find this very acceptable at the Torrance Transit Center. Good for traffic, going to the airport and downtown.

Name *

Judith and William A Hying

Submission 473

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 474

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

474-1

Additional comments on the Draft Environmental Impact Report

As long as there is NO dangerous environmental hazard far as chemicals go.

474-2

Name *

Richard Ree-Uk Kim

Submission 474

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 475

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

475-1

Additional comments on the Draft Environmental Impact Report

Keep the project on schedule and on budget!!!!

475-2

Name *

Gary Duncan

Submission 475

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 476

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

476-1

Additional comments on the Draft Environmental Impact Report

EIR findings on commuter usage: Have numbers been re-evaluated & updated post pandemic with more home remote workers?

476-2

Name *

Debra Powers

Submission 476

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 477

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

477-1

Additional comments on the Draft Environmental Impact Report

I like this option because it's simple and efficient avoiding project delays resulting additional spending.

477-2

Name *

Arif I Shaikh

Submission 477

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 478

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

478-1

Additional comments on the Draft Environmental Impact Report

This is clearly the best option since it's the lowest cost, easiest to complete and has the least impact on the surrounding area. Some home owners will be impact per by additional rail noise and vibration but when you buy a house right next to RR tracks you lose the right to complain about the tracks.

478-2

Name *

Tom Hascup

Submission 478

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 479

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

479-1

Additional comments on the Draft Environmental Impact Report

Right of way is a minor intrusion. Same thing in South Pasadena, and it's not a problem at all.

Name *

Brian D. Gee

Submission 479

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 480

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

480-1

Additional comments on the Draft Environmental Impact Report

Build where people actually want to go

480-2

Name *

David Hannum

Submission 480

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 481

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

481-1

Additional comments on the Draft Environmental Impact Report

I would rank the Trench Option as 1st choice and the “Proposed Project Elevated/At-Grade” Option as 2nd choice. The trench option, while more expensive and time consuming to build, might help keep property values a bit higher in our neighboring communities by mitigating noise in the residential areas. Plus, noise pollution and it’s health effects is, I believe, a documented reality supported by scientific studies. It’s just the right thing to do for those who live near the tracks. Spending now to trench the tracks could help reduce healthcare costs in the long run, as well as reduce the risk of potential lawsuits filed against LA Metro or other public entities by residents who believe they were negatively impacted.

481-2

Name *

Mark Roulette

Submission 481

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 482

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [x] Hawthorne Option

482-1

Additional comments on the Draft Environmental Impact Report

Crime in the South Bay has grown exponentially since the beginning of the COVID shutdown. Homelsss have moved here in droves, knowing the laws will not be enforced and there are handouts available. One look at the crime involving Metro riders across Los Angeles County will show exactly what Torrance in destined to become. https://www.youtube.com/results?search_query=crime+on+l.+a.+metro+

482-2

Name *

Phil Garner

Submission 482

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 483

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

483-1

Additional comments on the Draft Environmental Impact Report

I am a big fan of Metro rail and think the CLine extension is important for the future.
Existing tracks are already above grade, putting Metro rail below grade next to that or everything below grade makes no sense.
I feel sorry for the nearby residents but have to believe the rail lines were there first

Name *

John McLaughlin

Submission 483

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 484

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

484-1

Additional comments on the Draft Environmental Impact Report

An extra station besides the Transit Center would be great. Maybe another one on Torrance and Hawthorne?

484-2

Name *

Yvonne W Zoon

Submission 484

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 485

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

485-1

Additional comments on the Draft Environmental Impact Report

Trench Option: not viable because it will collect water, dust, trash and provide safety concerns that other people and/objects may fall in.
Hawthorne Option: not viable due to extreme cost of building elevated structures with associated elevators, escalators, etc.
At Grade Option: the only fiscally viable choice with only moderate risk due to rail crossing streets and crosswalks.

485-2

485-3

485-4

Name *

James Lake

Submission 485

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 486

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

486-1

Additional comments on the Draft Environmental Impact Report

As a public transit user, none of the options seem useful, unless you can build the last mile infrastructure around the Torrance and Redondo stations. It appears to me that it would be inconvenient with multiple transfers to board the rail system and return home from the Torrance station. (For me) For example, to go to LAX I just hop on the Torrance 8 and about 45 minutes I'm at the bus way waiting for the shuttle. When the C line is completed I have to find a way to get to the Torrance or Redondo station with my carry-on luggage and maybe transfer one or two times to board the rail. Same for the return trip home. Plus I don't like standing in the rain or sun waiting for the bus to show up.

486-2

Name *

Edward Miyashiro

Submission 486

Address *

[redacted]

Email *

[redacted]

Phone

No calls

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485-1

Submission 487

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [x] Hawthorne Option

487-1

Additional comments on the Draft Environmental Impact Report

Don't want light rail in my city. Too much crime associated with Metro in L.A. Absolutely no Trench Option or Hawthorne Option.

487-2

Name *

Alicia L Baughfman

Submission 487

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 488

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

488-1

Additional comments on the Draft Environmental Impact Report

As a lifetime resident I don't believe that we need any light rail coming into Torrance, I don't see any benefit to the city only more stress on our Fire and Police departments. Other city's that have brought rail into their cities have only faced more crime, Santa Monica is a good example.

488-2

Name *

Jeff Henges

Submission 488

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 489

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

489-1

Additional comments on the Draft Environmental Impact Report

Building light rail that has to wait at traffic signals is pointless, it should be grade separated at all intersections. Being at grade everywhere except for intersections is the best option and gets my vote.

489-2

Name *

Bryan Higgins

Submission 489

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 490

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [x] Hawthorne Option

490-1

Additional comments on the Draft Environmental Impact Report

None of these 3 options are acceptable. Torrance needs to protect its communities and environment from pollution, noise, crime, and homeless issue. We are strongly against this project.

490-2

Name *

Jeff

Submission 490

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 491

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

491-1

Additional comments on the Draft Environmental Impact Report

The Hawthorne option appears to improve safety by separating light rail from car traffic and pedestrians, but in reality it forces pedestrians to cross busy streets to reach the proposed light rail stations. For this reason it is likely to decrease pedestrian safety and pedestrian usage of the stations, resulting in wasted money. I implore those in charge to not consider the Hawthorne option.

491-2

Name *

Brandon Pennington

Submission 491

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 492

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

492-1

Additional comments on the Draft Environmental Impact Report

LA Metro should stick within the budget - no new underfunded options that will cost taxpayers billions!

492-2

Name *

Mark Michaelian

Submission 492

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 493

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

493-1

Additional comments on the Draft Environmental Impact Report

Lawndale and its residents would never accept light rail near their schools or residences. Although an elevated rail system along Hawthorne is economically and environmentally expensive, the cost can be mitigated by having one-track sections with two-track single platform stations. (Japan Rail Nara line and LIRR Port Jefferson line have one-track sections). One car line in each direction along most of Hawthorne will be affected during construction.

493-2

Name *

K Lee

Submission 493

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 494

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

494-1

Additional comments on the Draft Environmental Impact Report

Ultimate it would be beneficial to have a transportation option run the length of Hawthorne Blvd from South Torrance to a Metrorail connection in Inglewood. It could run in the existing median at grade. This could be light rail or even a trolley type system.

494-2

Name *

Frank Kenny

Submission 494

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 495

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

495-1

Additional comments on the Draft Environmental Impact Report

The Proposed Project is the most practical and fiscally responsible.

495-2

Name *

Joan Spratt

Submission 495

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

496-1

Additional Comments on the Draft Environmental Impact Report:

Use the approach least impactful to existing infrastructure, Way too much construction on Torrance roadways.

Name: Alan & Stacy Holtz

Address: [redacted] 90504

Phone: [redacted]

Email: [redacted]

496-2

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

497-1

Additional Comments on the Draft Environmental Impact Report:

Very good – Red line.
* Hawthorn Blvd.

Name: NORMAN TRAN

Address: [redacted]

Phone:

Email: [redacted]

Submission 498

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

498-1

Additional Comments on the Draft Environmental Impact Report:

Keep the train where they planned it to go. Stop changing plans at the end of the project just to accomodate Redondo. They should have known the plan !!

Name: Randy + Martha Shetter

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 499

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

499-1

Additional comments on the Draft Environmental Impact Report

The mailed flier was very informative to make a good decision to go with the Torrance City Council's proposed project plan.

Name *

Hans G Kuck

Submission 499

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 500

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

500-1

Additional comments on the Draft Environmental Impact Report

The trench option is concerning due to underground gas pipes. The proposed plan is clearly the least invasive. It is high time that Torrance got better public transit.

500-2

Name *

Erika Lytle

Submission 500

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 501

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

501-1

Additional comments on the Draft Environmental Impact Report

Passes and fare rates of Torrance Transit should be applicable to the Light Rail also.Thank you.

Name *

Esther Audrey

Submission 501

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 502

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

502-1

Additional comments on the Draft Environmental Impact Report

It seems to be more cost-effective and less environmental impact.

502-1

Name *

Jing H Chang

Submission 502

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 503

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

503-1

Additional comments on the Draft Environmental Impact Report

I like rail travel, but it is an oddity to get somewhere (the museums near USC if there's a game or a concert). To travel through the city just to look at what it holds. MOST tax payers see it the same way, I'm afraid. Asking for higher and higher taxes, more and more inconvenience delays during extend schedule overruns will only alienate most of the folks who will rarely if EVER ride light rail. Do it at the lowest cost and the fastest to get the project to pass on voting day.

Name *

Fred Ruby

Submission 503

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 504

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

504-1

Additional comments on the Draft Environmental Impact Report

Is this an express connection to the Marine station? If not, how many stops are anticipated?

504-2

Name *

Pamela Wilkerson

Submission 504

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 505

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

505-1

Additional comments on the Draft Environmental Impact Report

The at-grade would be the wisest for tax payers and riders alike.

Name *

Terry Butler

Submission 505

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 505

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I don't want to have the rail system come through our city at all, why isn't that an option offered to the voter!? I don't want homeless or drug users able to crisscross though our city with ease. No one uses the trains, they're dangerous and neglected. No one of professional worth uses these things.

Name *

Eric Rosenberg

Submission 505

Address *

19020 Entradero Avenue, Torrance, California, 90503

Email *

Forumal1@earthlink.net

Phone

3102912555

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Submission 506

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

506-1

Additional comments on the Draft Environmental Impact Report

I agree with the proposed project. Consider what racist redlining has done to the whole LA County, pushing freeways into lower-income neighborhoods where the majority are people of color. Let's spread projects out a little more to neighboring beach cities so we can stop pushing people out of their homes. It's about being fair all around.

506-2

Name *

Rosa Sahara

Submission 506

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 507

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

507-1

Additional Comments on the Draft Environmental Impact Report:

Hurry Up!

Name: Linda HORNBECK

Address: [redacted]

Phone: [redacted]

Email: [redacted]

(#) 0

Submission 508

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

508-1

Additional comments on the Draft Environmental Impact Report

I own commercial real estate on Hawthorne Blvd. in Torrance and very strongly support the Metro right of way elevated project.

508-2

Name *

884 Holdings LLC (JoAnne Sanger)

Submission 508

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 509

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

509-1

Additional comments on the Draft Environmental Impact Report

Hawthorne option is NOT good for the local traffic and it costs too much for it's worth.

509-2

Name *

David Zhang

Submission 509

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 510

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

510-1

Additional comments on the Draft Environmental Impact Report

Please do not add delay and cost to this long overdue transit project. The trench and Hawthorne options either increase cost, delay the project, inconvenience residents and business or all of the above.

510-2

Name *

Rick Grefsrud

Submission 510

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 511

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

511-1

Additional comments on the Draft Environmental Impact Report

Everyone in our household favors the proposed project. Please do not consider the Hawthorne Option which would be detrimental to the character and functioning of our Torrance community.

511-2

Name *

Juan Carlos Aguila, Ph.D.

Submission 511

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 512

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

512-1

Additional comments on the Draft Environmental Impact Report

The Metro Right-of-Way Elevated/At-Grade option will bring the light rail to the Torrance City sooner at the lowest cost and the least technical challenges comparing to the other two options.

512-2

Name *

Hung T. Huynh

Submission 512

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 513

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 513-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

It is the best option and will help me get to LAX in the future

Name *

Christopher L Foley

Submission 513

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 514

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

514-1

Additional comments on the Draft Environmental Impact Report

I support the council's plan. This metro system is an excellent idea to connect our community to LAX and the rest of LA but it has to be done in a fiscally responsible way. Thank you Torrance City council

Name *

Max Majcher

Submission 514

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 515

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

All are bad options. Criminals and homeless persons will have easy access to Torrance

515-1

Name *

Steve Chan

Submission 515

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 516

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

516-1

Additional comments on the Draft Environmental Impact Report

The most cost efficient method, please.

516-2

Name *

Smitcha Buranasombati

Submission 516

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 517

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

517-1

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

About time!

Name *

Linda Blumenthal

Submission 517

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 518

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

None of the above. The whole thing is a stupid waste of money. 518-1

Name *

Merlin Bird

Submission 518

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 519

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

519-1

Additional comments on the Draft Environmental Impact Report

I am in support of the Proposed Project option. I am strongly opposed to the Hawthorne option. The negative impact on my community and cost associated to it are unacceptable and must be denied.

519-2

Name *

Jim Mills

Submission 519

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 520

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

520-1

Additional comments on the Draft Environmental Impact Report

To be clear, I love this project and I can't wait to see it happen! My vote is for the Hawthorne Option, however, I understand it might be cost-prohibitive. If one of the other two options is selected, I would like to see improved bicycle lanes and pedestrian walkways to and from the station, in all directions, but especially along Artesia to the East! I'm guessing that easy access to the station increases ridership, property values, rents, and tax revenues.

520-2

Name *

Ken Lucas

Submission 520

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 521

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- [ ] Trench Option
- [ ] Hawthorne Option

521-1

Additional comments on the Draft Environmental Impact Report

My second choice would be the Trench Option if the impact is really high on the Redondo Beach and Lawndale resides for the original ROW. The Draft EIR did not address the possible traffic issues and pollution created by the Hawthorne Option and the additional cost of an elevated station. In addition, since my home is so close to Hawthorne Blvd., there would be more traffic using 177th Street as a shortcut to get away from the Metro and any congestion caused by the Metro.

521-2

Name *

Kay Peterson

Submission 521

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 522

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- [ ] Trench Option
- [ ] Hawthorne Option

522-1

Additional comments on the Draft Environmental Impact Report

Using Hawthorne Blvd is not practical or any way good for the public. The route is not one that would be used very much to begin with since the destinations are not the usual ones people desire. Hawthorne Blvd is already one of the most used highways in this area and additional traffic will make congestion and pollution worse.

522-2

Name *

Raymond Peterson

Submission 522

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 523

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

523-1

Additional comments on the Draft Environmental Impact Report

Keep Newsom and other 'progressive' nitwits as far away from this project as possible.

Name *

Terry Dunseith

Submission 523

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 524

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

524-1

Additional comments on the Draft Environmental Impact Report

Extending the Metro to Torrance is a great idea. The Proposed Project seems to be the most cost effective option with the least amount of disruption due to construction. The Trench Option, while a better option for residents along the Right-of-Way, would cause excessive expense and delays. The Hawthorne option is a joke and not sure why this was even proposed. I am glad to hear that the Torrance City Council supports avoiding the Hawthorne option.

524-2

Name *

Mark Torres

Submission 524

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 525

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

525-1

Additional comments on the Draft Environmental Impact Report

It makes no sense to do anything other than proposed project. No to Trench & Hawthorne blvd

Name *

Sean

Submission 525

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 526

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

526-1

Additional comments on the Draft Environmental Impact Report

Best proposal for the money.

Name *

William &Belinda Gonzalez

Submission 526

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 527

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

527-1

Additional comments on the Draft Environmental Impact Report

Are any other stops planned?

527-2

Name *

Wudhidham Prachumsri

Submission 527

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 528

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

This is a massive waste of money. The best option is don't build it. 528-1

Name *

Justin Neems

Submission 528

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 529

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

529-1

Additional comments on the Draft Environmental Impact Report

I am concerned that the Proposed Project would reduce 4 lanes each side to 2 lane each side, causing permanent traffic congestion.
The Trench Option not a good idea, I think it would be hard to remove trash from it or keep it clean.
I like the futuristic Hawthorne Option best, because it doesn't impact the car lanes, but I only support it if there is an easy and quick way to get to the Regional Transit Center. Otherwise, it's pointless. Due to the aging population and likelihood of the 60+ to use this mode of transit, accessibility is a big concern.
Maybe less stations, but more accessibility (e.g. escalator, ramps, elevator), or special stations where there is no elevation gain would help.

529-2

529-3

Submission 529

Name *

Frances Koo

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 530

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Why. So, you want to bring the homeless to us.

Name *

Don't build. Fix the roads.

530-1

Submission 530

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 531

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Environmental impact. Clogged roads and more exhaust on traffic back ups on local roads.

531-1

Name *

john farris

Submission 531

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 532

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

532-1

Additional comments on the Draft Environmental Impact Report

The impact to the environment is substantial as the noise is a problem forever long for the residents along the line. Has the government thought of a shuttle line between the green line and the C line terminals? That would be the least noise and would cost much less than this proposal. Residents have voiced concern about losing a park that a father plays ball with his kids which would be eliminated with this proposal. A bus line would keep the park intact.

532-2

Name *

Ronald Chan

Submission 532

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 533

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

533-1

Additional comments on the Draft Environmental Impact Report

Metro should have a duty to choose the most cost efficient and least disruptive option. Clearly the proposed plan provides the extension of light rail within those guidelines.

533-2

Name *

Yvette Reed

Submission 533

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 534

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Not a useful way to spend tax payers money. Spend extra tax dollars on local development, homeless shelters, free lunches for every child in public schools (no matter income and pay off any debts owed).

534-1

Name *

john farris

Submission 534

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 535

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

None of the above, what we have is a rail system going to nowhere. Galleria is a ghost town soon to be re-developed and Torrance Station is in no mans land.
ANOTHER BULLET TRAIN PROJECT.

535-1

Name *

Joe Miyamoto

Submission 535

Address *

[redacted]

Email *

J[redacted]

Phone

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Submission 536

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

536-1

Additional comments on the Draft Environmental Impact Report

Although the at-grade option would be least expensive, I think the trench option would be the safer choice with fewer at-grade crossings, and have less noise for residents living close to the tracks. Both options following the existing right-of-way would also be closer to the Redondo Beach Transit Center, unlike the more expensive Hawthorne boulevard option.

536-2

Name *

Paul Powers

Submission 536

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 537

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

537-1

Additional comments on the Draft Environmental Impact Report

Using the existing right-of-way seems like the most cost-effective and quickest way to complete the extension.

537-2

Name *

Bradford Eastman

Submission 537

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 538

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 538-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Using the existing rail Right-of-way to save money but adding more buses in and out at Mary K. Giordano Regional Transit Center.

Name *

William

Submission 538

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 539

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 539-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Don't want any metro coming to Torrance 539-2

Name *

Alexa Frazier

Submission 539

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 540

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

540-1

Additional comments on the Draft Environmental Impact Report

I prefer the baseline plan due to cost, less impact to the environment. By following the existing right of way, it minimizes the footprint of the rails and infrastructure to the city.

540-2

Name *

Steven Schulz

Submission 540

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 541

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

541-1

Additional comments on the Draft Environmental Impact Report

I read the flyer and I was wondering what the positives of the Trench and Hawthorne options. The flyer highly recommends the right of way which I agree with but really nothing to compare it to.

541-2

Name *

Liz Torres

Submission 541

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 542

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

542-1

Additional comments on the Draft Environmental Impact Report

The proposed project appears to be the best answer as it will have the least impact on the surrounding communities and accommodates both the Redondo Beach transit center and the Torrance transit center.

542-2

Name *

Steve Brueggeman

Submission 542

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 543

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

543-1

Additional comments on the Draft Environmental Impact Report

I hope there will be a Torrance Police presence during all operating hours of the light rail to prevent any criminal behavior such as what happened to El Segundo when the 105 freeway was finished.

543-2

Name *

Dale Gereaux

Submission 543

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 544

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

544-1

Additional comments on the Draft Environmental Impact Report

While the trench option is more expensive, it will be more aesthetic.

544-2

Name *

Richard Mink

Submission 544

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 545

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

545-1

Additional comments on the Draft Environmental Impact Report

Hawthorne boulevard is the only route you should support. It avoids disrupting the lives of thousands of people to our north and it would better serve businesses and riders along Hawthorne Blvd

545-2

Name *

John

Submission 545

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 546

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

546-1

Additional comments on the Draft Environmental Impact Report

I would use the Metro so much more if it went down Hawthorne Blvd. The ROW option is too far away. I want a stop in front of the South Bay galleria and walkable from our apartment complex. Hawthorne option is better

546-2

Name *

Chelsea

Submission 546

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 547

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

547-1

Additional comments on the Draft Environmental Impact Report

Hawthorne is the best and least impactful option for our city and also our neighbors to the north in Lawndale and Redondo. It will also lead to more ridership as it serves businesses along Hawthorne.

547-2

Name *

Patrick

Submission 547

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 548

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

548-1

Additional comments on the Draft Environmental Impact Report

Hawthorne is the obvious answer. I'm confused by this mailer - it's not exactly factual.

548-2

Name *

Maria Hernandez

Submission 548

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 549

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

549-1

Additional comments on the Draft Environmental Impact Report

The cheapest and fast option is the best. Would be great to have this line extension already.

549-2

Name *

Ryan Fulton

Submission 549

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 550

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

550-1

Additional comments on the Draft Environmental Impact Report

Name *

Sylvanus Finney

Submission 550

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 551

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

551-1

Additional comments on the Draft Environmental Impact Report

Name *

Natalia Giacomelli

Submission 551

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 552

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

552-1

Additional comments on the Draft Environmental Impact Report

Name *

Cheryl shenefield

Submission 552

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 553

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

553-1

Additional comments on the Draft Environmental Impact Report

Name *

Sheng Lee

Submission 553

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 554

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

554-1

Additional comments on the Draft Environmental Impact Report

Name *

Ben Takahashi

Submission 554

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 555

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- [ ] Trench Option
- [ ] Hawthorne Option

555-1

Additional comments on the Draft Environmental Impact Report

Name *

Al Derago

Submission 555

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 556

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

556-1

Additional comments on the Draft Environmental Impact Report

Name *

Betty Derago

Submission 556

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 557

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

557-1

Additional comments on the Draft Environmental Impact Report

Name *

Chuck Driesler

Submission 557

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 558

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

558-1

Additional comments on the Draft Environmental Impact Report

Name *

Dennis Bosch

Submission 558

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 559

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

559-1

Additional comments on the Draft Environmental Impact Report

Name *

Amber Hernandez

Submission 559

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 560

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

560-1

Additional comments on the Draft Environmental Impact Report

Name *

Ronald Omatsu

Submission 560

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 561

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

561-1

Additional comments on the Draft Environmental Impact Report

Name *

Joni owens

Submission 561

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 562

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

562-1

Additional comments on the Draft Environmental Impact Report

Name *

Juanita Leon

Submission 562

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 563

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

563-1

Additional comments on the Draft Environmental Impact Report

Name *

Masashi Kawamoto

Submission 563

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 564

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

564-1

Additional comments on the Draft Environmental Impact Report

Name *

Michael Woodard

Submission 564

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 565

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

565-1

Additional comments on the Draft Environmental Impact Report

None

Name *

Silvy F.

Submission 565

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 566

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

566-1

Additional comments on the Draft Environmental Impact Report

None

Name *

Izzy Flores

Submission 566

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 567

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

567-1

Additional comments on the Draft Environmental Impact Report

Name *

Gloria Ohe

Submission 567

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 568

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 568-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Jim & Laura Ackermann

Submission 568

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 569

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 569-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Zachary Mayo

Submission 569

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 570

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

570-1

Additional comments on the Draft Environmental Impact Report

Name *

Sandy Bruce

Submission 570

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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568-1

Submission 571

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 571-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Eric Barricklow

Submission 571

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 572

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

572-1

Additional comments on the Draft Environmental Impact Report

Name *

Yoolee Suhr

Submission 572

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 573

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

573-1

Additional comments on the Draft Environmental Impact Report

Name *

Michael Serafin

Submission 573

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 574

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

574-1

Additional comments on the Draft Environmental Impact Report

Name *

Sara Kim

Submission 574

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 575

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

575-1

Additional comments on the Draft Environmental Impact Report

Trench option

575-2

Name *

Albert belanger

Submission 575

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 576

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

576-1

Additional comments on the Draft Environmental Impact Report

Name *

Andreas

Submission 576

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 577

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

577-1

Additional comments on the Draft Environmental Impact Report

Name *

Marc Horton

Submission 577

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 578

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

578-1

Additional comments on the Draft Environmental Impact Report

Name *

Frank Tippin

Submission 578

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 579

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

579-1

Additional comments on the Draft Environmental Impact Report

Name *

Anthony Panipinto

Submission 579

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 580

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

580-1

Additional comments on the Draft Environmental Impact Report

Name *

Wm. Champlin

Submission 580

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 581

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

581-1

Additional comments on the Draft Environmental Impact Report

Name *

Miller

Submission 581

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 582

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

582-1

Additional comments on the Draft Environmental Impact Report

Name *

Philip Miyasato

Submission 582

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 583

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

583-1

Additional comments on the Draft Environmental Impact Report

Name *

Elaine

Submission 583

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 584

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

584-1

Additional comments on the Draft Environmental Impact Report

Name *

Alfonso P Gonzales

Submission 584

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 585

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

585-1

Additional comments on the Draft Environmental Impact Report

Name *

Makoto Saito

Submission 585

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 586

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

586-1

Additional comments on the Draft Environmental Impact Report

Name *

Eva Gonzales

Submission 586

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 587

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- [ ] Trench Option
- [ ] Hawthorne Option

587-1

Additional comments on the Draft Environmental Impact Report

One

Name *

Cynthia Hubbard

Submission 587

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

586-1

Submission 588

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

588-1

Additional comments on the Draft Environmental Impact Report

Name *

Baburaj Nair

Submission 588

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 589

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

589-1

Additional comments on the Draft Environmental Impact Report

Name *

Donna Perkins

Submission 589

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 590

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

590-1

Additional comments on the Draft Environmental Impact Report

Name *

Betsy Walli Sadur

Submission 590

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 591

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

591-1

Additional comments on the Draft Environmental Impact Report

Name *

Robert Sadur

Submission 591

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 592

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

592-1

Additional comments on the Draft Environmental Impact Report

Name *

Bruce Yamasaki

Submission 592

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 593

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [x] Hawthorne Option

593-1

Additional comments on the Draft Environmental Impact Report

Name *

Helen

Submission 593

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 594

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

594-1

Additional comments on the Draft Environmental Impact Report

Name *

Jeanette Garcia

Submission 594

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 595

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

595-1

Additional comments on the Draft Environmental Impact Report

Name *

Erika

Submission 595

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 596

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

596-1

Additional comments on the Draft Environmental Impact Report

Name *

Tim Goodrich

Submission 596

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 597

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

597-1

Additional comments on the Draft Environmental Impact Report

Name *

Josh Hoover

Submission 597

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 598

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Trench Option
- [ ] Hawthorne Option

598-1

Additional comments on the Draft Environmental Impact Report

Name *

Carl Petry

Submission 598

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 599

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

599-1

Additional comments on the Draft Environmental Impact Report

Name *

Keith Wicker

Submission 599

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 600

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

600-1

Additional comments on the Draft Environmental Impact Report

Name *

Julie Kohus

Submission 600

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 601

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

601-1

Additional comments on the Draft Environmental Impact Report

Name *

Soad Hakim

Submission 601

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 602

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

602-1

Additional comments on the Draft Environmental Impact Report

Thanks for the thoroughness

Name *

Linda Eremita

Submission 602

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 603

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

603-1

Additional comments on the Draft Environmental Impact Report

Name *

Phil Bahng

Submission 603

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 604

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

604-1

Additional comments on the Draft Environmental Impact Report

Name *

Shozo Yoshikawa

Submission 604

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 605

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

605-1

Additional comments on the Draft Environmental Impact Report

The mailed flier was very informative to make a good decision to go with the Torrance City Council's proposed project plan.

Name *

Hans G Kuck

Submission 605

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 606

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [ ] Trench Option
- [ ] Hawthorne Option

606-1

Additional comments on the Draft Environmental Impact Report

Name *

Yared

Submission 606

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 607

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

607-1

Additional comments on the Draft Environmental Impact Report

Name *

John Joseph

Submission 607

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 608

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [x] Hawthorne Option

608-1

Additional comments on the Draft Environmental Impact Report

Name *

marisela smith

Submission 608

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 609

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

609-1

Additional comments on the Draft Environmental Impact Report

Name *

Jasper R Eanes

Submission 609

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 610

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

610-1

Additional comments on the Draft Environmental Impact Report

Name *

Nae Shin

Submission 610

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 611

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

611-1

Additional comments on the Draft Environmental Impact Report

It seems to be more cost-effective and less environmental impact.

611-2

Name *

Jing H Chang

Submission 611

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 612

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

612-1

Additional comments on the Draft Environmental Impact Report

Name *

Navia Davis

Submission 612

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 613

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

613-1

Additional comments on the Draft Environmental Impact Report

Name *

david Holmes

Submission 613

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 614

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

614-1

Additional comments on the Draft Environmental Impact Report

Name *

Jennifer Wesner

Submission 614

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 615

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

615-1

Additional comments on the Draft Environmental Impact Report

Name *

Dan Devries

Submission 615

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 616

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

616-1

Additional comments on the Draft Environmental Impact Report

Name *

Michael Handley

Submission 616

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 617

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

617-1

Additional comments on the Draft Environmental Impact Report

Name *

B. Enis

Submission 617

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 618

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

618-1

Additional comments on the Draft Environmental Impact Report

Name *

Zunilda Cossio

Submission 618

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 619

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

619-1

Additional comments on the Draft Environmental Impact Report

Name *

James Shu

Submission 619

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 620

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

620-1

Additional comments on the Draft Environmental Impact Report

Name *

Lawrence Lau

Submission 620

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 621

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

621-1

Additional comments on the Draft Environmental Impact Report

Name *

Geoff Rizzo

Submission 621

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 622

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

622-1

Additional comments on the Draft Environmental Impact Report

Name *

Glenda Fukunaga

Submission 622

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 623

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

623-1

Additional comments on the Draft Environmental Impact Report

Name *

Philip Porush

Submission 623

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 624

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

624-1

Additional comments on the Draft Environmental Impact Report

Name *

John Fowler

Submission 624

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 625

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

625-1

Additional comments on the Draft Environmental Impact Report

Name *

Kelly kohagura

Submission 625

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 626

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

626-1

Additional comments on the Draft Environmental Impact Report

Name *

Gailene Tofiga

Submission 626

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 627

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

627-1

Additional comments on the Draft Environmental Impact Report

Name *

Brian Mckibbin

Submission 627

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 628

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

628-1

Additional comments on the Draft Environmental Impact Report

Name *

Byron Jung

Submission 628

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 629

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

629-1

Additional comments on the Draft Environmental Impact Report

Name *

Guillaume Rouault

Submission 629

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 630

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

630-1

Additional comments on the Draft Environmental Impact Report

Name *

Curt Nimori

Submission 630

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 631

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

631-1

Additional comments on the Draft Environmental Impact Report

Name *

Ryan Lee

Submission 631

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 632

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

632-1

Additional comments on the Draft Environmental Impact Report

Name *

Ella Dixon

Submission 632

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 633

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

633-1

Additional comments on the Draft Environmental Impact Report

None

Name *

Gary Inouye

Submission 633

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 634

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

634-1

Additional comments on the Draft Environmental Impact Report

Name *

Harper Munro

Submission 634

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 635

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

635-1

Additional comments on the Draft Environmental Impact Report

Name *

Ilia Munro

Submission 635

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 636

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [x] Hawthorne Option

636-1

Additional comments on the Draft Environmental Impact Report

Name *

Sue Cheng

Submission 636

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 637

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

637-1

Additional comments on the Draft Environmental Impact Report

Name *

Michael Daley

Submission 637

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 638

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

638-1

Additional comments on the Draft Environmental Impact Report

Name *

mr and mrs senichi sumi

Submission 638

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 639

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

639-1

Additional comments on the Draft Environmental Impact Report

Name *

se lee

Submission 639

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 640

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

640-1

Additional comments on the Draft Environmental Impact Report

Name *

Sunnyra Joo

Submission 640

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 641

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

641-1

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Aldrin Hie

Submission 641

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 642

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

642-1

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Konstantin Majarov

Submission 642

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 643

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

643-1

Additional comments on the Draft Environmental Impact Report

Name *

William Brown

Submission 643

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 644

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

644-1

Additional comments on the Draft Environmental Impact Report

Name *

Suzette Savard

Submission 644

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 645

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

645-1

Additional comments on the Draft Environmental Impact Report

Name *

Stella Yang (Personal)

Submission 645

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 646

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

646-1

Additional comments on the Draft Environmental Impact Report

Name *

Han Jo Park

Submission 646

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 647

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

647-1

Additional comments on the Draft Environmental Impact Report

Name *

Evan Loshin

Submission 647

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 648

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

648-1

Additional comments on the Draft Environmental Impact Report

Name *

Janice Lee

Submission 648

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 649

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

649-1

Additional comments on the Draft Environmental Impact Report

Name *

Jennifer Dahm

Submission 649

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 650

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

650-1

Additional comments on the Draft Environmental Impact Report

Name *

Alicia Spitzer

Submission 650

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

TORRANCE TRANSIT

Submission 651

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

651-1

Additional Comments on the Draft Environmental Impact Report:

Name: John Lucas

Address: [redacted]

Phone:

Email:

Submission 652

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

652-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Gregory S. Lawrinat

Address: [redacted]

Phone: [redacted]

Email:

Submission 653

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

653-1

Additional Comments on the Draft Environmental Impact Report:

Would prefer No Light Rail into our Neighborhood. It brings crime + homeless people to Torrance

Name: Philip + Madonna Kielty

Address: [redacted]

Phone: [redacted]

Email: [redacted]

653-2

Submission 654

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

- [X] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

654-1

Additional Comments on the Draft Environmental Impact Report:

elivate lots of traffic from/to LAX
great idea

Name: Vince Long

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 655

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

655-1

Additional Comments on the Draft Environmental Impact Report:

Name: Linda Zelik

Address: [redacted]

Phone: [redacted]

Email: [redacted]

TORRANCE TRANSIT

Submission 656

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

656-1

Additional Comments on the Draft Environmental Impact Report:

Name: MARY DRIGGS

Address: [redacted] TORRANCE, CA 90503

Phone:

Email: [redacted]

Submission 657

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

657-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Briza Covarrubias

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 658

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

658-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: M.K. Dibas

Address: [redacted]

Phone:

Email:

Submission 659

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

659-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: William & Mary Stahura

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 660

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

660-1

Additional Comments on the Draft Environmental Impact Report:

Name: Mary Kay Rodriguez

Address: [redacted]

Phone:

Email:

Submission 661

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

661-1

Additional Comments on the Draft Environmental Impact Report:

Name: Curt + Sherry Jenkins

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 662

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

662-1

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Edward Frios

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 663

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

663-1

Additional Comments on the Draft Environmental Impact Report:

Name: CARL D PAQUETTE

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Los Angeles County
Metropolitan Transportation Authority

Final Environmental Impact Report
Appendix C. Public Comments on the Draft EIR
Part 3: Submissions 664-1326

Metro

664-1
664-3
664-2

664-1
664-2
664-3
664-4

664-5
664-6
664-7

From: Richard Maeda [redacted]
Sent: Friday, March 31, 2023 4:23 PM
To: GreenlineExtension
Subject: C Line Extension

Please do not extend the C Line to Redondo Beach or Torrance. This is a terrible idea. We do not need the drug problems, homelessness, and violence issues that other light rail stops encounter added to our cities. 665-1

Sent via BlackBerry Hub+ Inbox for Android

Submission 666

From: MBNS Fundraising < [redacted]
Sent: Wednesday, March 29, 2023 1:50 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 666-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 666-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 666-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 666-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 666-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 666-6

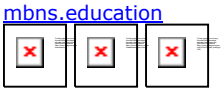
I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will h
ave PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 666-7

Thank you,

Susana Quintanar
Lawndale resident

Submission 666

Manhattan Beach Nursery School
Serving families as a 501 C3 non-profit for almost 70 years!
mbns.education



From: Carmen Reyes [redacted]
Sent: Tuesday, March 28, 2023 3:48 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 667-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 667-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 667-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 667-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 667-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 667-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 667-7

Thank you,

Carmen Reyes

Submission 668

From: Melissa Hoppe [redacted]
Sent: Monday, April 3, 2023 11:31 AM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 668-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 668-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 668-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 668-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 668-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 668-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 668-7

***Keep the commuters with the commuters! Don’t ruin my neighborhood and my right to peace and quiet at home just because there may be a legal way for you to do so. It isn’t right.

***Additionally, taking the train to work would take me over twice as long as driving, so I'm not sure why you're rushing this extension without first figuring out how to make the routes faster or reduce stops. Most people will take the fastest route. And that will still be driving.

***I pay $2,300 in rent each month. This is no longer a low-income neighborhood. I make six figures. You need to be respectful of ALL people. You cannot take advantage of us.

Thank you,

Melissa Hoppe

Submission 669

From: Danny Hom <[redacted]>
Sent: Tuesday, March 28, 2023 11:22 PM
To: GreenlineExtension
Subject: Draft EIR Comment: Green Line towards Torrance

While extending the line down the existing right-of-way has pros and cons, so does extending the line along the busy Hawthorne Boulevard corridor. It is unfortunate that subgroups of South Bay homeowners seem to have objections to both possible pathways forward for the train. Nevertheless, its extension is important, not least as a faster way into the heart of the South Bay for workers in the Gateway Cities.

When Metro makes its routing decision, please prioritize having easy transfers from rail to bus, with priority placed on the Metro Bus network, regardless of how you build. For example, if a station ends up being sited in the center of Hawthorne, which makes the trains an inconvenient walk from the Redondo Beach Transit Center, please evaluate routing for the local lines that will allow bus passengers to disembark near the Hawthorne Station at least one stop prior to their trips' arrival at the RBTC. 669-1

If the C Line (Green) follows the ROW, I will be disappointed to not have a convenient rail transfer point to my primary bus line in this area, the 344. Unless Metro can find some sort of workaround for the inconvenience, that is.

Also, please ensure that stations are designed from the perspective of accessibility, given the significant use of the system by disabled passengers. In particular, an elevated platform (say, at the potential stop on Hawthorne) should be designed to account for wheelchair users and the quality of their experience. The breakdown of elevators experienced at contemporary Metro Rail sites today is a frustrating phenomenon for disabled riders. 669-2

Thank you for your consideration!

Danny Hom
[redacted]

Sent from Yahoo Mail on Android

Submission 670

From: [redacted]
Sent: Monday, April 3, 2023 3:54 PM
To: GreenlineExtension
Subject: Green Line EIR Comment- Haaland

Thank you for the opportunity to comment on the Project/EIR.

My experience as a neighbor to the existing Greenline (Marine to Douglas segment) has been that noise is audible at my Manhattan Beach/Oak Avenue location approximately 1 mile away. Most noticeably at night.

My thought for the project, as I have received bits of information over the years, is to use an app-based self-driving NEV track on the existing railroad right-of-way as an alternative to conventional light rail. Substantial discussion has appeared to indicate technology for self-driving NEVs (or similar small electric vehicles) on isolated tracks is currently viable. I assume this can be done while maintaining some freight train functionality, and light/raisable bridging over primary streets to provide safe, continuous, confined paths for NEV trips. Advantages to this approach appear to include:

- Minimal noise compared to light rail.
- Minimal disturbance to the existing railroad right-of-way.
- Customized stops for rider flexibility.
- Flexibility to provide spurs to malls, beaches, and other significant destinations.
- Elimination of light rail power supply issues previously expressed for the project.
- Compatibility in converting existing Marine-to-Aviation/Airport light rail segment connecting to main Norwalk-to-Crenshaw light rail route.

670-1

Thanks again,
Eric Haaland
Manhattan Beach

Virus-free.www.avg.com

Submission 671

From: Anna Mavromati Duncan [redacted]
Sent: Tuesday, March 28, 2023 3:46 PM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; Fourthdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; jbutts@cityofinglewood.org; GreenlineExtension
Subject: Metro expansion through Lawndale

Dear Metro Board Members,

We are writing to express our deep concern regarding the proposal to build the Metro Train Green Line down the ROW (Right of Way) and urge you to reconsider the route and consider an alternative path down Hawthorne Boulevard. 671-1

Our friends, who live alongside the ROW, are very dear to us, and we are extremely worried about their safety and wellbeing if the train were to be built down the ROW. They have shared their concerns about the train running through their backyard and the disruption it would cause to their daily lives. Their house is a peaceful haven that provides them with much-needed respite from the hustle and bustle of life. We fear that the noise and vibration from the train would cause them and their children immense stress and anxiety. 671-2

The ROW is also home to many trees and green spaces that provide a much-needed escape for the residents. The train's construction would result in the loss of these natural resources, which are essential for the mental and physical wellbeing of the community. 671-3

In contrast, Hawthorne Boulevard is a much more appropriate location for the Metro Train. It is a major thoroughfare that would cause fewer disruptions to the community. Building the train down Hawthorne Boulevard would not only be safer for our friends but would also provide a more convenient route for commuters. 671-4

We urge you to consider our concerns and the impact that the train's construction would have on our friends and the community living alongside the ROW. We strongly recommend building the Metro Train down Hawthorne Boulevard and ensuring the safety and wellbeing of our friends and community. As residents of the neighboring city of North Redondo, we consider Lawndale and the neighborhood surrounding ROW as a part of our larger community, and we want to look out for the quality of life and safety of our neighbors. 671-5

Thank you for your time and attention to this matter.

Sincerely,

Anna Mavromati Duncan
[redacted]

Submission 672

From: Amy LaCoe [redacted]
Sent: Tuesday, March 28, 2023 3:35 PM
To: GreenlineExtension
Subject: Re: Final Reminder C Line (Green) Extension to Torrance DEIR Comment Period Closes Today

I'm in favor of Metro using the existing tracks and against using Hawthorne Blvd. 672-1
Amy LaCoe
[redacted]

On Monday, March 27, 2023 at 09:00:16 AM PDT, Metro C Line (Green) Extension <greenlineextension@metro.net> wrote:

View this email in your browser

The DEIR Comment Period for the C Line (Green) Extension to Torrance Project Will Close Today, March 27, 2023

Reminder that the public comment period for the Draft Environmental Impact Report (DEIR) for the C Line (Green) Extension to Torrance project closes today, Monday, March 27, 2023. Public comments on the DEIR can be submitted through the end of today, March 27, by mail, email, or phone.

If you missed the public hearings, a video of the virtual public hearing is available on our website to view the presentation. The DEIR and other project documents can be found on the project website by visiting the documents section or go directly to metro.net/clineext/#documents. A 3D simulation video of the three possible alignments under evaluation is available at bit.ly/cletvideo. Please visit the project StoryMap for additional information at bit.ly/cletstory.

To access the DEIR and other project information, please reference the direct links below.

- Draft EIR (Full Document)

- Draft EIR (By Chapter)
- Draft EIR Appendices (By Appendix)
- Other Project Information Reports
- Public Hearing Presentation
- Public Hearing Meeting Boards
- Virtual Public Hearing Recording

Next Steps

Metro will be accepting comments on the DEIR through the end of today, March 27, 2023, when the DEIR will close for public review. Metro will share comments with the Metro Board of Directors later this spring/summer as part of project findings to help inform their selection of preferred alignment (called the Locally Preferred Alternative). All comments received during the DEIR public comment period will be formally responded to in the Final EIR (anticipated 2024). Metro will continue to collect general input after the DEIR public comment period closes and any comments received will continue to help inform the project.

You can submit your written feedback by email at greenlineextension@metro.net, by mail at the address below, or by phone at (213) 922-4004.

Contact Us

Metro invites you to stay involved and share your feedback.

El período de comentarios de DEIR para el proyecto de extensión de la línea C (verde) a Torrance se cerrará hoy, 27 de marzo de 2023

Recordatorio de que el período de comentarios públicos para el Borrador del Informe de Impacto Ambiental (DEIR) para el proyecto de Extensión de la Línea C (Verde) a Torrance finaliza hoy, lunes 27 de marzo de 2023. Los comentarios públicos sobre el DEIR se pueden enviar hasta el final de hoy, 27 de marzo, por

correo, correo electrónico o teléfono.

Si no pudo asistir a las reuniones públicas, hay disponible un video de la reunión virtual en nuestro sitio web para que pueda ver la presentación. El plan preliminar del Informe de Impacto Ambiental y otros documentos del proyecto se encuentran en el sitio web del proyecto visitando la sección de documentos o visitando directamente metro.net/clineext/#documents. Se encuentra disponible un video de simulación en 3D de las tres alineaciones bajo evaluación en bit.ly/cletvideo. Visite el esquema narrativo del proyecto para obtener más información en bit.ly/cletstory.

Para acceder al plan preliminar del Informe de Impacto Ambiental, consulte los siguientes enlaces directos.

- Plan preliminar del Informe de Impacto Ambiental (documento completo)
- Plan preliminar del Informe de Impacto Ambiental (por capítulos)
- Plan preliminar del Informe de Impacto Ambiental, Apéndices (por apéndices)
- Otros informes sobre el proyecto
- Presentación de las reuniones públicas
- Paneles de las reuniones públicas
- Grabación de la reunión pública virtual

Próximos pasos

Metro aceptará comentarios sobre el DEIR hasta el final de hoy, 27 de marzo de 2023, cuando el DEIR se cerrará para revisión pública. Metro compartirá los comentarios con la Junta Directiva de Metro más tarde esta primavera/verano como parte de los resultados del proyecto para aportar información para la selección de la alternativa preferida (llamada Alternativa preferida a nivel local). Todos los comentarios recibidos se responderán formalmente en el Informe de Impacto Ambiental final (previsto para 2024). Metro continuará recolectando la opinión del público luego que el Plan preliminar del Informe de Impacto Ambiental cierre y todo comentario recibido posteriormente ayudará a aportar información para el proyecto.

También puede hacer sus comentarios por escrito por correo electrónico a greenlineextension@metro.net, por correo postal a la dirección que se encuentra debajo o por teléfono al (213)-922-4004.

Contáctenos

Metro lo invita a participar y a compartir su opinión.

Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list.

Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

Submission 673

From: Sofia Merino [redacted]
Sent: Tuesday, March 28, 2023 2:56 PM
To: GreenlineExtension
Subject: Resident Comment

Hello,
I am a current resident in Lawndale, California and live a few houses down from the current railroad tracks and from your potential metro proposal is (Metro ROW Elevated/At-Grade Alignment (Proposed Project), Trench Option). I and many neighbors have many concerns about the proposal you are suggesting. One of the most pressing is regarding the residential disturbance that this will cause due to the noise and overall construction. As well as from Condom Street from 162nd street to 170th street it is a one way that is necessary for residents to reach their houses that would cause an issue for many. 673-1

This project would completely change the neighborhood for the worse. The train/freight cars that pass by the tracks cause little disturbance to the neighborhood and the metro would cause a drastic change. If you must go through with this project you should vote for the Hawthorne option. It would cause the least amount of residential change for all cities involved. The Hawthorne option also allows for a better overall option for your project. It would allow for a more public view of your metro line and its very location would promote the usage of it. When everyone is stuck in traffic on the freeway or on Hawthorne boulevard they will see the metro and influence them to take the metro instead of driving. Having this metro line go through the residential areas will affect thousands of families and would be a devastating mistake. Please take these concerns seriously. 673-2 673-3

Thank you,
Rosalia Merino

Submission 674

From: Mach, David <DMach@TorranceCA.gov>
Sent: Monday, April 17, 2023 12:03 PM
To: Sheridan, Georgia; GreenlineExtension
Subject: Additional Mailers for Comments to C-Line Extensions to Torrance
Attachments: Additional Mailers Recieved after 3.27.23.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Georgia,

Please see attached for additional mailers that we received from Torrance residents regarding the C-Line Extension. I understand that these were postmarked or received after the March 27, 2023 deadline. However, please include them as part of the general comments for the project if possible.

Thank you.

David Mach
Sr. Business Manager – Transit Planning
City of Torrance | 20500 Madrona Avenue | Torrance CA 90503 | 310.781.6974 | 310.618.6924 fax | DMach@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19 | Transit.TorranceCA.Gov |

Submission 674

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-1

Additional Comments on the Draft Environmental Impact Report:

The project that has the least disruptions is the best.

Name: Bernas

Address: [redacted]

Phone: [redacted]

Email: [redacted]

674-2

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-3

Additional Comments on the Draft Environmental Impact Report:

Name: Dianne & Jerry Baltz

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 674

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-4

Additional Comments on the Draft Environmental Impact Report:

Name: Jo Anne Naka

Address: [redacted]

Phone: [redacted]

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-5

Additional Comments on the Draft Environmental Impact Report:

Please be cost effective; less impact on businesses, community; Trench seems dangerous; overhead rail is ugly.

Name: Sharon I

Address: [redacted]

Phone: [redacted]

674-6

Email: [redacted]

Submission 674

Share Your Thoughts on Extending Light Rail to Torrance!

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-7

Additional Comments on the Draft Environmental Impact Report:

NONE take a look at Santa Monica 3rd Street PROMENADE!!!

Name: SUSAN HALE

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-8

Additional Comments on the Draft Environmental Impact Report:

Name: FRANCESCO MECCO

Address: [redacted]

Phone: [redacted] TORRANCE

Email:

Submission 674

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 674-9

Additional Comments on the Draft Environmental Impact Report:

Stop surveying, start building. "

Name: T. Elder

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option 674-10

Additional Comments on the Draft Environmental Impact Report:

As a resident of South Bay for over 50 years, I feel the Trench Option is the best, safest choice. The Trench Project + Proposed Project will definitely bring in more traffic to Hawthorne Bl / Del Amo [illegible] Torrance.

Name: Helen Itabashi

Address [redacted]

Phone:

Email:

674-11

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 674

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-12

Additional Comments on the Draft Environmental Impact Report:

I OPPOSE THE HAWTHORNE OPTION STRONGLY.

Name: Tim Calkins

Address: [redacted]

674-13

Phone: [redacted]

Email: [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

674-14

Additional Comments on the Draft Environmental Impact Report:

Trench option is full of waste and time. It will likely end up with trash

Name: Oliver King

Address: [redacted]

Phone: [redacted]

Email:

Submission 674

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-15

Additional Comments on the Draft Environmental Impact Report:

Name: Janet Seiffert POS of Torrance

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-16

Additional Comments on the Draft Environmental Impact Report:

I concur with majority's comments on the Environmental Impact Report.

Name: Frederick A. Mohit

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 674

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

674-17

Additional Comments on the Draft Environmental Impact Report:

Local Contractors should be used on this Light Rail project, preferably from the South Bay Area of Los Angeles County.

Name: Timothy McAtee

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NONE / NO Light rail here, EXPANSION

Name:

Address:

Phone:

Email:

674-18

Sakamoto

[redacted]

Submission 674

LOS ANGELES CA 900
5 APR 2023 PM 1 L

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Submission 674

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

674-19

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Jenny Sakamoto

Address: 90502-2474

Phone:

Email:

Submission 675

From: Gilbert, Daren S. <daren.gilbert@cpuc.ca.gov>
Sent: Wednesday, March 29, 2023 2:58 PM
To: GreenlineExtension
Subject: RE: [EXTERNAL] RE: SCH# 2021010269 - LA Metro C Line (Green) Extension to Torrance DEIR - CPUC Comments

Sorry it was tardy.

Daren Gilbert
Program Manager
Rail Transit Safety Branch - Rail Safety Division
California Public Utilities Commission
300 Capitol Mall, Suite 400 | Sacramento, CA 95814
[redacted]

From: GreenlineExtension <GreenlineExtension@metro.net>
Sent: Wednesday, March 29, 2023 2:55 PM
To: Gilbert, Daren S. <daren.gilbert@cpuc.ca.gov>
Subject: [EXTERNAL] RE: SCH# 2021010269 - LA Metro C Line (Green) Extension to Torrance DEIR - CPUC Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your comment letter

Mark Dierking
LA Metro
Director, Community Relations
Local Government & External Affairs
213.922.2426
metro.net | facebook.com/losangelesmetro | @metrolosangeles

From: Gilbert, Daren S. <daren.gilbert@cpuc.ca.gov>
Sent: Wednesday, March 29, 2023 1:15 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Cc: state.clearinghouse@opr.ca.gov; Clugston, Roger N. <roger.clugston@cpuc.ca.gov>; Garabetian, Antranig G. <antranig.garabetian@cpuc.ca.gov>; Bond, Matthew <Matthew.Bond@cpuc.ca.gov>; Artus, Stephen <stephen.artus@cpuc.ca.gov>; Kung, Ainsley <Ainsley.Kung@cpuc.ca.gov>; Truong, Anh <Anh.Truong@cpuc.ca.gov>; Pereyra, Jose <jose.pereyra@cpuc.ca.gov>; Ocampo, Madeline <madeline.ocampo@cpuc.ca.gov>; Matus, James <James.Matus@cpuc.ca.gov>; Madero, Eric R. <Eric.Madero@cpuc.ca.gov>; Nguyen, Sally <Sally.Nguyen@cpuc.ca.gov>
Subject: SCH# 2021010269 - LA Metro C Line (Green) Extension to Torrance DEIR - CPUC Comments

Greetings:

Submission 675

Attached is the comment letter of the California Public Utilities Commission staff on the referenced DEIR for the C Line (Green) Extension to Torrance project.

Daren Gilbert
Program Manager
Rail Transit Safety Branch - Rail Safety Division
California Public Utilities Commission
300 Capitol Mall, Suite 400 | Sacramento, CA 95814
[redacted]

Submission 675

STATE OF CALIFORNIA Gavin Newsom, Governor

PUBLIC UTILITIES COMMISSION

320 W 4th Street Suite 500
Los Angeles, CA 90013

(Electronically Transmitted – No hard copy will follow)

March 29, 2023

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012
greenlineextension@metro.net

SUBJECT: SCH# 2021010269; C Line (Green) Extension to Torrance Project - Draft Environmental Impact Report

Dear Ms. Sheridan,

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan (SCP) approval and Safety Certification Verification Report (SCVR) approval is required for rail transit projects to be placed in revenue service. In addition, the California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings and Engineering Branch (RCEB) will review crossing matters. The Commission has received a copy of the *Draft Environmental Impact Report (DEIR)* from the Los Angeles County Metropolitan Transportation Authority (Metro), who is the lead agency for the proposed C Line (Green) Extension to Torrance Project (CLGET Project).

According to the DEIR, the CLGET Project is a light rail transit (LRT) project that would extend for approximately 4.5-miles from the existing Redondo Beach (Marine) Metro C Line (Green) Station southeast to the Torrance Transit Center (TC), along the Metro-owned Harbor Subdivision railroad right-of-way (Metro ROW), with a combination of elevated and at-grade segments. The Project Area includes portions of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance.

Alternatives studied include a No Project Alternative and three Project Alternatives, as follows:

- **Alternative 1: Proposed Project (Metro ROW)**
  Consists of a 4.5-mile segment along the Metro ROW, that will remain shared with freight service. The freight track will be shifted to one side of the right of way to accommodate two light rail tracks. This alignment is comprised of a combination of elevated and at-grade segments. This alignment includes six grade-separated crossings in the north (between Inglewood Ave and 162nd Street) and two at-grade crossings at 170th Street and 182nd Street. The freight track will remain at grade at existing locations.

Alternative 1 has two Options:

- **Option 1: Trench Option along Metro ROW alignment**
  The Trench Option follows the same alignment as the Proposed Project, with a combination of below grade (trench) and at-grade segments. In the northern part of the alignment, the light rail would travel in an open-air trench for approximately two miles, crossing under eight streets between Inglewood Avenue and 182nd Street. At-grade segments are proposed between 173rd Street and Grant Avenue and south of 182nd Street, where the light rail would cross over existing grade-separated crossings (bridges) at Artesia Boulevard, Grant Avenue, Hawthorne Boulevard, and 190th Street. This option would be entirely grade-separated with no rail crossings at street level. South of 190th Street, the alignment and Torrance TC Station would be identical to the Proposed Project.

- **Option 2: Hawthorne Boulevard Option (entirely elevated)**
  The Hawthorne Option would start within the existing Metro ROW at the Redondo Beach (Marine) Metro C (Green) Line Station, leave the Metro ROW to parallel I-405 between Inglewood Avenue and Hawthorne Boulevard, and follow Hawthorne Boulevard south between 162nd Street and 190th Street. The entire alignment within the Hawthorne Option segment would be elevated, for approximately 2.7 miles. South of 190th Street, the alignment and Torrance TC Station would be identical to the Proposed Project.

- **Alternative 2: 170th/182nd Grade-Separated Light Rail Transit**
  The 170th/182nd Grade-Separated Light Rail Transit Alternative would be identical to the Proposed Project (Alternative 1) in the north with an elevated segment of light rail between Inglewood Ave and 162nd Street. In the south, the light rail would be grade separated from the roadways at 170th Street and 182nd Street, with the light rail tracks located below street level in a trench. Between 170th Street and 182nd Street, the Alternative would be identical to the Trench Option (Option 1). All other aspects of the project would be the same as the Proposed Project. This Alternative would be entirely grade-separated with six over-crossings in the north (between Inglewood Ave and 162nd Street) and two below-grade crossings at 170th and 182nd Streets.

- **Alternative 3: High Frequency Bus (HFB)**
  The HFB Alternative would implement a rapid bus service instead of a light rail extension. The bus line would be a local express service with some bus rapid transit characteristics. The service may be as frequent as that proposed for light rail, though its ability to attract ridership would be less due to less travel time savings and fewer amenities. The buses would operate in mixed-flow traffic with transit signal priority systems, which give priority to transit vehicles at signalized intersections by giving an early green signal or holding a green signal. There would be a total of four bus stops between the existing Redondo Beach (Marine) Station and Torrance TC, compared to two light rail stations in the Proposed Project. Travel times from end to end would be about 25 minutes, which is faster than local bus service (approximately one hour, with a transfer), but slower than the travel times expected from the Proposed Project (approximately seven minutes).

The CLGET Project described in the DEIR is subject to several rules and regulations involving the Commission. These may include, but are not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings,
- California Public Utilities Code, Section 99152; rail transit safety,
- Commission's Rules of Practice and Procedure, which detail the Formal Application process for construction or modification of public crossings. These are available on the CPUC web site. www.cpuc.ca.gov

675-1

The design criteria of the proposed CLGET Project must comply with Commission General Orders (GOs), such as:

- GO 26 series, Clearances on Railroads and Street Railroads With Reference to Side and Overhead Structures, Parallel Tracks, Crossings of Public Roads, Highways and Streets,
- GO 72 series, The Construction and Maintenance of Crossings At-Grade of Railroads with Public Streets, Roads and Highways in the State of California (if any),
- GO 75 series, Standards for Warning Devices for At-Grade Highway-Rail Crossings in the State of California (if any),
- GO 88 series, Rules for Altering Public Highway-Rail Crossings (if any),
- GO 95 series, Overhead Electric Line Construction (if catenary is used),
- GO 128 series, Construction of Underground Electric Supply and Communication Systems,
- GO 143 series, Safety Rules and Regulations Governing Light-Rail Transit, and
- GO 164 series, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems

675-2

The project must ensure compliance with federal regulations including:

- 49 CFR Part 674, State Safety Oversight

675-3

The following link provides resources on the Commission's rules and regulations regarding rail safety: https://www.cpuc.ca.gov/about-cpuc/divisions/rail-safety-division

While the DEIR identified less than significant impacts to Transportation and Safety for the Light Rail Alternatives studied, it is important to note that two of the crossings in the Proposed Project are planned at-grade. The at-grade crossings at 170th Steet and at 182nd Street are existing freight track crossings. The Proposed Project would modify each 1-freight track crossing into a wider 3-track crossing (2-light rail & 1-freight) and increase the frequency of train activity. Both crossings are in residential communities and the 182nd Street crossing is located approximately ¼ mile from Adams Middle School and Washington Elementary School. The impact to safety of pedestrians at these locations must be evaluated and mitigated. If the Proposed Project is selected, Commission staff recommend Metro also select either Option 1 (Trench Option) or Option 2 (Hawthorne Option) as both options consist of entirely grade separated light rail crossings and will eliminate the potential for future light rail related crossing incidents.

675-4

The DEIR also identified significant impacts due to noise as a result of the combination of relocated freight tracks and light rail noise, as well as overall train service operations for Alternatives proposed along the Metro ROW. The DEIR also indicates that Metro proposes to mitigate these noise impacts by designing and modifying all at-grade crossings to include all required equipment needed to allow local jurisdictions to designate a quiet zone. Additional proposed mitigation measures include requesting authorization from the Commission to: (1) install bell shrouds (PF-NV-2) on crossing warning device bells, and (2) implement a gate-down-bell-stop variance (PF-NV-3). The Commission's RCEB staff will not support a gate-down-bell-stop variance, as the audible warning provided by bells will remain the only source of audible warning afforded to pedestrians if a quiet zone is established along this rail corridor. Thus, Metro should not assume that a gate-down-bell-stop variance will be authorized as a noise mitigation measure. Metro should reevaluate noise impacts without the availability of a gate-down-bell-stop variance as a mitigation. 675-5

We understand that this is a complex and challenging project with funding, design, and environmental approval considerations for Metro. Assuming the project advances in some form, the Commission will need to provide applicable regulatory oversight for the CLGET Project. Oversight activities include approval of the CLGET Project SCP and SCVR, selected document reviews, sampling inspections, participation in fire-life safety and safety-certification related meetings, and pre-revenue testing observations. Commission staff will provide the CLGET Project team a project-specific Safety and Security Certification Oversight Plan (SSCOP) after Commission approval of CLGET Project's SCP. The SSCOP will detail Commission staff's oversight process and activities prior to the Project's proposed revenue service date. 675-6

The proposed project must also conform to the goals of the CPUC's Environmental and Social Justice Action Plan. This includes improving safety and access to transportation, improving local air quality and public health, and expanding outreach and public participation opportunities in disadvantaged communities. For more information, please visit https://www.cpuc.ca.gov/esjactionplan . 675-7

We encourage early coordination between Commission staff and Metro personnel in order to provide consultation on proposed design and engineering of the CLGET Project prior to Metro filing applications seeking Commission authorization to construct.

Thank you for the opportunity to comment on the Metro's DEIR for the CLGET Project. We look forward to working with Metro. Please feel free to contact me at (916) 803-0736 or daren.gilbert@cpuc.ca.gov or contact our lead staff on this project: Madeline Ocampo at (213) 503-5243 or madeline.ocampo@cpuc.ca.gov for transit safety matters, and Jose Pereyra at (213) 479-0181 or jose.pereyra@cpuc.ca.gov for crossing matters.

/
/
/

Sincerely,

Daren Gilbert, Manager
Rail Transit Safety Branch
Rail Safety Division

cc: State Clearinghouse
Roger Clugston, Director, Rail Safety Division, CPUC
Anton Garabetian, Manager, RCEB, CPUC
Stephen Artus, Program and Project Supervisor, RTSB, CPUC
Matthew Bond, Program and Project Supervisor – Southern California, RCEB, CPUC
Ainsley Kung, Senior Utilities Engineer Supervisor, RTSB, CPUC
Anh Truong, Senior Utilities Engineer Supervisor, RCEB, CPUC
Madeline Ocampo, Utilities Engineer, RTSB, CPUC
Jose Pereyra, Utilities Engineer, RCEB, CPUC
Sally Nguyen, Utilities Engineer, RTSB, CPUC
James Matus, Supervisor Operations and Safety Section, RTSB, CPUC
Eric Madero, Senior Transportation Operations Supervisor, RTSB, CPUC

Submission 676

From: Khela Guirguis [redacted]
Sent: Monday, April 24, 2023 6:20 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 676-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 677

From: ANISSA BLANCO <[redacted]
Sent: Monday, April 24, 2023 12:16 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

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I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 677-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 678

From: Rari Matic [redacted]
Sent: Thursday, April 20, 2023 9:50 AM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

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Rari Matic
Lawndale resident

Submission 679

From: jose vera [redacted]
Sent: Wednesday, April 19, 2023 5:12 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

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PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 680

From: Bianca Blanco [redacted]
Sent: Wednesday, April 19, 2023 3:10 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 680-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 681

From: Anyways _dead [redacted]
Sent: Tuesday, April 18, 2023 3:27 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

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I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 681-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 682

From: akende foluso [redacted]
Sent: Tuesday, April 18, 2023 8:52 AM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 682-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE I supported that they should choose somewhere else not Lawndale Residential neighborhoods. 682-2

Submission 683

From: Jordi Nus Garrell [redacted]
Sent: Monday, April 17, 2023 7:33 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 683-1

Hawthorne Boulevard is filled with business that will benefit greatly if the line is routed through there. I've been living in this area for years and I strongly think this is the best option for all the neighbors and business owners in Lawndale and Hawthorne. 683-2

Best,

Jordi Nus
https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.jordinus.com%2F&data=05%7C01%7Cgreenlineextension%40metro.net%7Ce3ab971eb366432fdd1408db3fb5441e%7Cab57129bdbfd4cacaa77fc74c40364af%7C1%7C0%7C638173820004264167%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=XsMypFUDqOQq2zfqIkAh8lk7HotJqwAxtmD1iqdGmZ0%3D&reserved=0

Submission 684

From: Silvestre Hidalgo [redacted]
Sent: Monday, April 17, 2023 6:45 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 684-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 685

From: Silvestre Hidalgo [redacted]
Sent: Monday, April 17, 2023 6:40 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 685-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 686

From: [redacted]
Sent: Monday, April 24, 2023 6:28 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 686-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 687

Share Your Thoughts on Extending Light Rail to Torrance!

TORRANCE TRANSIT

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

687-1

Additional Comments on the Draft Environmental Impact Report:

Name: R.W. Way

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 688

From: Gmail [redacted]
Sent: Wednesday, April 5, 2023 7:51 AM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,
Please have some understanding.
I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead for the following reasons: 688-1

- NEIGHBORHOOD QUALITY OF LIFE: The ROW option would send 200-300 trains per day through quiet residential neighborhoods from 4 AM until Midnight. This will permanently affect the quality of life for more than 1,000 families in Lawndale and North Redondo Beach. Metro's own environmental impact report states increases in NOISE and VIBRATION will be "Significant" and "Unavoidable." This is in addition to 3-5 years of significant construction-related impacts to the neighborhood. 688-2

- SAFETY: In some spots, the ROW option will move an existing freight track to within 8-10 feet of fence lines. This track currently sees trains carrying highly flammable and dangerous petroleum products between two oil refineries. Even a minor derailment -- even at slow speeds -- would put petroleum tanker cars into homes and backyards. This freight line already has a history of previous derailments. 688-3

In addition, the ROW has multiple high-pressure petroleum pipelines buried in unstable soil. Construction of the C Line down the ROW presents a danger to those pipelines even if all safety protocols are followed. Even one slip-up could be catastrophic to the neighborhood. 688-4

- LOSS OF GREEN SPACE: The ROW -- for better or worse -- is utilized as much-needed green space in the City of Lawndale. Not only that, it offers a respite from urban sprawl with tall, mature trees and views of the San Gabriel Mountains in the distance. What is now a park-like community along the ROW will be replaced with giant walls that will bounce train noise and destroy views of the horizon. 688-5

- RIDERSHIP: Routing the Metro C Line down Hawthorne Boulevard would see more ridership than the ROW option as it passes by businesses and landmarks people want to visit. This includes a station in front of a planned mixed-use residential development at the South Bay Galleria. 688-6

I implore you to listen to the voices of the community when selecting which option to build. This is a 100-year project that will have PERMANENT impacts on a community already disadvantaged compared to neighboring South Bay cities. When considering costs, look at not only the financial costs, but the societal and environmental costs as well. Do the right thing, get it right for future generations and choose HAWTHORNE BOULEVARD for the Metro C Line Extension. 688-7

Thank you,

—— Michael Valdez

Submission 689

From: victor akende [redacted]
Sent: Thursday, April 6, 2023 5:21 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

Dear Metro Board Members,

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Thank you,

Sent from my iPhone

Submission 690

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 690-1

Additional Comments on the Draft Environmental Impact Report:

Lots of seniors will love this.
Look Forward to more info.
Pricing for rides / passes

Name: M. Tuckett
Address: New Horizon Resident
Phone: Senior Complex. 690-2
Email:

Submission 691

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 691-1

Additional Comments on the Draft Environmental Impact Report:

Start Date? How many months or years to complete? Projected COST? Cost of overruns?

Name: Barbara J. Halligan

Address: [redacted]

Phone: [redacted] 691-2

Email:

Submission 692

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

692-1

Additional Comments on the Draft Environmental Impact Report:

Name: FRED G. RICHARDS

Address: [redacted]

Phone:

Email: [redacted]

Submission 693

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 693-1

Additional Comments on the Draft Environmental Impact Report:

This option makes the most sense — continues Green Line design and minimizes construction impacts.

Name: J.C. & M.M. Kelly

Address: [redacted] 90505 693-2

Phone: [redacted]

Email:

Submission 694

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As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 694-1

Additional Comments on the Draft Environmental Impact Report:

Practical in all aspects of access, to riders and Maintenance to the system.

Name: Jose A. Aguirre

Address: [redacted] 694-2

Phone: [redacted]

Email: N/A

Submission 695

From: MIKE KIM [redacted]
Sent: Wednesday, April 12, 2023 12:52 PM
To: ServiceCouncils ServiceCouncils@metro.net
Subject: no to Row

Hello,

Even with all of the recent freight train derailments, there was yet another freight train derailment reported in San Bernadino yesterday (Mar 27th). There is clearly a difference in the safety protocol for passenger trains vs. freight trains. If the Los Angeles Metro board votes to have the C Line extension along the ROW, as a resident living along the ROW, I have concerns as follows:

- I question if Metro will rebuild the freight line with the same safety standards as the passenger lines.
- I am concerned that Metro does not have the civil and structural engineers available to design and plan out the freight line to the same safety standards as the passenger lines
- I am concerned that Metro will try to certify the rebuilt freight line to handle more freight cars and freight trains to higher speeds. Recent catastrophic freight derailments are evidence that freight cars / containers are not all maintained adequately; and increased freight traffic would increase the risk to all who reside along the ROW. It only takes one faulty rail car to cause a derailment!

695-1

The freight line in its current condition and current usage has been derailment free for many decades and is proven to be safe based on its history. Moving the freight line several feet to the west so that 2 commuter lines can squeeze in the ROW will not drive towards a safe rail design as the design layout engineering team will compromise safety concerns for the concern to squeeze everything into the limited space along the ROW.

695-2

Please demand that your Metro team takes another look at the Hawthorne Blvd option. Let's keep the commuter train line away from the freight line where ever we can and let's leave the freight line alone.

695-3

respectfully,

Michael Kim

From: MIKE KIM [redacted]
Sent: Wednesday, April 12, 2023 12:51 PM
To: ServiceCouncils ServiceCouncils@metro.net
Subject: no to Row

Hello,

the Metro EIR for the commuter C line extension to the Torrance bus station has projections for the number of commuter trains that will travel using those lines and their impact is considered in the report.

However, the EIR does not have any projections as to how the freight traffic along the Metro ROW will change after it is built. Metro has presented how the freight rail lines will be improved and will be quieter after it is built, however it is silent regarding projected increased freight traffic after it is built, which is concerning.

I know if Metro rebuilds the freight line along the ROW, it will want to certify it to be able to pass more freight through those lines, which will have additional noise and vibration impacts not mentioned in the EIR. 695-4

Please direct the Metro team to update the EIR report with impact studies due to increased projected freight with the ROW options.

Respectfully,
Michael Kim

From: MIKE KIM [redacted]
Sent: Wednesday, April 12, 2023 12:51 PM
To: ServiceCouncils ServiceCouncils@metro.net
Subject: no to Row

Hello,

I read in last week's Metro train ridership report that ridership on the Los Angeles Metro rail system is half of where it was precovid. I can't see why Metro continues to build and expand commuter train lines when the riders are not there. Case in point is the C line extension to the Torrance bus depot next door to the Torrance refinery for $2-3 billion. 695-5

Don't see waiting for a bus or train next to a refinery belching toxic fumes as a good way to start or end a day! The Torrance bust depot is desolate and empty at night and please consider the higher possiblity for crime/ physical safety issues for any riders getting off a later train and need to walk or ride a bicycle to get to their destination. Seems like the funding could be better used for Metro rail projects that actually go to a destination such as a rail extension to SoFi stadium. 695-6

please recommend the 'no rail' option for the upcoming vote on the C Line extension to Torrance. This proposal to add rail to the C Line to Torrance will not improve Metro's ridership metrics nor will it serve the South Bay communities. 695-7

Michael Kim

From: MIKE KIM [redacted]
Sent: Wednesday, April 12, 2023 12:49 PM
To: ServiceCouncils ServiceCouncils@metro.net
Subject: no to Row

Hello,

Due to recent freight railway catastrophes, there is an emerging bipartisan movement in Congress demanding lasting changes to improve railroad safety demanding a deeper study into the options that ensure rail safety. Please pre-emptively consider the legislation that will emerge from these investigations and look deeper into the C line extension with regards to safety. 695-8

Metro has a third option of an elevated commuter train that would travel up Hawthorne Blvd or an approval for 'no train' with high frequency transit buses in dedicated bus lanes- these would be the best options to safely serve the community. 695-9

respectfully,

Michael Kim

From: MIKE KIM [redacted]
Sent: Wednesday, April 12, 2023 12:48 PM
To: ServiceCouncils ServiceCouncils@metro.net
Subject: no to Row

Hello,

With the recent catastrophic freight train derailments, I am very concerned with the possibility of a derailment with both of the 2 ROW options. The safest route for the existing freight line along the ROW is where it is now, based on the fact that there has not been a derailment in decades. Moving the freight line closer to the residents on the west side of the tracks and squeezing in 2 Metro commuter rail lines along the ROW will not make it safer for the Lawndale and Redondo Beach communities. BNSF had 2 recent train derailments, the most recent one was last Thursday 3/16/2023 in Washington State where 5000 gallons of diesel fuel spilled. 695-10

Please reconsider and do not recommend to the Metro board either of the 2 ROW options for the C Line extension to the Torrance Station. 695-11

respectfully,

Michael Kim

From: MIKE KIM [redacted]
Sent: Wednesday, April 12, 2023 12:46 PM
To: ServiceCouncils <ServiceCouncils@metro.net>
Subject: no to Row

Hello,

Los Angeles Metro, I am highly concerned with Metro's plan to build the C line extension along the Metro owned ROW due to the numerous gas pipelines going along it and the risk of explosions during construction. 695-12

In light of recent freight railway catastrophes please look deeper into the Hawthorne Blvd route option. 695-12

respectfully,

Michael Kim

Submission 696

From: Sheridan, Georgia
Sent: Friday, April 7, 2023 8:50 AM
To: GreenlineExtension
Subject: Fwd: Mailers Received After 3.27.23
Attachments: Mailers Recieved after 3.27.23_No Postmark.pdf; Mailers Recieved after 3.27.23 - Postmarked After 3.27.23.pdf; Mailers Recieved after 3.27.23 - Postmarked by 3.27.23.pdf

Get Outlook for iOS

From: Mach, David <DMach@TorranceCA.gov>
Sent: Thursday, April 6, 2023 5:57:05 PM
To: Sheridan, Georgia <SheridanG@metro.net>
Cc: Fauble, Bryce <BFauble@TorranceCA.gov>; Lim, Daniel <DLim@TorranceCA.gov>
Subject: Mailers Received After 3.27.23

Hi Georgia,

As I mentioned, we received a few mailers after the March 27, 2023 Deadline for Draft EIR Comments. Some of these are postmarked by 3/27, some do not have any postmarked, and some have postmark after 3/27/23. Please see attached.

David Mach
Sr. Business Manager – Transit Planning
City of Torrance | 20500 Madrona Avenue | Torrance CA 90503 | 310.781.6974 | 310.618.6924 fax | DMach@TorranceCA.Gov |
www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia |
www.TorranceCA.Gov/COVID19 | Transit.TorranceCA.Gov |

Submission 696

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-1

Additional Comments on the Draft Environmental Impact Report:

Accelerating this project would be very beneficial. We need a time effective alternative to sitting on the 405

Name: MARIAN KRAVITZ

Address: [redacted]

Phone:

Email: [redacted]

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-2

Additional Comments on the Draft Environmental Impact Report:

I rode the Green Line only once & a fist fight broke out. Never riding it again! Full of dirtbags. This is just adding a direct conduit to Willow Brook and Watts

Name: Scott Wood

Address: [redacted]

Phone: [redacted]

Email: [redacted]

M. KRAVITZ
[redacted]

Submission 696

LOS ANGELES CA 900
24 MAR 2023 PM 9 L

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Scott T Wood
[redacted]

LOS ANGELES CA 9
24 MAR 2023 PM 2

Please complete the survey on the other side of this card or take it online at tinyurl.com/CLineExt

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Submission 696

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-3

Additional Comments on the Draft Environmental Impact Report:

When is the projected completion date for the plan I have checked?

Name: V Joanne Verospej [redacted]

Address:

Phone:

696-4

Email: none

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-5

Additional Comments on the Draft Environmental Impact Report:

I don't see a need for this train the cost is high, Its ugly, most people Don't Ride, Brings more crime, I strongly Disagree on Having this

Name: Shawn Denny

Address: [redacted]

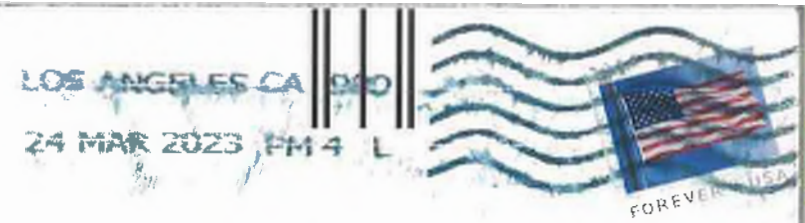
Phone:

Email: [redacted]

S. Denny

[redacted]

Submission 696

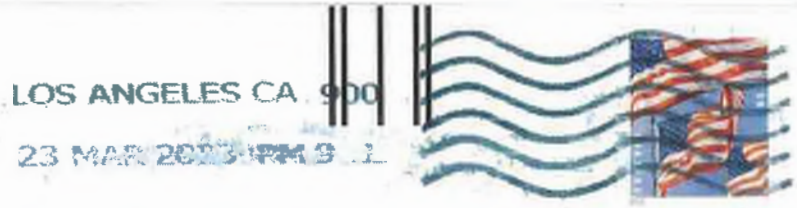


TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

V

Joanne Verespej

[redacted]



TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Submission 696

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-6

Additional Comments on the Draft Environmental Impact Report:

Name: STEVE OSHIRO

Address: [redacted]

Phone: [redacted]

Email: [redacted]

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-7

Additional Comments on the Draft Environmental Impact Report:

Name: W. HAMADA

Address: [redacted]

Phone:

Email: [redacted]

Steve Oshiro
[redacted]

Submission 696

LOS ANGELES CA 900
23 MAR 2023 PM 9 L

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

B&W HAMADA
[redacted]

LOS ANGELES CA 900
22 MAR 2023PM 12 L

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Submission 696

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-8

Additional Comments on the Draft Environmental Impact Report:

Thanks for this opportunity to share my opinion. Best wishes on carrying out the project.

Name: Mr. Marc R. Chavez [redacted]

Address:

Phone: [redacted]

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-9

Additional Comments on the Draft Environmental Impact Report:

Name: JAH JA

Address [redacted]

Phone:

Email:

JAHJA

[redacted]

Submission 696

LOS ANGELES CA 900
22 MAR 2023 PM

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Mr Marc Chavez
3536 Garnet St Apt 4
Torrance, CA 90503-3643

LOS ANGELES CA 900
22 MAR 2023 PM 12

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Submission 696

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-10

Additional Comments on the Draft Environmental Impact Report:

Name:

Address: Robin R. Fields [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

696-11

Additional Comments on the Draft Environmental Impact Report:

Name: Paul Matsumoto

Address: [redacted]

Phone:

Email:

Submission 696

Robin R. Fields
[redacted]

LOS ANGELES CA 900
22 MAR 2023 PM 1 1

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Mr. Paul Matsumoto
[redacted]

LOS ANGELES CA 900
22 MAR 2023 PM 9 L

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Submission 696

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

696-12

Additional Comments on the Draft Environmental Impact Report:

Name: David Sakai

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-13

Additional Comments on the Draft Environmental Impact Report:

Please close down South Bay Greens Marijuana dispensary near Crenshaw and Torrance Blvds. kids, Torrance reputation, property values at stake. Shame on Torrance!!!

Name: Marijuana leads to DNA damage

Address: autism in next generation of Torrance

Phone: residents. High visibility location

Email: near several schools & where kids shop including Vons store.

Submission 696

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-14

Additional Comments on the Draft Environmental Impact Report:

Name: Nicki Noble

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-15

Additional Comments on the Draft Environmental Impact Report:

Name: CRAIG KAZIN

Address: [redacted]

Phone:

Email:

Submission 696

AMNESTY INTERNATIONAL

Craig Kuzin
[redacted]

LOS ANGELES CA 9
27 MAR 2023 PM 1
FOREVER / USA

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

N. Noble
[redacted]

LOS ANGELES CA 9
27 MAR 2023 PM 1
FOREVER / USA

TORRANCE TRANSIT
ATTENTION: DAVID MACH
20500 MADRONA AVE
TORRANCE CA 90503-3690

Submission 696

23 MAR 2023 PM 9

Share Your Thoughts on E Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-16

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Ms. Janet Dirks [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

? ☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-17

Additional Comments on the Draft Environmental Impact Report:

DO NOT KNOW. HAVE NEVER USED IT. DON'T KNOW HOW TO USE IT. MAY BE TOO OLD TO LEARN.

Name: L.D. [redacted]

Address:

Phone:

Email:

Submission 696

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-18

Additional Comments on the Draft Environmental Impact Report:

Name: Stan Ponegalek

Address: [redacted]

Phone: [redacted]

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

696-19

Additional Comments on the Draft Environmental Impact Report:

Name: David Sakai

Address: [redacted]

Phone:

Email:

Submission 696

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-20

Additional Comments on the Draft Environmental Impact Report:

Name: Frieda Wang

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-21

Additional Comments on the Draft Environmental Impact Report:

I want the fastest cheapest, easiest option

Name: Allen Trieu

Address: [redacted]

Phone:

Email:

Submission 696

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-22

Additional Comments on the Draft Environmental Impact Report:

The C Line Must be extended eastward to Norwalk - Santa Fe Springs Metro LINK station as soon as possible.

Name: Christopher Cuatt

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-23

Additional Comments on the Draft Environmental Impact Report:

Name: BRUCE HAMILTON

Address: [redacted]

Phone:

Email:

Submission 696

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As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-24

Additional Comments on the Draft Environmental Impact Report:

Connecting the Redondo Beach & Torrance Transit Centers is important, so I do not support the Hawthorne option

Name: Reagan Woo

Address: [redacted]

Phone:

Email:

696-25

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

696-26

SAFETY & SECURITY FOR TORRANCE!

3/23/20

Additional Comments on the Draft Environmental Impact Report:

Long support this Metro extension so long coming. Must have serious safety concerns with Metro bringing Zombies, crime, drugs to our fair city of Torrance Lets not do this if Metro makes Torrance unsafe. Trench & overhead options cost too much in money and delays. I will be dead before they finish 5 of 5 miles.

Name: CLIFF WONAN

Address: [redacted]

Phone:

Email:

696-27

From: Janette Kurth [redacted]
Sent: Tuesday, April 4, 2023 7:26 PM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; FourthDistrict@bos.lacounty.gov; GreenlineExtension; Dierking, Mark; dierkingmark@yahoo.com; zo@redondo.org; Holly Osborne; Niki MITCHELL; Candace Nafissi
Subject: METRO GOLD LINE South Pasadena | Person Hit by Train Sunday Night

https://southpasadenan.com/metro-gold-line-south-pasadena-person-hit-by-train-sunday-night/?fbclid=IwAR0nDFanIfu-Ugi--VXMjGvQJv8wpSRppE3Vbb_ROaYRFG8grN_ZZCPJt6o

Reports confirm a teenage male was struck by the westbound train. The incident occurred Sunday night approximately 5:10pm. ***BRIGHT DAYLIGHT. WHAT? WAS THE ENGINEER ASLEEP AT THE CONTROLS?***

South Pasadena Fire & Rescue arrived on the scene about 5:20pm, and **the child was pronounced dead at 5:26pm according to the LASD Metro Division.**

The location of the incident was on the Gold Line, westbound tracks approximately 600 feet down the track from the rail-crossing intersection at Arroyo Verde Rd, behind the Ostrich Farm Lofts.

METRO WANTS TO RUN THE GREEN LINE DOWN THE ROW AT GRADE THROUGH LAWNDALE AND NORTH REDONDO. THERE ARE ELEVEN SCHOOLS THAT ARE ONLY BLOCKS AWAY FROM THE ROW THAT *CHILDREN HAVE TO CROSS EVERY DAY TO GO TO AND FROM SCHOOL AND METRO HAS NO REGARD FOR THEIR SAFETY.*

697-1

ELEVATE THE GREEN LINE EXTENSION DOWN HAWTHORNE BLVD. ALIGNMENT AND OUR CHILDREN WILL BE SAFE.

697-2

Jane Addams Middle School

4535 W. 153rd Place, Lawndale, CA 90260

William Anderson Elementary School

4130 W 154th Street
Lawndale, CA 90260

Kit Carson Elementary School

3530 W 147th St., Hawthorne, CA 90250

FDR Elementary School

3533 Marine Ave, Lawndale, CA 90260

William Green Elementary School

4520 W 168th St, Lawndale, CA 90260

Billy Mitchell Elementary School

14429 Condon Ave., Lawndale, CA 90260

Will Rogers Middle School

4110 West 154th Street, Lawndale, California 90260

Lucille Smith Elementary School

4521 W 147th St, Lawndale, CA 90260

Mark Twain Elementary School

3728 W 154th St., Lawndale, CA 90260

Adams Middle School

2600 Ripley Ave, Redondo Beach, CA 90278

Washington Elementary School

1100 Lilienthal Lane, Redondo Beach, CA 90278

SINCERELY JAN, THOMAS AND AMANDA KURTH

[redacted]

[redacted]

Submission 698

From: Colleen Villegas [redacted]
Sent: Monday, April 10, 2023 6:17 PM
To: GreenlineExtension; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; JDUPONTW@AOL.COM; fourthdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com
Subject: Metro Greenline Extension
Attachments: IMG_4094.jpeg

April 10, 2023

Dear Metro Board Members,

I have sent several letters to Metro and have copied you on them. I am opposed to the Metro Green Line Extension running down the Right of Way (ROW) through the peaceful Lawndale and Redondo Beach neighborhoods, and believe it belongs in the business corridor along Hawthorne Boulevard. My neighbors and I would like to extend an invitation to all of you to come and see first hand what we are talking about. We would be happy to give you a tour of the neighborhood at your convenience. I look forward to hearing back from you. 698-1

Sincerely,

Colleen M. Villegas

[redacted]

ROUGH ROAD

Redondo/Torrance

1003

NO!

METRO TRAINS

THROUGH NEIGHBORHOODS

SCAN TO WRITE METRO

BUILD C LINE DOWN HAWTHORNE!

WWW.RIGHTOFSAY.COM

SCAN FOR INFO & TO DONATE

Submission 699

From: Suzan Hubert [redacted]
Sent: Thursday, April 6, 2023 9:16 AM
To: GreenlineExtension
Subject: Native Plants

Greetings,
I am writing to you because I would like to encourage the Metro to plant native plants along the new train route in Torrance. Plants such as lupine, milkweed, poppies, buckwheat and sycamore trees require almost no maintenance once established. They are adapted to live on natural rainfall thus saving water and maintenance of a watering system. Native plants are interesting as they bloom and produce seeds attracting butterflies and birds. Metro could install interpretive panels by stations to educate passengers about native plants while they wait for a train. 699-1

There are several local groups such as the California Native Plant Society, that could assist Metro staff in selecting plants.

Sincerely,
Suzan Hubert,
Torrance resident

Submission 700

From: Tri Vo [redacted]
Sent: Saturday, April 15, 2023 11:31 AM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 700-1

Thank you,
Tri Vo

Submission 701

From: Tania Rodas <[redacted]
Sent: Friday, April 14, 2023 3:20 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 701-1

We have many other options for your proposed Metro but residential area IS NOT one of them. We have too many schools, kids, dogs that are walked peacefully thru the residential area. We don't need a Metro train in our neighborhood. 701-2

Best Regards
Tania Rodas
Resident Lawndale CA

Submission 702

From: Crystal McInerney [redacted]>
Sent: Friday, April 14, 2023 3:07 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 702-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 703

From: Glenn Schnekenburger [redacted]
Sent: Friday, April 14, 2023 3:07 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 703-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

Sent from my iPhone

Submission 704

From: Colin McGee [redacted]
Sent: Friday, April 14, 2023 2:50 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my STRONG disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to please choose the Hawthorne Boulevard elevated option instead. 704-1

I've lived here for the past two years as an undergraduate and now law student. I moved here precisely because of how peaceful and quiet it is here. I also work from home as a tutor for other fellow students. By enacting the propose line extension in Lawndale, it will devalue that decision and make working from home extremely difficult. Please reconsider this proposal that will dramatically decrease the quality of life for everyone in the surrounding homes, many of which have lived here in quiet peace for decades. 704-2

- Colin M.

Sent from my iPhone

Submission 705

From: Nancy Leonardo <[redacted]
Sent: Friday, April 14, 2023 2:42 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 705-1

Thank you for you time and truly hope you take the time and care to hear us.

Sent from my iPhone

Submission 706

From: Andy Merida <[redacted]
Sent: Friday, April 14, 2023 2:14 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

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Submission 707

From: Luz Barrera <[redacted]
Sent: Friday, April 14, 2023 10:24 AM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; fourthdistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead.

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE 707-1

Sent from my iPhone

Submission 708

From: Kathy Leon [redacted]
Sent: Thursday, April 13, 2023 4:10 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 708-1

As a resident of 10+ years in this community, it has not been easy living next to the train tracks. It has required my family and I to take serious precautions when walking or even driving across the train tracks. Especially after having a toddler. We've limited our travel through the train tracks to get to Inglewood Ave seeing as we've personally witnessed how the train never stops for wild life or pets that get loose. The addition of the C-line is not only a life and death issue but also a disruption to our way of life. We have enough with the noise and vibration the train causes multiple times a day. 200-300 passes of the metro line a day is excessive and unnecessary when there is a clear solution which is to build on Hawthorne Blvd where people can have a more direct path to commercial areas and businesses. Please take our livelihoods into consideration and opt to not disturb our community's residents and the little wildlife area we still have left. Thanks. 708-2

Submission 709

From: Talin Gil <[redacted]>
Sent: Thursday, April 13, 2023 4:03 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 709-1

I have lives right next to the tracks for over 35 years and we just now got the train system to create a quicker atmosphere. Now we need to worry about the metro creating a sound problem among other things! 709-2

Thank you for taking the time to read and listen to the people's concerns.

Talin

Submission 710

From: Mario Alvarez <[redacted]>
Sent: Sunday, April 16, 2023 5:25 PM
To: GreenlineExtension; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: Please Keep Green Line / C Line Out of Quiet Neighborhoods

Dear Metro Board Members,

I am writing to express my strong disapproval for routing the proposed C (Green) Line extension down the current Metro right of way through residential neighborhoods in Lawndale and Redondo Beach. I am urging you and the board to choose the Hawthorne Boulevard elevated option instead. 710-1

PLEASE WRITE / ADD YOUR OWN THOUGHTS HERE

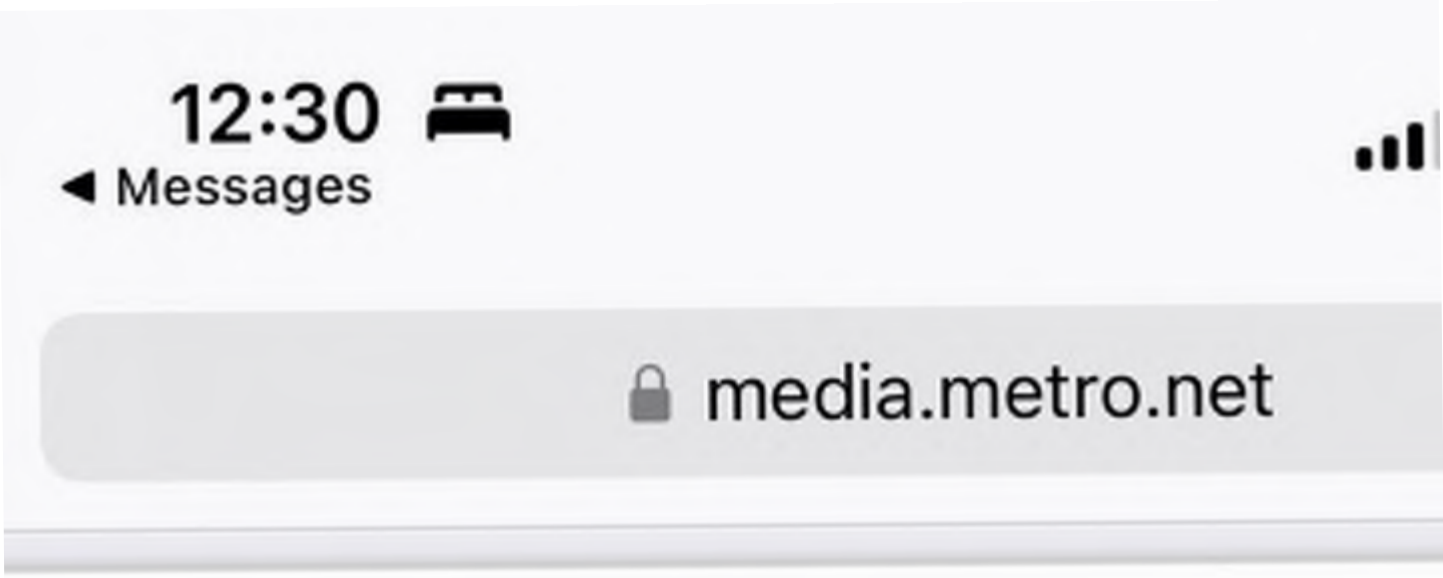
Mario Alvarez

Submission 711

From: Mark Nelson (Home Gmail) <[redacted]
Sent: Wednesday, April 12, 2023 12:28 PM
To: GreenlineExtension; Holly J. Mitchell
Subject: Public Comment - Metro Greenline Extension

The failed politicians in the letter below do not speak for the stakeholders and residents of Lawndale and Redondo Beach. Quite the opposite. They have opinions that are their own and not ours. We have commented substantially on the defective CEQA document circulated by Metro and on the many public health damages from using the right-of-way. I am disappointed that former, failed politicians are still polluting our cities. 711-1

Mark Nelson
Redondo Beach



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 9001

Metro

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

March 27, 2023

Dear Ms. Sheridan:

On March 10, 2023, the South Bay Cities Service Council received an up
Extension to Torrance project during their regular meeting. The Service C
formally express support for the C Line Extension to Torrance Project, wil
the Metro ROW Elevated At-Grade alignment as we found it to be the mo
economical option that could most quickly bring benefits to South Bay tra
Councilmembers felt it important to forward this motion on behalf of our m
dependent constituents who may not have the time or opportunity to com
Councilmembers Ernie Crespo and Glenda Silva abstained from voting o
their respective positions as representatives of GTrans and Los Angeles
the need to consult with their agencies before supporting the motion. Cou
"Gaby" Segovia (LA Walks) and Roye Love (Carson, retired) also abstain

From: rubygurl creative [redacted]
Sent: Friday, April 14, 2023 1:15 PM
To: Third District
Cc: GreenlineExtension; jbutts@cityofinglewood.org; anajarian@glendalec0a.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jdupontw@aol.com; fourthdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; fdutra@cityofwhittier.org; info@timsandoval.com; Chelsea Schreiber
Subject: Re: Automatic reply: C Line Extension Draft EIR Comments

Certainly,

Dear Metro and Metro Board Members,

I cannot stress enough, the environmental impact the ROW path will have on it's residents, wildlife, families and friends. 712-1

We are not Los Angeles proper here
We are neigbors visiting neighbors here
We are generations raising generations here
We are a dog walkers, nature enjoying, RESIDENTIAL neighborhood here

Please, Do not run your trains in our backyard. 712-2
Please, consider the lives that will be emotionally, even physically impacted HERE.

Can you imagine a derailment??!? 712-3
Can you imaine YOUR families living here?!!!!

Hawthorne Blvd is the clear choice 712-4

Please

For the sake of our lives
Not rider lives
Nor profit
For the serenity our greenway provides our people

For your conveniences
For our children

Thank you for considering.... the folks that actually live here

Ruby

[redacted]

[redacted]

On Fri, Apr 7, 2023, 12:54 PM Third District <ThirdDistrict@bos.lacounty.gov> wrote:

> Dear Ruby, can you kindly resend your original email?
>
> Thank you,
>
> Office of Supervisor Lindsey Horvath
>
> (213) 974-3333

From: rubygurl creative [redacted]
Sent: Monday, March 27, 2023 4:24 PM
To: Third District <ThirdDistrict@bos.lacounty.gov>
Cc: Chelsea Schreiber [redacted]
Subject: Re: Automatic reply: C Line Extension Draft EIR Comments

CAUTION: External Email. Proceed Responsibly.

Empty email from your AUTO response

?????

Ruby

[redacted]

[redacted]

Submission 712

On Sun, Mar 26, 2023, 9:16 PM Third District <ThirdDistrict@bos.lacounty.gov> wrote:

Submission 713

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

713-1

Additional Comments on the Draft Environmental Impact Report:

Name: SAMUEL WISE

Address: [redacted]

Phone [redacted]

Email: [redacted]

Submission 714

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

714-1

Additional Comments on the Draft Environmental Impact Report: Not That it matters, Torrance does what it wants. I just hope people use it, Just PLEASE dont take away anymore parking anywhere.

Name: Dana Thayer

Address: [redacted]

Phone: [redacted]

Email: [redacted]

714-2

Submission 715

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

715-1

Additional Comments on the Draft Environmental Impact Report:

Name: PRAKASH BELUR

Address: [redacted]

Phone:

Email:

Submission 716

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

716-1

Additional Comments on the Draft Environmental Impact Report:

THIS PROJECT WILL IMPROVE FUTURE OF TRANSIT IN SOUTH BAY AREA, ESPECIALLY TORRANCE, HAWTHORN, GARDENA RESIDENTS.

Name: SANG WOL HAN

Address: [redacted]

Phone: [redacted]

Email: [redacted]

716-2

Submission 717

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

717-1

Additional Comments on the Draft Environmental Impact Report:

Name: Isabel Gutierrez

Address: [redacted]

Phone:

Email: [redacted]

Submission 718

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

718-1

Additional Comments on the Draft Environmental Impact Report:

Name: Donna Minson

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 719

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

719-1

Additional Comments on the Draft Environmental Impact Report:

Name: STANLEY R KELLEY

Address: [redacted]

Phone:

Email:

Submission 720

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

720-1

Additional Comments on the Draft Environmental Impact Report:

Name: JACK LYONS

Address: [redacted] 90503

Phone: [redacted]

Email: [redacted]

Submission 721

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

721-1

Additional Comments on the Draft Environmental Impact Report: I think if we go all the way to the Green Line. Too many people not living can come here, Homeless [illegible]

Name: LINDA CRICKMORE

Address: [redacted]

Phone: [redacted]

Email: [redacted]

721-2

Submission 722

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * 722-1

Rahul Simlote

Submission 722

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

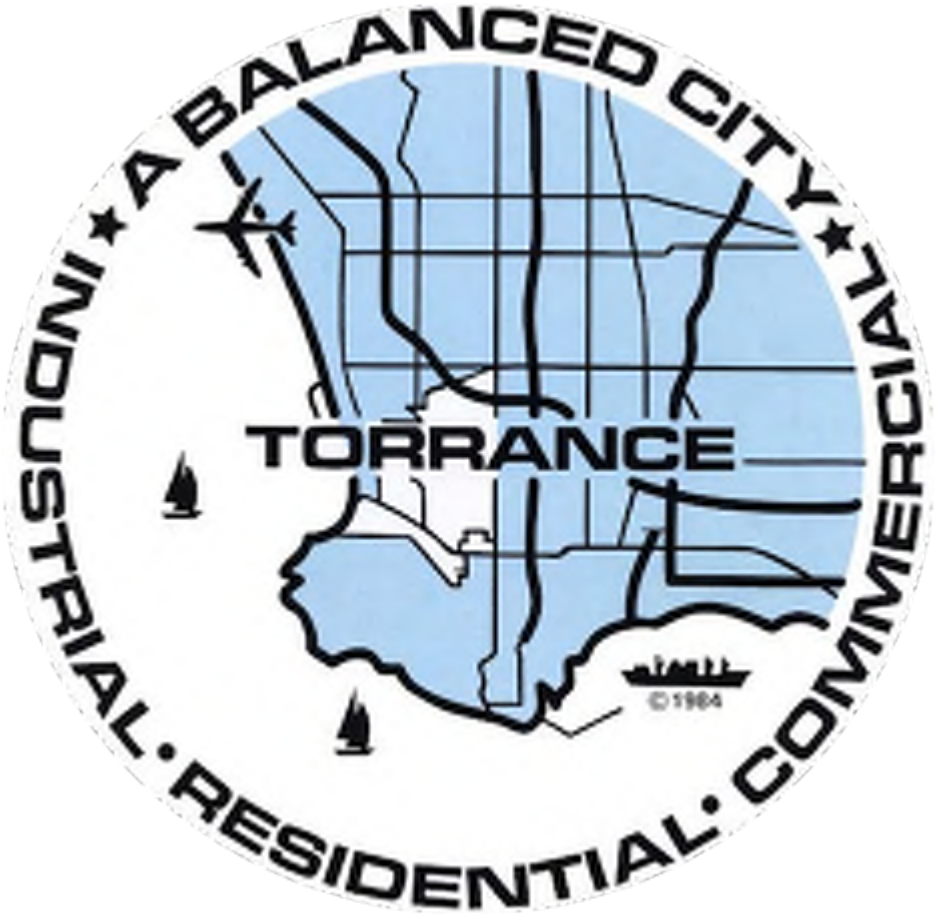
This content is neither created nor endorsed by Google.

Google Forms

Submission 723

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * 723-1

Jill Reed

Submission 723

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident/homeowner

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 724

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

724-1

Additional Comments on the Draft Environmental Impact Report:

Name: ROSE STEIN

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

725-1

Additional Comments on the Draft Environmental Impact Report:

The Proposed Project would be the Best option.

Name: Wendy Carrillo

Address: [redacted]

Phone: [redacted]

725-2

Email: [redacted]

Submission 726

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

726-1

Additional Comments on the Draft Environmental Impact Report:

We do NOT want the Hawthorne Option. Hawthorne Blvd. is congested enough. We would prefer to avoid the cost of the Trench Option.

Name: Peter + Patricia Martini

Address: [redacted]

Phone: [redacted]

726-2

Email: [redacted]

Submission 727

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

727-1

Additional Comments on the Draft Environmental Impact Report:

Name: Beth Sandoval

Address: [redacted] 90504

Phone:

Email: [redacted]

Submission 728

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

728-1

Sharon Wu

Submission 728

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 729

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

729-1

Seema Turner

Submission 729

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 730

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

730-1

Additional Comments on the Draft Environmental Impact Report:

Will the elevated/at grade option cause significant traffic delays at intersections?

Name: Adam Garrison

Address: [redacted]

Phone: [redacted]

Email: [redacted]

730-2

Submission 731

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

731-1

Additional Comments on the Draft Environmental Impact Report:

The Proposed Project is the only one that makes sense. The others are too costly and the Hawthorne Blvd too disruptive for [illegible]

Name: Fred Peitzman

Address: [redacted]

Phone: [redacted]

Email: [redacted]

731-2

Submission 732

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

732-1

Alexandros Martinez

Submission 732

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

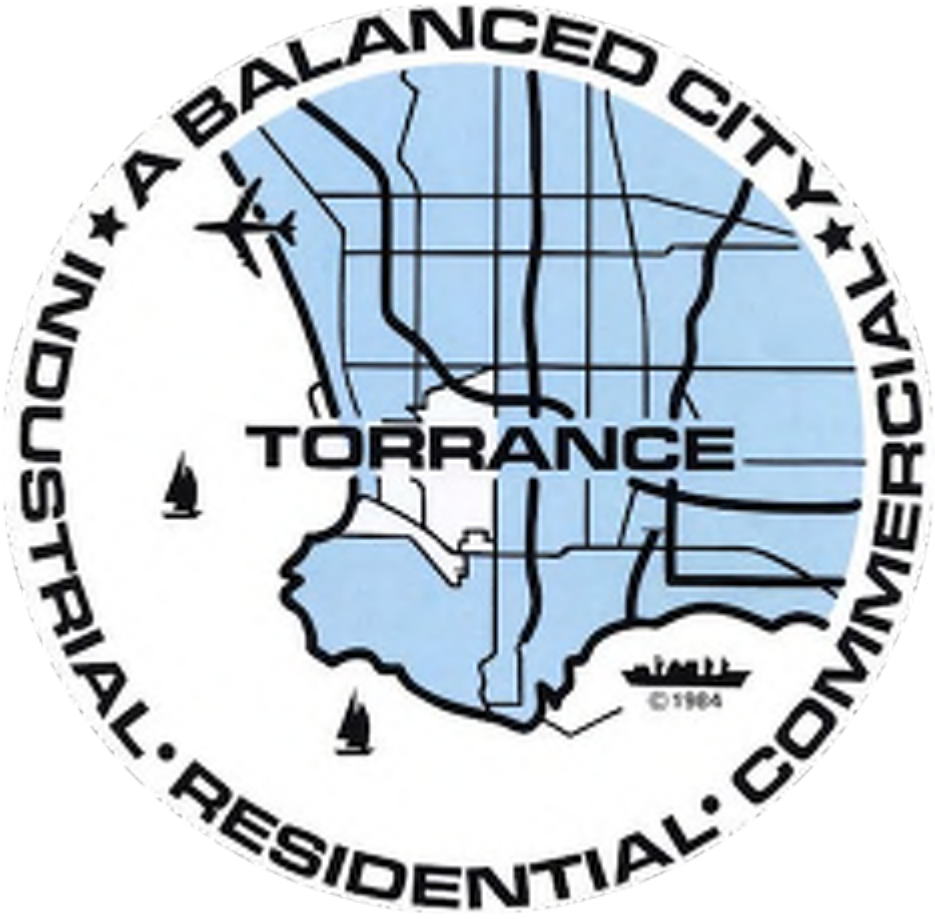
This content is neither created nor endorsed by Google.

Google Forms

Submission 733

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

733-1

Patricia Spiegel-Giglio

Submission 733

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Property owner along both proposed routes - Manager 884 Holdings LLC

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 734

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Wilson Ly

734-1

Submission 734

Submission 734

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 734

Submission 735

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

735-1

Joshua Gomez

Submission 735

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

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Submission 735

Submission 736

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

736-1

Joseph Tevita Rocha

Submission 736

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I do not stand for the alternative to construct a railway thru Hawthorne Boulevard. I am a resident

736-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 737

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

737-1

James Fearn

Submission 737

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Pacific Lutheran High School

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

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Submission 737

Submission 738

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

738-1

Jenifer Frial

Submission 738

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 738

Submission 739

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

739-1

Shauna Law

Submission 739

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 739

Submission 740

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

740-1

Jeanne Fisher

Submission 740

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 740

Submission 741

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

741-1

Jacques Monier

Submission 741

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 741

Submission 742

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * —

742-1 —

Paula Gates

Submission 742

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 742

Submission 743

Share Your Thoughts on Extending Light Rail to Torrance!

TORRANCE TRANSIT

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

743-1

Additional Comments on the Draft Environmental Impact Report:

Name: Michael Wegnes

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 744

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

744-1

Additional Comments on the Draft Environmental Impact Report:

We need this done ASAP.
The options take more time

Name: Bill Reynolds

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 745

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

745-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: N. MATAS

Address: [redacted]

~~Phone:~~ [redacted]

~~Email:~~

Submission 746

Share Your Thoughts on Extending Light Rail to Torrance!

TORRANCE TRANSIT

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

746-1

Additional Comments on the Draft Environmental Impact Report:

What are the long-term plans for light rail going south from the Torrance Transit Center?

Name: Frank L. Newnam Jr.

Address: [redacted]

Phone: [redacted]

Email: [redacted]

746-2

Submission 747

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

747-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Nancy Dykstra-Curtin

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 748

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

748-1

Additional Comments on the Draft Environmental Impact Report:

Name: ROBERT HANMER

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 749

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

749-1

Additional Comments on the Draft Environmental Impact Report:

Name: Michele Kidman

Address: [redacted]

Phone:

Email: [redacted]

Submission 750

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

750-1

Additional Comments on the Draft Environmental Impact Report:

GO WITH TORRANCE APPROVED ROUTE

Name: J. GARDINALE

Address: [redacted]

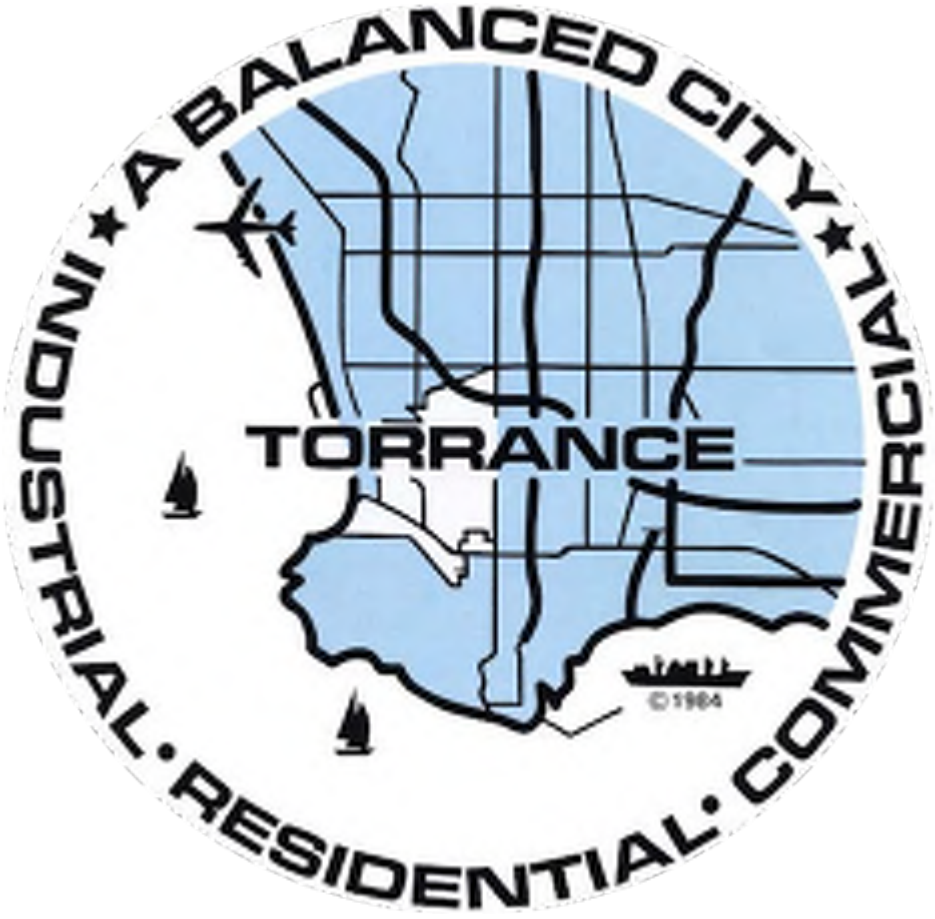
Phone:

Email:

Submission 751

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

751-1

David Lin

Submission 751

Submission 751

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 751

Submission 752

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

752-1

Mark Navarra

Submission 752

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business: Jerome's Furniture

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

752-2

A metro line down the center of Hawthorne would destroy businesses!!!!

This content is neither created nor endorsed by Google.

Google Forms

Submission 752

Submission 753

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

753-1

Annette Weisse

Submission 753

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Option 1 that connects the train to both the Redondo Beach and Torrance transit centers makes the most sense and my family would use it the most. 753-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 754

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

754-1

Tommy Louviere Jr

Submission 754

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

N/A

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I've seen on several busses that help is wanted. I currently go to UTI doing auto/diesel and would like to learn more on how the transit operates from a deeper stand point. Wanting to learn from experts in the field and help deepen my knowledge.

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Submission 754

Submission 755

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

755-1

Jacqueline Cysneros

Submission 755

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Travel to Torrance frequently and Surrounding areas

This content is neither created nor endorsed by Google.

Google Forms

Submission 755

Submission 756

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

756-1

Anson Tran

Submission 756

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Day worker in the city of torrance

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I currently work in the City of Torrance along Hawthorne Blvd and I would hate to see this road experience more traffic. I support the light rail coming down using the right of way. 756-2

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Submission 757

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

757-1

Peter Nguyen

Submission 757

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

757-2

Keep the rail on the train track. No reason to bring it on Hawthorne

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Submission 758

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *- 758-1 -

Zac Lee

Submission 758

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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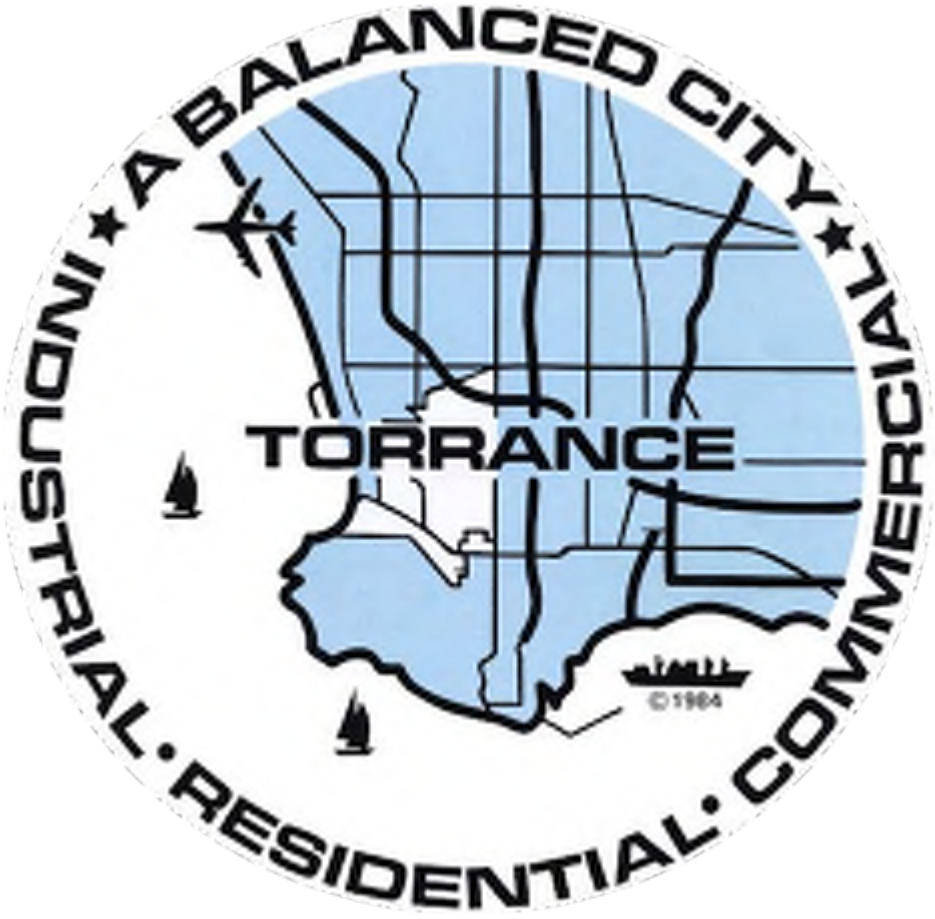
Submission 758

Submission 759

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Phat M.

759-1

Submission 759

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I work in the City of Torrance and would like to support the rail coming down into Torrance. However, it should not use Hawthorne Boulevard as that would make traffic worse. keep

759-2

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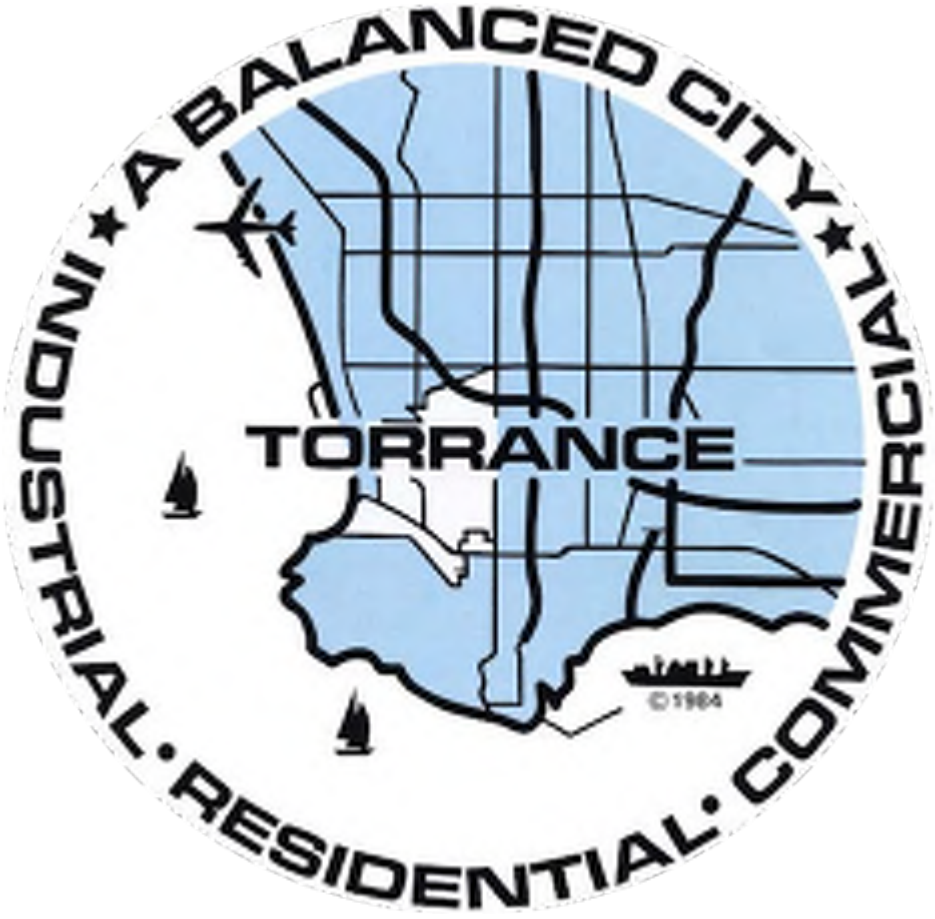
Submission 760

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

760-1

Anne Swanson

Submission 760

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I'm a hair stylist working in one of the shops on Hawthorne. I would hate to see more traffic on this road during my commute. Please keep the rail on the rail road track. It makes more sense that way.

760-2

This content is neither created nor endorsed by Google.

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Submission 761

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

761-1

Eddie Harris, Jr.,

Submission 761

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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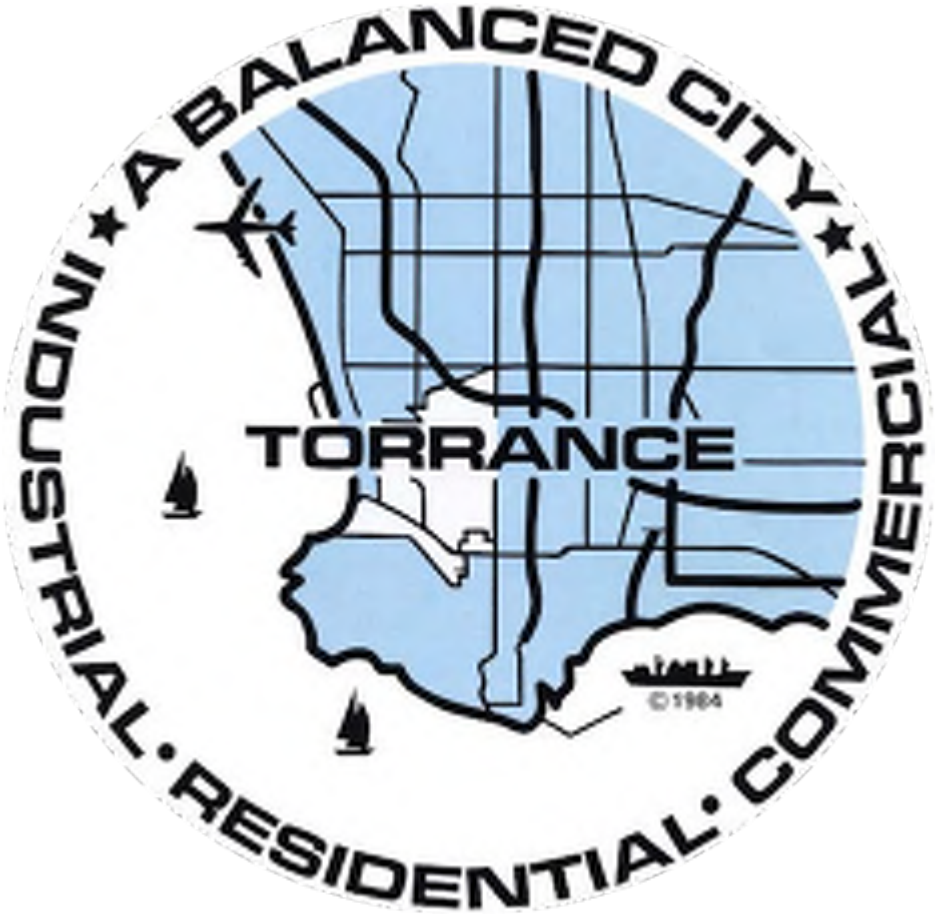
Submission 761

Submission 762

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

762-1

Andrei Yermakov

Submission 762

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Alternative #1 - Metro ROW

This content is neither created nor endorsed by Google.

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Submission 763

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

763-1

Lilia Yermakova

Submission 763

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 763

Submission 764

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Norberto Estrada

764-1

Submission 764

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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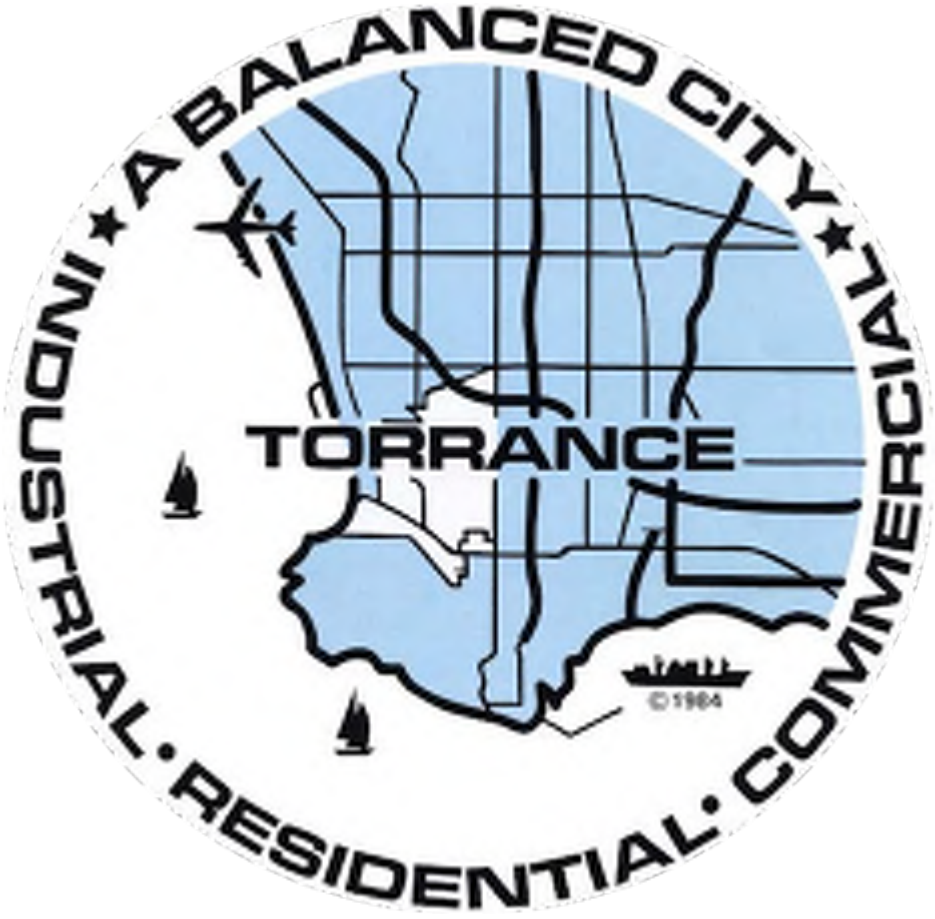
Submission 765

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Martha Shetter

765-1

Submission 765

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Please stop this project off Hawthorne Blvd, if not then we move. Lived here for 65 years. 765-2

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Submission 766

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Nao pabalan

766-1

Submission 766

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident, employee

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 767

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Alan Pabalan

767-1

Submission 767

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 768

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Randy Shetter

768-1

Submission 768

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Submission 768

Would you like to leave any comments regarding this project?

I have numerous negative comments on this project's placement. First of all, there is already an area for a railroad system at the ROW. It makes no sense to tear up Hawthorne Blvd. when there is already a ROW system nearby. The residents at the ROW were aware of the tracks when they moved to that location. The train tracks at the ROW have been at that location for over fifty years.

I have lived at my residence (177th St.) for forty years with no awareness of a train to be put in on Hawthorne Blvd. The Metro train system would devastate the neighborhood on the east side of Hawthorne Blvd. south of Artesia. As a result, the property values in this neighborhood would drop. The noise from night and day construction would be a nightmare for those who live adjacent to the construction. Additionally, once the train has been built, the noise from the train would also impact the area. 768-2

At the ROW there will be noise mitigation in the form of a wall, a trench system for the tracks, and a walking path for the residents. For us on the Hawthorne Blvd. option there is none of that for these residents. So, we will have to live with constant noise and vibration from the project, both during construction and after construction. 768-3

Redondo Beach is already building its transit center at the ROW, so why would the train not stop there. It makes no economic sense to use Hawthorne Blvd. when there already is a ROW with a transit center being built at that location. 768-4

If the train is to go down Hawthorne Blvd, the City of Torrance would lose numerous businesses as a result of the train. And this would be a negative impact to the City of Torrance. Additionally, the construction of this project would heavily impact an already congested road system at Hawthorne and Artesia. 768-5

Finally, another impact of the train going down Hawthorne Blvd. is that the train system would be under the enforcement of the Sheriff's Dept. The Torrance PD would have very little enforcement in this area. As a result, crime in this area would go up. 768-6

The Metro system has admitted that the program has not been fully funded, so this in itself is a poorly organized project. There is nothing good about this project coming down Hawthorne Blvd. and into Torrance. 768-7

Thank you.

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Submission 769

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

jason nishiyama

769-1

Submission 769

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

city of torrance employee

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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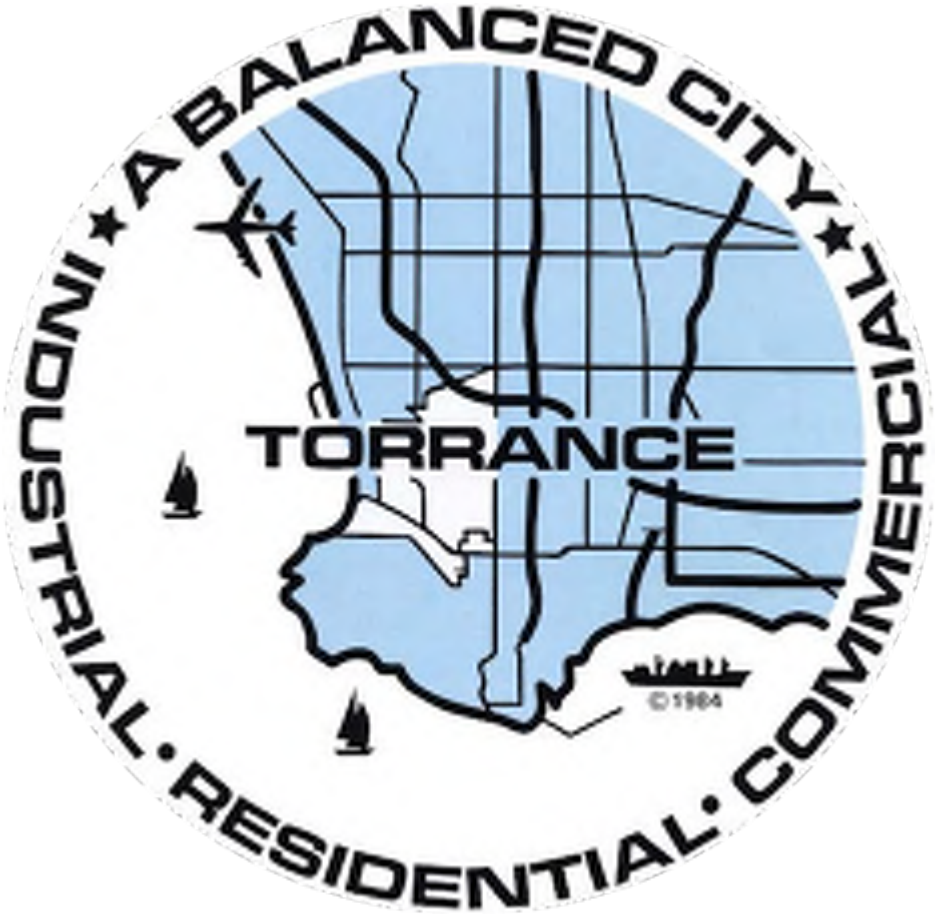
Submission 770

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

David Cobb

770-1

Submission 770

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Extension of rail with its own ROW is critical to improving traffic congestion and adding options to the Southland. 770-2

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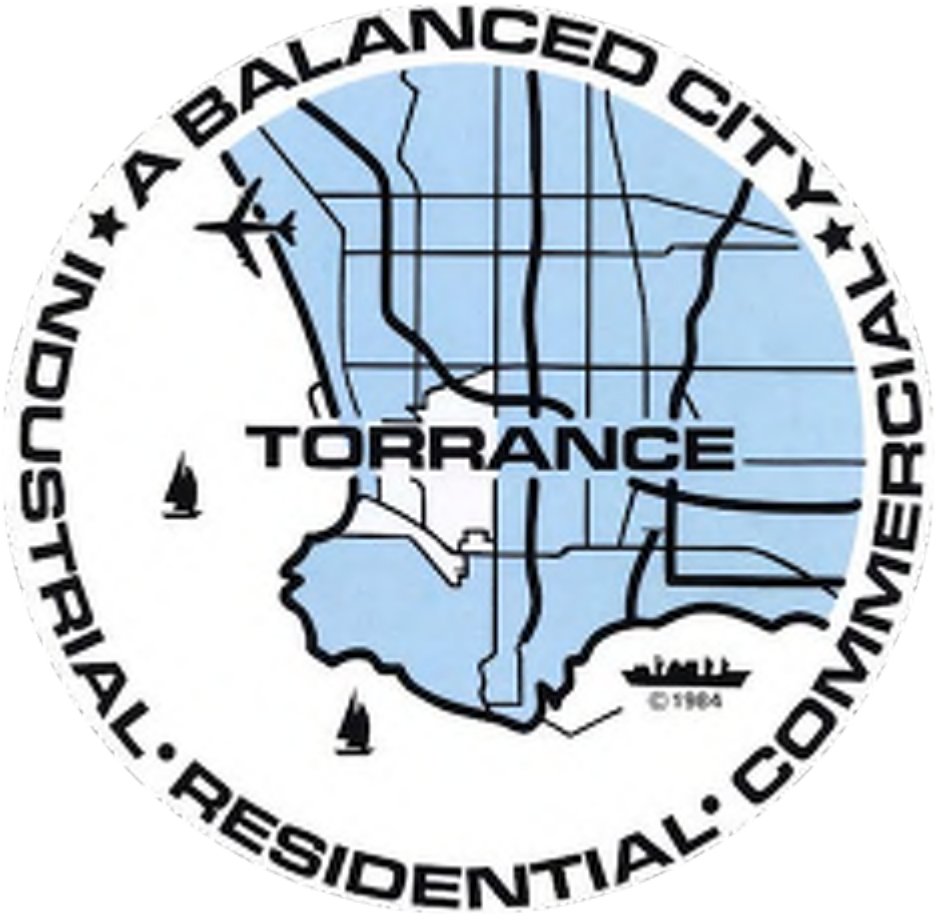
Submission 771

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

771-1

Devin Valdez

Submission 771

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Please give the Right of Way to the train rather than cars when it is at-grade. We want to encourage more people to ride the train. If the train is stuck in traffic, the argument to get people out of their cars is less strong.

771-2

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Submission 772

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jordyn Kieft

772-1

Submission 772

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I support rail guards to give the train right of way

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Submission 773

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jacqueline Ecklund

773-1

Submission 773

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 774

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

774-1

Tiffany Lopez

Submission 774

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 775

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Lita Garcia

775-1

Submission 775

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

Submission 775

Submission 776

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *
776-1

Melanie Dreike

Submission 776

Submission 776

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident & President West Torrance Homeowners Association

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

Submission 776

Submission 777

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

777-1

Christopher Dreike

Submission 777

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Scrap the entire project saving the taxpayers hundreds of millions. Tear down the terminus station on Crenshaw Blvd and replace it with affordable housing with adequate parking.

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Google Forms

Submission 777

Submission 778

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

778-1

Rosa Fontana

Submission 778

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

Submission 778

Submission 779

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

779-1

Victoria Parrish

Submission 779

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 779

Submission 780

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Abdulvahob Nabiev

780-1

Submission 780

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 780

Submission 781

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

781-1

M D SMITH

Submission 781

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Local Government

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

ROW is the most cost effective, least intrusive, and best alternative to providing excellent transportation opportunities to the South Bay. 781-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 782

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Hunter White

782-1

Submission 782

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 782

Submission 783

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

783-1

Mary Napoleone

Submission 783

Submission 783

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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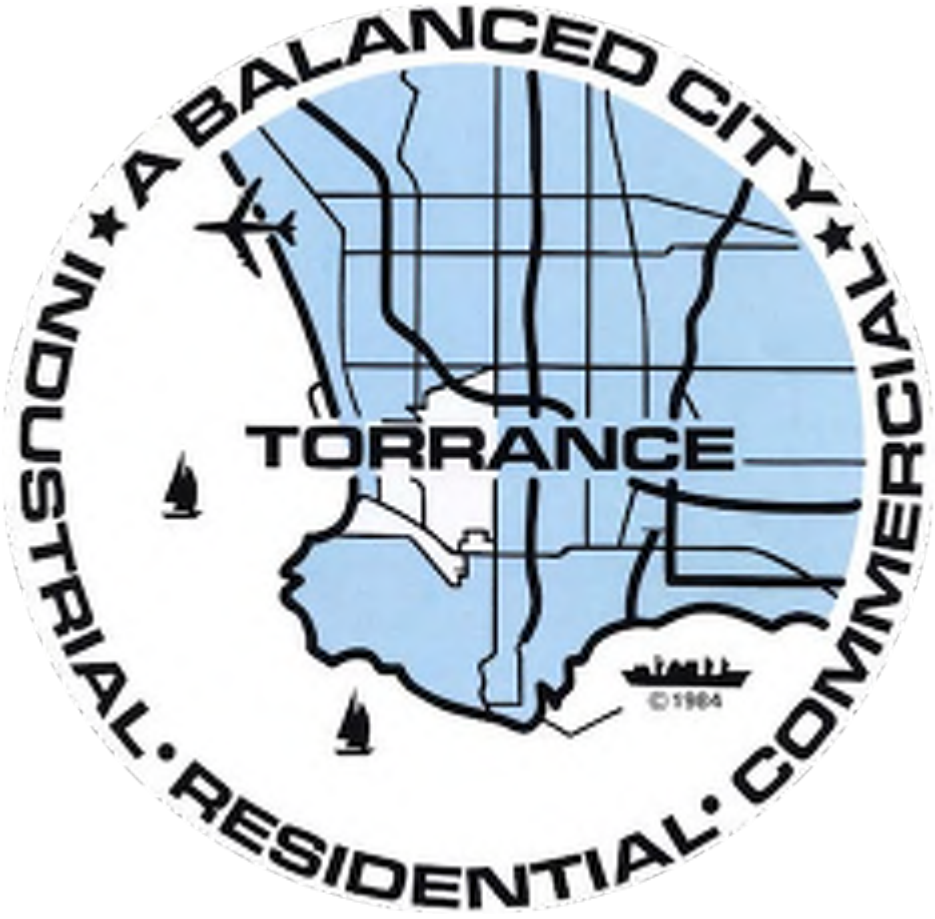
Google Forms

Submission 783

Submission 784

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

784-1

Kristina y

Submission 784

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 785

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

785-1

James Ecklund

Submission 785

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 785

Submission 786

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

786-1

John Flanagan

Submission 786

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 786

Submission 787

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

787-1

Stefan Ecklund

Submission 787

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 787

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Eric Caro

Submission 787

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

ejc0577@gmail.com

Would you like to leave any comments regarding this project?

Have the metro green extension line ,run along side on the current rail tracks in Redondo Beach, to connect and end in The City of Torrance.

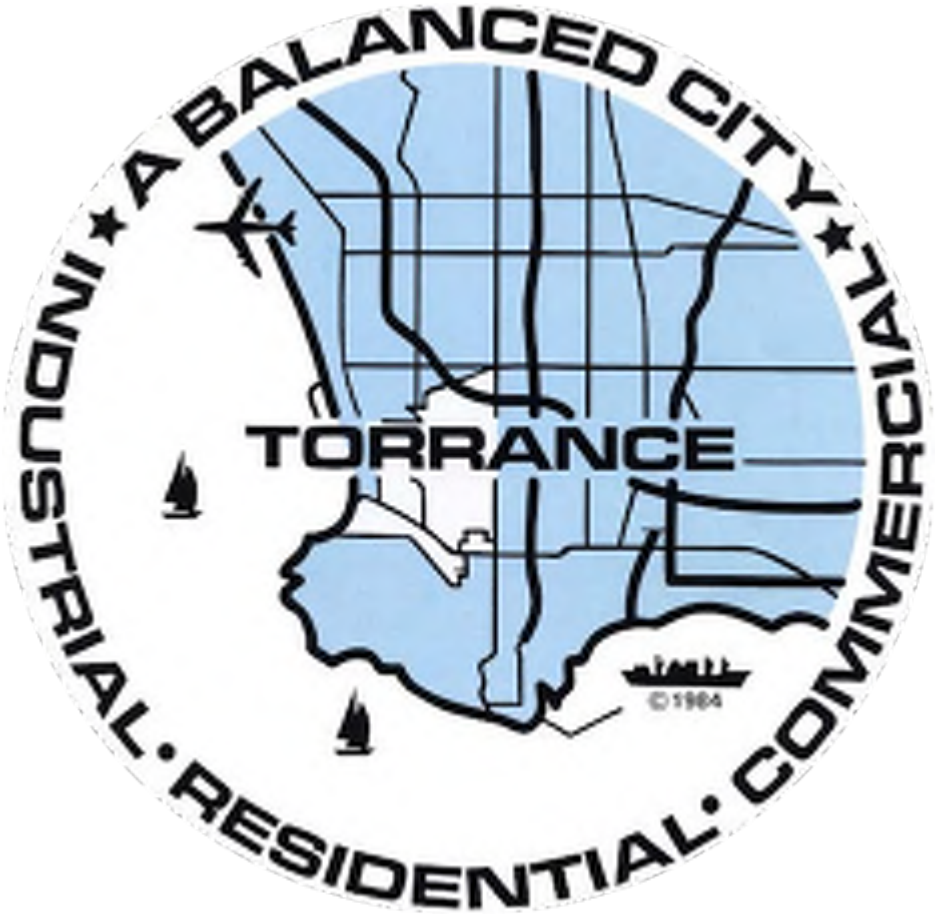
This content is neither created nor endorsed by Google.

Google Forms

Submission 788

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

788-1

Stephanie Ishioka

Submission 788

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I support the ROW. It makes sense from a financial and business point of view.

788-2

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Google Forms

Submission 789

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

789-1

Carl Paquette

Submission 789

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 790

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

790-1

Sandra Jo Williamson

Submission 790

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I really do NOT want the METRO in Torrance at all. If I have to choose a location it would be choice #1 , ROW.

790-2

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Google Forms

Submission 791

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

791-1

Dennis Piotrowski

Submission 791

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I strongly support the Metro ROW Alignment and strongly oppose the Hawthorne Blvd. alignment.

791-2

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Submission 792

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

792-1

Elisabeth Bailly

Submission 792

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I highly support the ROW plan vs the Hawthorne Blvd plan. Traffic & businesses would be greatly impacted by the Hawthorne blvd plan. I understand residence don't want the trains running close to their homes but they knew of the possibility when living near a railroad track. 792-2

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Submission 793

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

793-1

William Champlin

Submission 793

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 794

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

794-1

Tiffany Jones

Submission 794

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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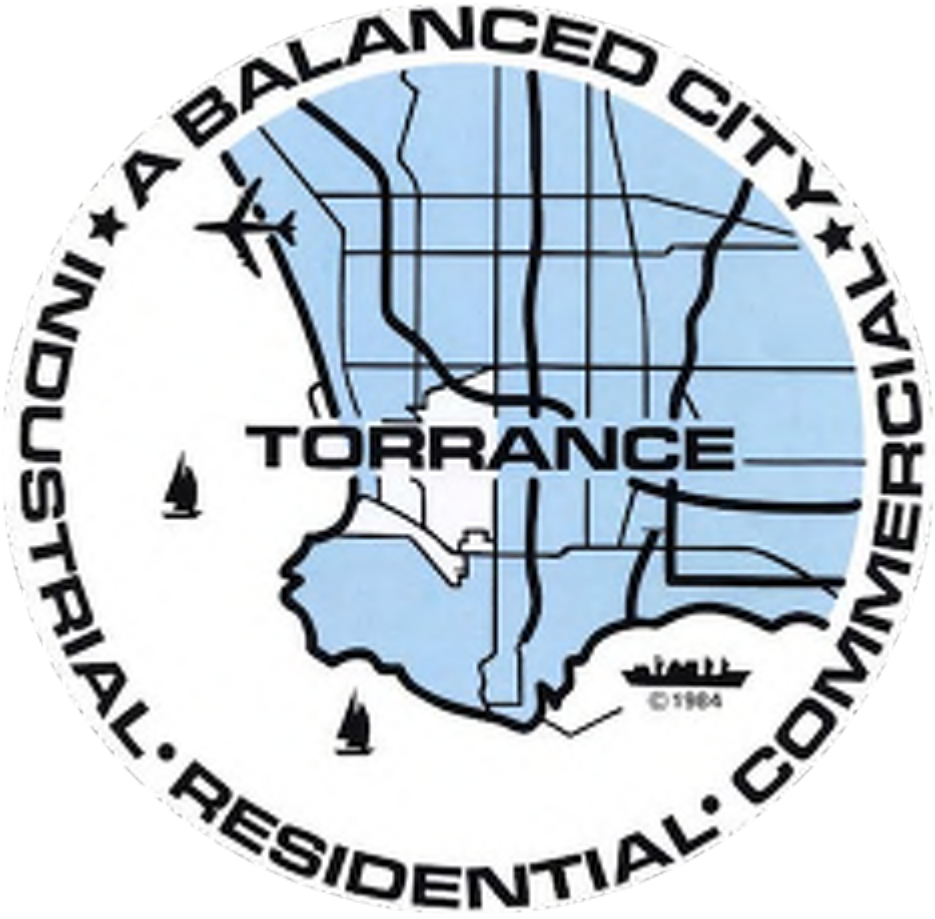
Submission 795

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

795-1

Stephanie Cati

Submission 795

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Please make public transportation more accessible. Tired of traffic and delays! Too many cars nowadays!

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Submission 796

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

796-1

Kevin Hernandez

Submission 796

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We would love for the extension to be build as soon as possible to have a better transit experience

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Submission 797

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

797-1

Joan Hardy

Submission 797

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

no

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Submission 798

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

798-1

Erika Hatzenbuhler

Submission 798

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We do not want this on Hawthorne Blvd

798-2

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Submission 799

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

799-1

Glenn Hatzenbuhler

Submission 799

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 800

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

800-1

Jeff Earnest

Submission 800

Submission 800

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Alternative 1 is the obvious choice, unless you like spending money that you don't have to.

800-2

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Submission 801

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

801-1

Susan Earnest

Submission 801

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 801

Submission 801

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Christopher Charan

Submission 801

Submission 801

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

N/A

Would you like to leave any comments regarding this project?

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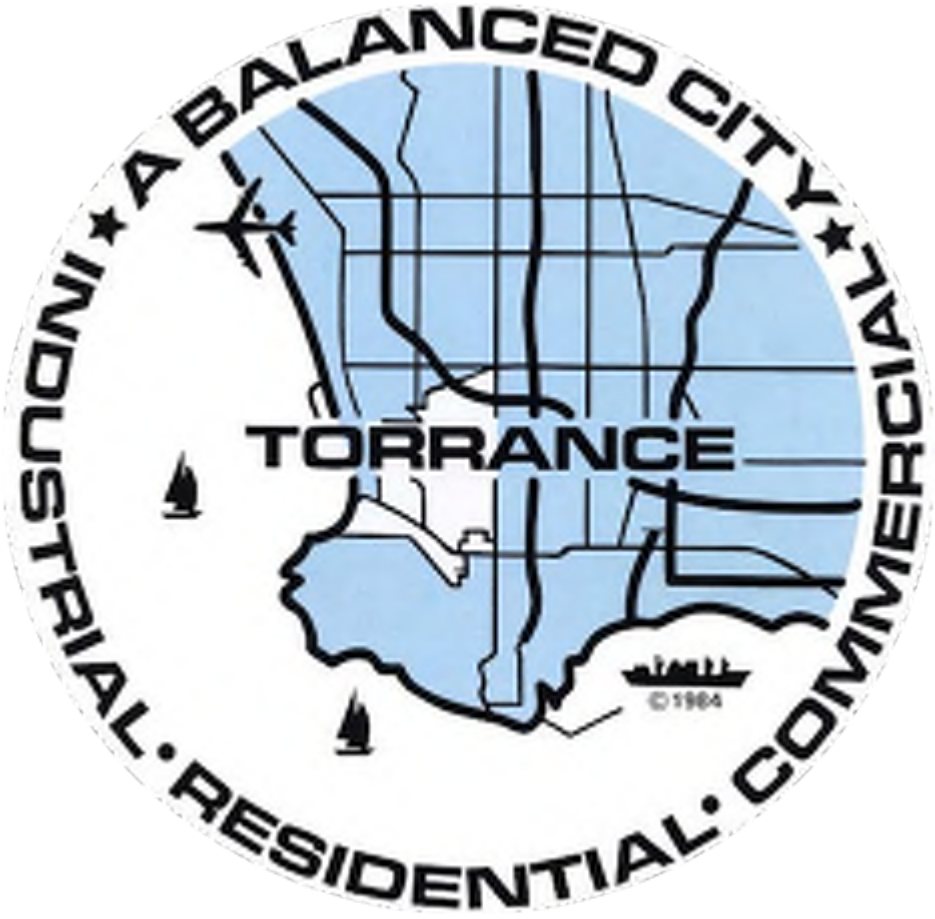
Submission 801

Submission 802

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

802-1

Daniel Lim

Submission 802

Submission 802

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 802

Submission 803

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Daniel Gonzalez

803-1

Submission 803

Submission 803

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident of Torrance

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 803

Submission 804

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

804-1

Alison Brown

Submission 804

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 804

Submission 805

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

805-1

Aqsa Munshi

Submission 805

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Nope

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Submission 805

Submission 806

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Aamir kuriswala

806-1

Submission 806

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Nope

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Submission 806

Submission 807

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

807-1

Cornelius Fong

Submission 807

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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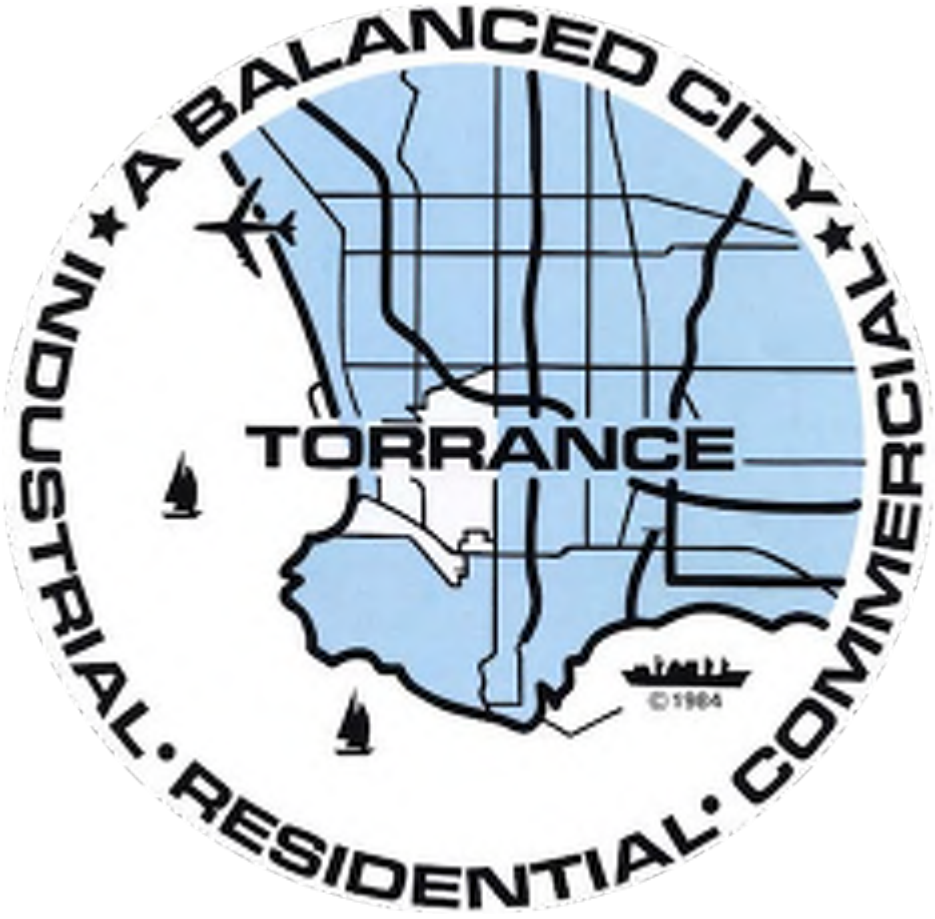
Submission 807

Submission 808

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

808-1

Richard Krason

Submission 808

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I support the extension

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Submission 808

Submission 809

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

809-1

Leonarda Krason

Submission 809

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 809

Submission 810

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Felisha Black

Submission 810-1

Submission 810

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 810

Submission 811

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

811-1

Aguilar

Submission 811

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

RESIDENT

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

MORE BUS 🚌

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Submission 811

Submission 812

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

812-1

Daniel Schwartz

Submission 812

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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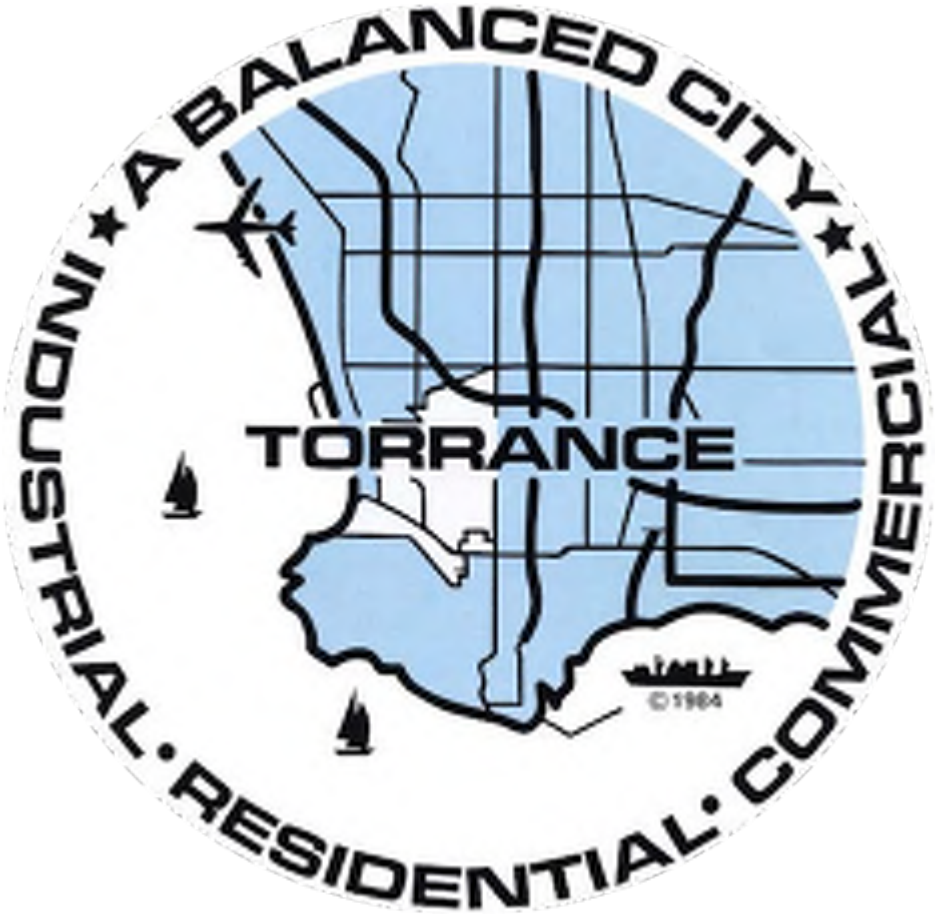
Submission 812

Submission 813

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Thomas Shigemitsu

813-1

Submission 813

Submission 813

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 813

Submission 814

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

814-1

Sapan, Shah

Submission 814

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 814

Submission 815

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

815-1

Tam Nguyen

Submission 815

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 815

Submission 816

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

816-1

Paul, Miller

Submission 816

Submission 816

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We live on Hawthorne across from the galleria mall and would lose all landscaping, trees, and buffer area between Hawthorne Blvd and our home if Hawthorne is widened to accommodate the overhead line if it runs along Hawthorne. There would be an additional stop light for pedestrian crossing and a station adjacent to our home. This would slow down Hawthorne traffic even more and have cars idling even more in front of our home between 177th street and Artesia. That would cause more noise and pollution blowing downwind to our home just east of Hawthorne. The Right of Way extension is less expensive, would run along an existing train line ROW, and allow for landscaping and other enhancements along the ROW. There would be no additional landscaping or benefits for our home and our neighbors as shown on the latest Metro designs for the Hawthorne option. Please keep the train line extension on the existing train Right of Way. Thank you.

816-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 817

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

817-1

Mary Miller

Submission 817

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I have been a resident in Torrance for over 40 years. My family moved to North Torrance in the 70s and I now am married and raising my children here as well. Though we have seen and welcome changes in our city, we believe in maintaining the integrity of our neighborhood on 176th Street to 179th between Hawthorne Blvd and Prairie Ave. As a resident on the corner of 176th Street and Hawthorne Blvd, we believe adding the Metro C-line on Hawthorne would be detrimental to this neighborhood. Extending the Metro on the ROW offers many benefits like potential subterranean rail, landscaping, bike paths. In contrast, extending the Metro on Hawthorne would only offer a large structure, more traffic with additional pedestrian crosswalks, creating the potential for more congestion and accidents. Please keep the Metro on the ROW, where it would be safer and benefit the South Bay in many more ways and be less disruptive to an already congested Hawthorne Blvd. Thank you.

817-2

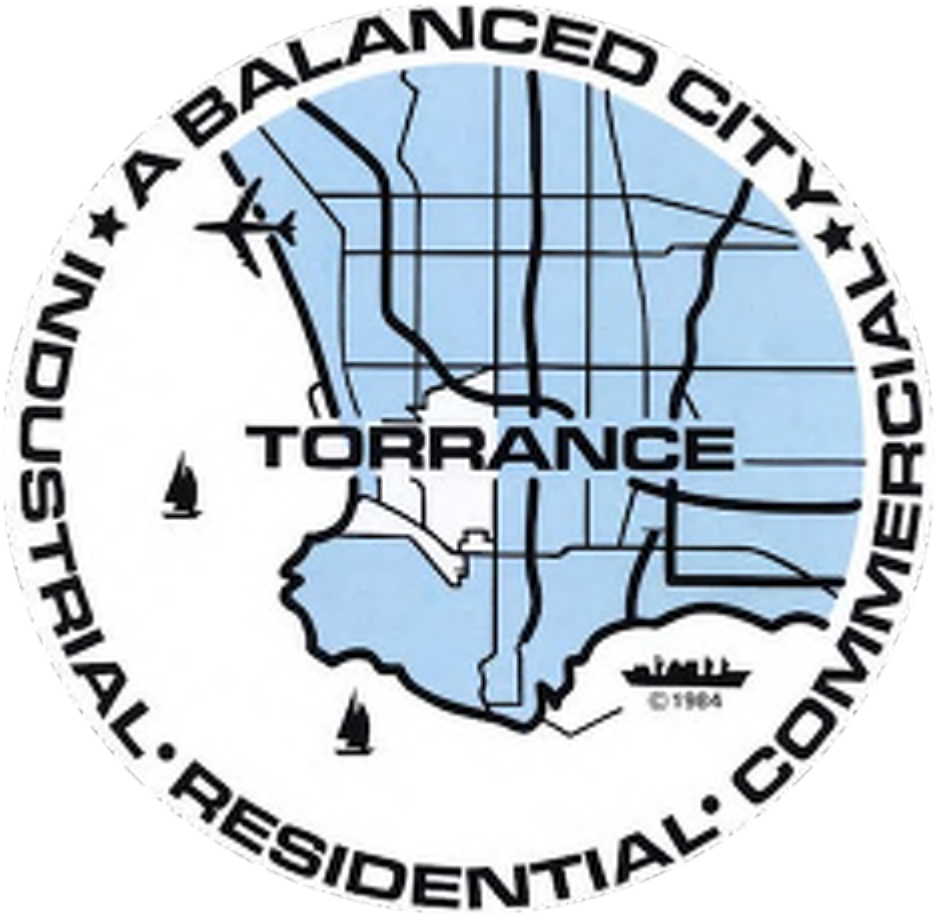
This content is neither created nor endorsed by Google.

Google Forms

Submission 818

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

818-1

Matthew Bilodeau

Submission 818

Submission 818

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

No

Would you like to leave any comments regarding this project?

Would love easy LAX connection 24hr

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Submission 818

Submission 819

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

819-1

AL TATRO

Submission 819

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident of Torrance

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We do not need a train on Hawthorne Blvd or further delays gettng this project completed ASAP

819-2

This content is neither created nor endorsed by Google.

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Submission 820

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

820-1

Angela Brizuela

Submission 820

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

ROW is the best place to put the train for maximum use and less construction and traffic issues.

820-2

This content is neither created nor endorsed by Google.

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Submission 821

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

821-1

Michael Kirby

Submission 821

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I support the 1st alternative of the new rail going through the Right of Way corridor. Thanks for listening and all your hard work. I love Torrance and am proud to be a resident. 821-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 822

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Rebecca Eastman

822-1

Submission 822

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

supportive of expansion on existing right of way, not on Hawthorn BLVD

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Google Forms

Submission 822

Submission 823

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Tammy Clark

823-1

Submission 823

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

It does not make any sense to put the rail anywhere other than the Right of Way! Putting in down Hawthorne Blvd will take away precious land in an already congested area that is used for vehicles and other public transportation. It would be much more costly to put down Hawthorne Blvd than putting it along the already existing Right of Way!

This content is neither created nor endorsed by Google.

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Submission 824

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Scott Clark

824-1

Submission 824

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

It does not make any sense to put the rail anywhere other than the Right of Way! Putting in down Hawthorne Blvd will take away precious land in an already congested area that is used for vehicles and other public transportation. It would be much more costly to put down Hawthorne Blvd than putting it along the already existing Right of Way!

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Google Forms

Submission 825

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

825-1

Jason Blain

Submission 825

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

My family and I are deeply concerned with the possibility of the Metro project being built down the middle of Hawthorne Blvd. being that we own our home which is located one house over from Hawthorne Blvd.

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Submission 825

Submission 826

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

826-1

Ints Luters

Submission 826

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Alternative 1 - trenched option is our preference

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Submission 827

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Yes

827-1

Submission 827

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Can't wait for the extension to come to Torrance.

827-2

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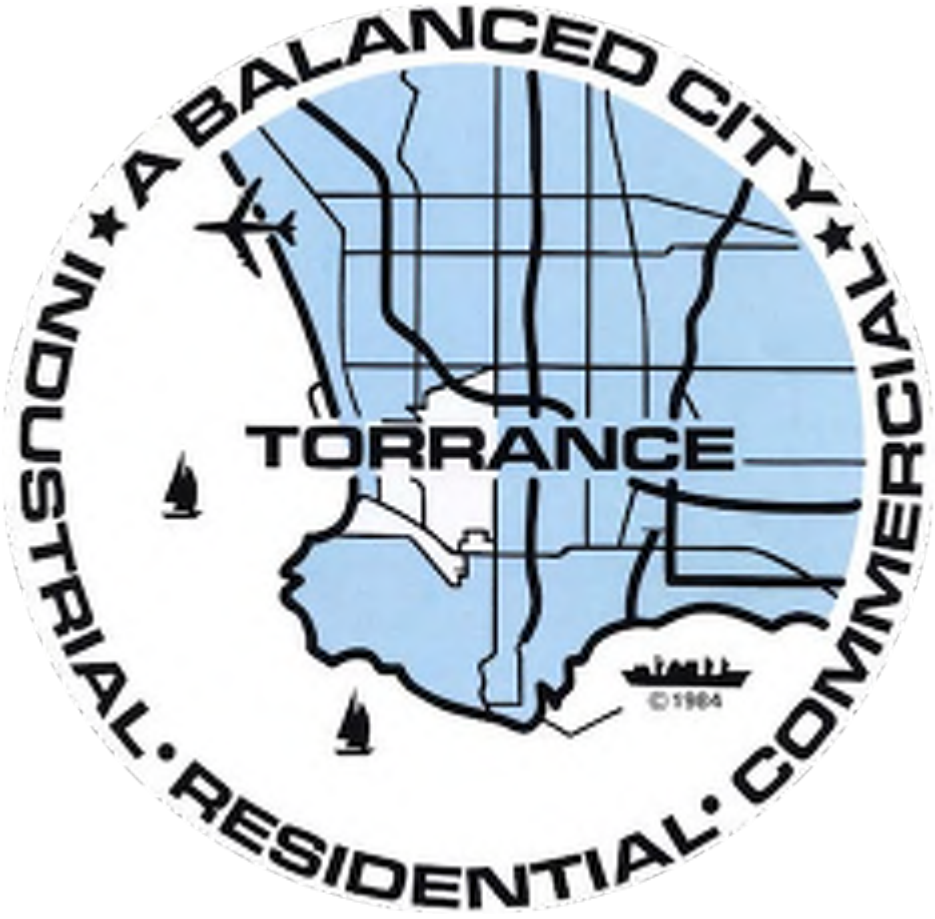
Submission 828

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

828-1

Terrence Chen

Submission 828

Submission 828

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 828

Submission 829

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Daniel B Gast

829-1

Submission 829

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 829

Submission 830

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

830-1

Richard Stenhouse

Submission 830

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 830

Submission 831

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * -831-1-

Isabel Gutierrez

Submission 831

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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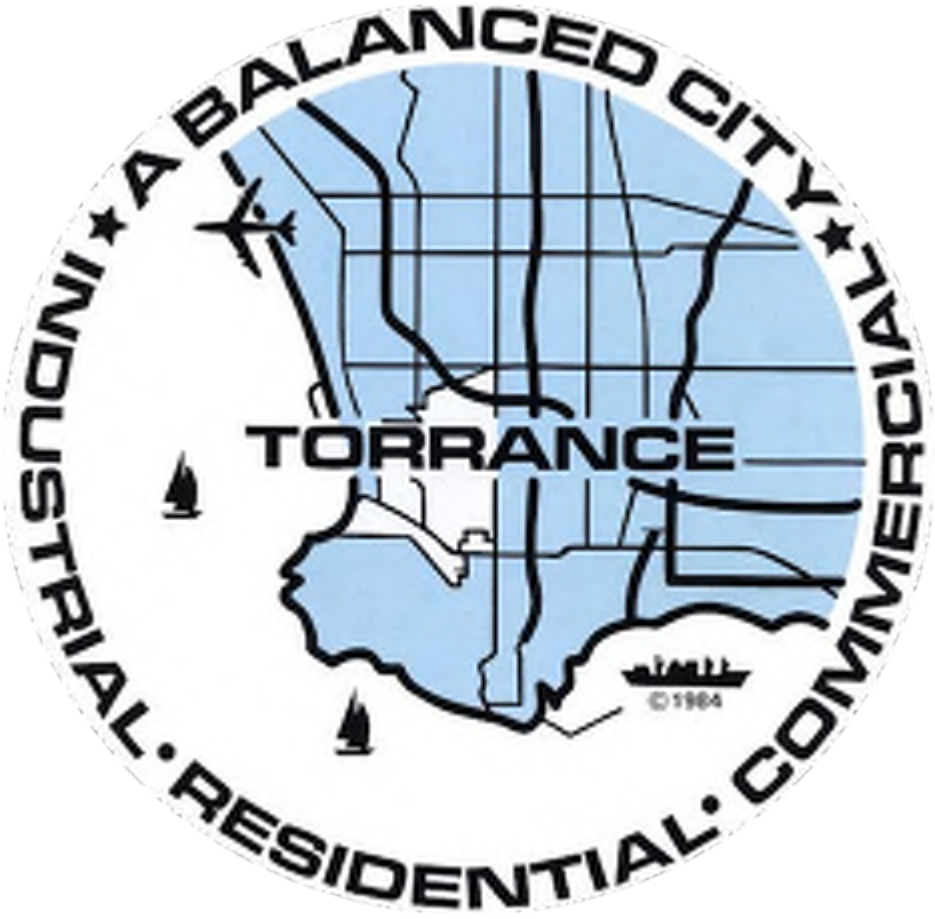
Submission 831

Submission 832

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

832-1

Kaylyn Fukuhara

Submission 832

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 832

Submission 833

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

833-1

MARGARET Schaffmeir

Submission 833

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

What taking so long?

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Submission 833

Submission 834

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

834-1

Thomas Penland

Submission 834

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident, Torrance Business Owner

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Thanks for your efforts on this important issue. Make sure this project doesn't allow homeless infiltration,

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Submission 835

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

835-1

Justin Hollingsworth

Submission 835

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident, Redondo Beach

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I live in Redondo Beach and think my city's govt is being shortsighted

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Submission 835

Submission 836

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

836-1

Nancy Cruz

Submission 836

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

N/a

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Submission 836

Submission 837

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

837-1

Vanessa Gonzalez

Submission 837

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 837

Submission 838

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

838-1

Daisy Herrera

Submission 838

Submission 838

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

Submission 838

Submission 839

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

839-1

AL Tatro

Submission 839

Submission 839

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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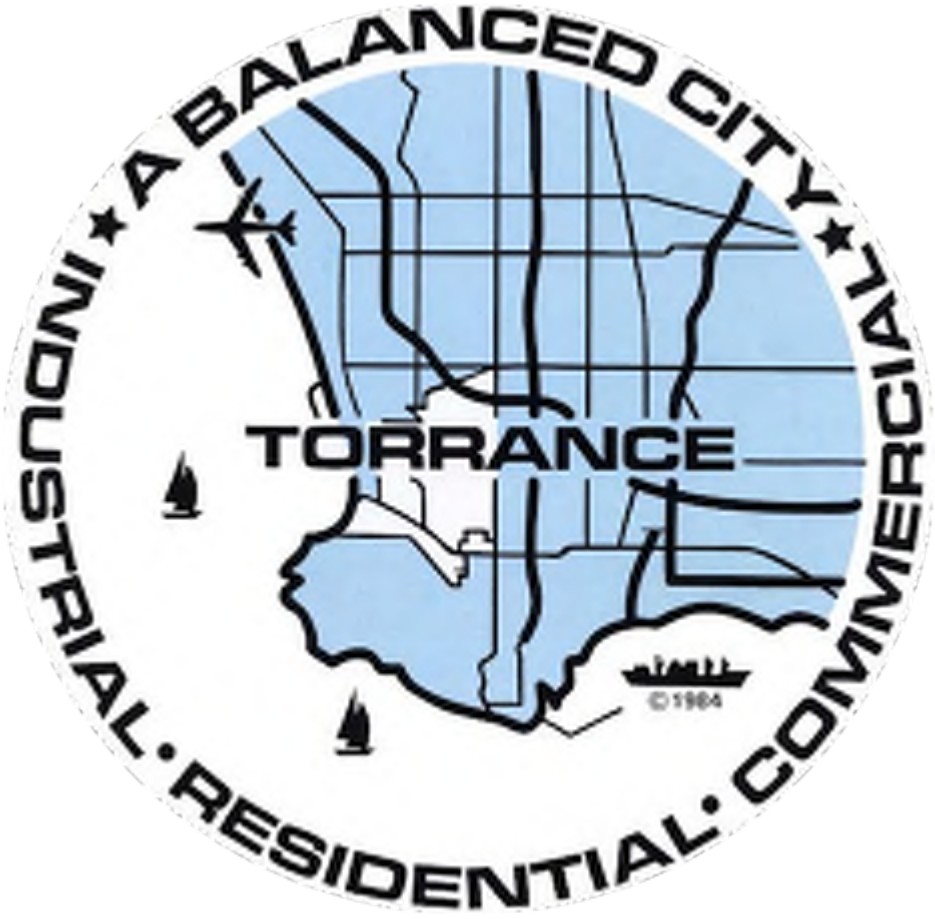
Submission 839

Submission 840

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

840-1

Carol Truitt

Submission 840

Submission 840

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 840

Submission 841

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

841-1

Rebecca Reeves

Submission 841

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 841

Submission 842

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

842-1

Tim Goodrich

Submission 842

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 842

Submission 843

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Dennis Piotrowski

843-1

Submission 843

Submission 843

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 843

Submission 844

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *
844-1

Alan Ariel Carlos

Submission 844

Submission 844

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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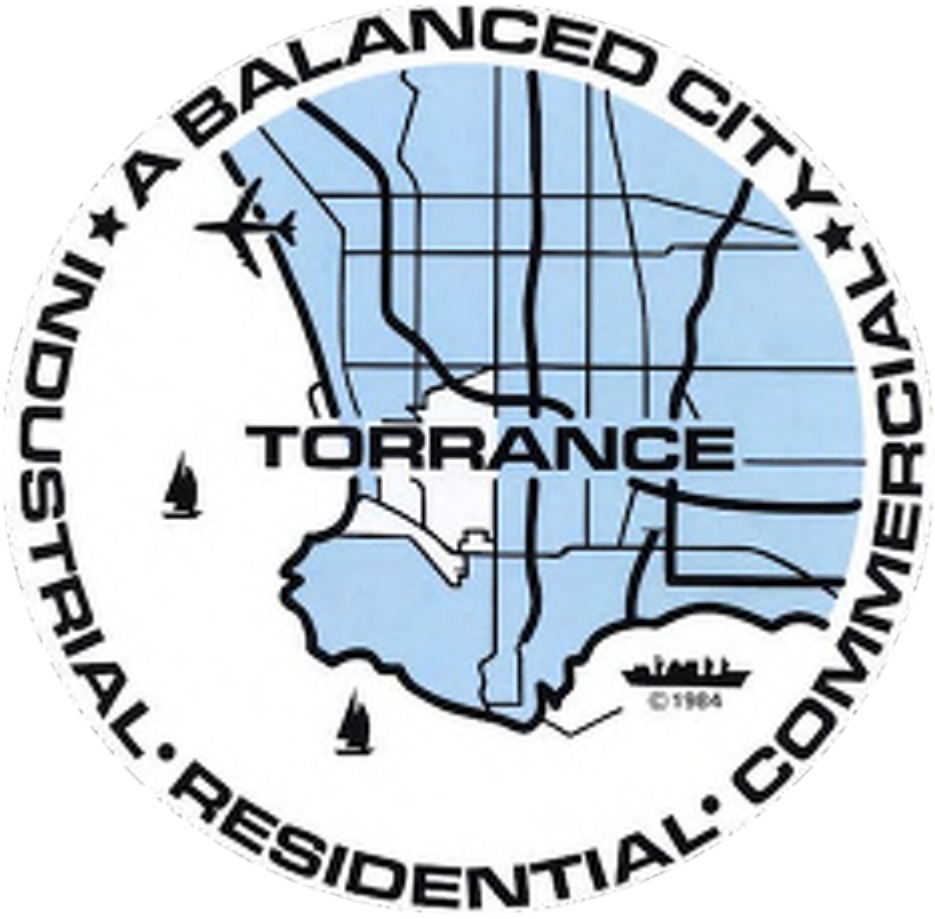
Submission 844

Submission 845

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

845-1

JOSE DENNIS ALABASO

Submission 845

Submission 845

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

City of Carson - Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Not only about the proposed extension regarding with the Metro C Line (Green) and the upcoming completion of the Metro K Line at Aviation/I-105 Station, but I want Torrance Transit to be extending with the proposed extension for Route 6 to South Bay Pavilion Mall and to Del Amo A Line (Blue) Station, and for the Route 9 proposed extension on Avalon Blvd. to South Bay Pavilion Mall in the city of Carson. 845-2

This content is neither created nor endorsed by Google.

Google Forms

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

846-1

Ryan, Saruwatari

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 847

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

847-1

Nathan Koller

Submission 847

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Would love to have Metro available in the Torrance area. Any acceleration to this project will only help with resident's mobility!

This content is neither created nor endorsed by Google.

Google Forms

Submission 848

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

848-1

Craig Haller

Submission 848

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 848

Submission 849

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

849-1

Myles Honda

Submission 849

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 849

Submission 850

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

850-1

Jean Katow

Submission 850

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

No

Would you like to leave any comments regarding this project?

No

This content is neither created nor endorsed by Google.

Google Forms

Submission 850

Submission 851

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

851-1

Ronald Rucker

Submission 851

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

No

Would you like to leave any comments regarding this project?

No

This content is neither created nor endorsed by Google.

Google Forms

Submission 851

Submission 852

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Molly O'Callahan

852-1

Submission 852

Submission 852

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 852

Submission 853

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

853-1

George K. Chen

Submission 853

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Elected Official and resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Complete this in time by the 2028 Summer Olympic Games as high priority.

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Google Forms

Submission 853

Submission 854

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

854-1

Marifrances Trivelli

Submission 854

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

Submission 854

Submission 855

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

855-1

Nelsy Jimenez

Submission 855

Submission 855

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Worker

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 855

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

856-1

Diane Ki

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Crime is going up. we want to protect our city.

856-2

This content is neither created nor endorsed by Google.

Google Forms

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

857-1

Kirtan Tank

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This seems like the most environmentally friendly and quickest option to get the metro in service.

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Google Forms

Submission 858

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

858-1

David Iambi

Submission 858

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Build before 2028

This content is neither created nor endorsed by Google.

Google Forms

Submission 858

Submission 859

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

859-1

Raihan Fazalbhoy

Submission 859

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

ECC Student

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 859

Submission 860

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

860-1

Adrienne Greenfield

Submission 860

Submission 860

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 860

Submission 861

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Camille Randolph

861-1

Submission 861

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 861

Submission 862

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

862-1

Timothy Gould

Submission 862

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Former Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We need the project done right away

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Google Forms

Submission 862

Submission 863

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * 863-1

Lyle Sanders

Submission 863

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

Submission 863

Submission 864

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Kitty Shiao

Submission 864

Submission 864

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Would like to see this project completed asap.

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Google Forms

Submission 864

Submission 865

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

865-1

G Patricia Stewart

Submission 865

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 865

Submission 866

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

866-1

Russell Stewart

Submission 866

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 866

Submission 867

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

867-1

Peter Spartalis

Submission 867

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Anyone who doesn't support mass transit can go fuck themselves

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Google Forms

Submission 867

Submission 868

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

868-1

Julio Ceballos

Submission 868

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Let’s get this rail up and running

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Google Forms

Submission 868

Submission 869

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

869-1

William Laronal

Submission 869

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

No

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Google Forms

Submission 869

Submission 870

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

870-1

Toni Wright

Submission 870

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business organizations

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I feel that the transit will ruin the look, traffic and destroy businesses in the area.

870-2

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Submission 871

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

871-1

Ryan Uyehara

Submission 871

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 871

Submission 872

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

872-1

Melfern Claro

Submission 872

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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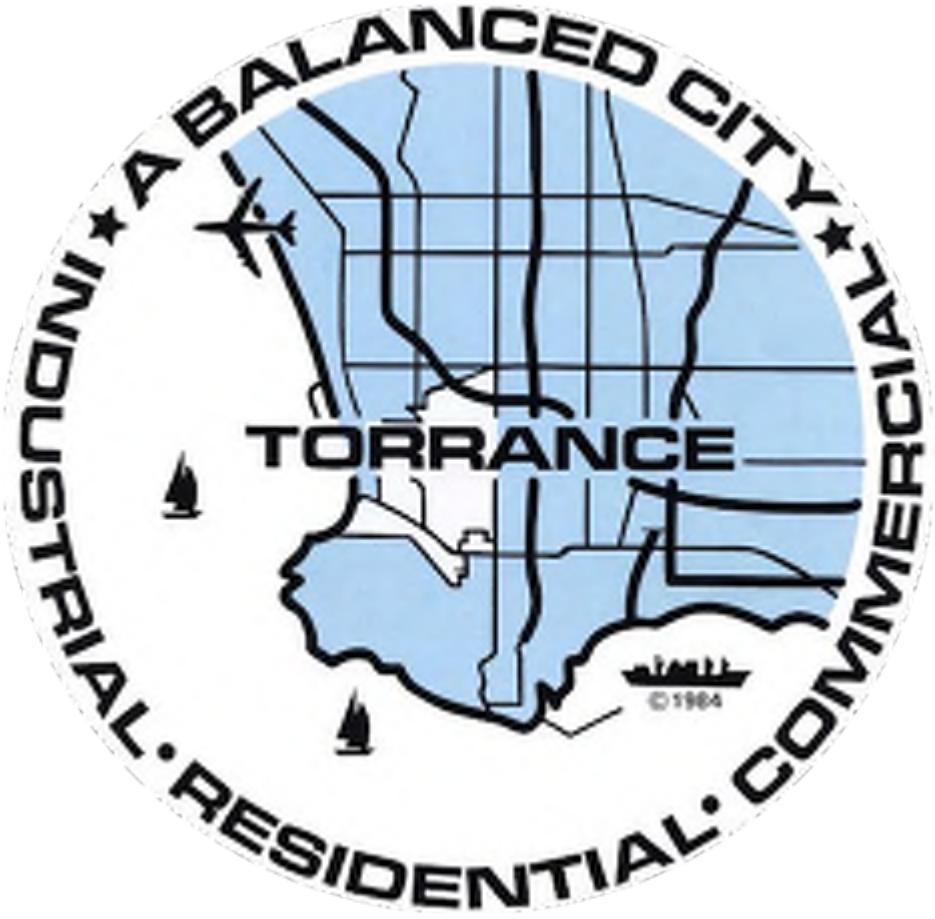
Google Forms

Submission 872

Submission 873

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Winston Zhou

873-1

Submission 873

Submission 873

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Google Forms

Submission 873

Submission 874

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Brennan Long

874-1

Submission 874

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Lomita resident who would be able to use Green line for commuting

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I support using the existing ROW to get the project built faster and cheaper for a comparable level of service. Also, @Torrance Transit please get the city to invest more in transit and bike infra improvements before the extension opens, the location of the new transit center in an industrial area with no easy access to old town is unfortunate; and Torrance Transit has some of the worst headways in the region. 874-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 875

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

JOSE DENNIS ALABASO

875-1

Submission 875

Submission 875

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

California Abilities Network

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Yes. Please also let me know if there's going to be the completion of the Metro K Line (Crenshaw) could add the Aviation/Century K Line Station should be open between the Fall of 2023 and in January-February 2024. Okay? Thank you very much. 875-2

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Google Forms

Submission 876

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

876-1

Thomas Elder

Submission 876

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 876

Submission 877

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

877-1

Yuandan Liu

Submission 877

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

We need C-line for Torrance resident

877-2

This content is neither created nor endorsed by Google.

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Submission 878

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

878-1

Raymond D. Peterson

Submission 878

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident on 177th Street - 11 houses from Hawthorne Blvd.

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

It is ridiculous for Metro to consider placing the extension down Hawthorne Blvd, rather than using the railroad right-of-way that they already possess. 878-2

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Google Forms

Submission 879

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

879-1

Kay L. Peterson

Submission 879

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident - homeowner near Hawthorne Blvd.

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Metro should use the current right-of-way rather than the extra expense of the Hawthorne Blvd route with elevated rails and disruption of current traffic. 879-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 880

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Sunny Zhou

880-1

Submission 880

Submission 880

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This railway would've been hugely beneficial to my sister, who had to drive out to the Redondo beach station every day to get to her internship in LA. It will make it much easier to reach LA from the heart of the South Bay and vice versa.

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Submission 881

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

881-1

Frank Huang

Submission 881

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Visiter

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Mass transit is better for the ESG

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Submission 882

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * —

882-1

—

Sarah Chiang

Submission 882

Submission 882

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Thank you!

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Google Forms

Submission 882

Submission 883

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * —
883-1
—

Caroline Kong

Submission 883

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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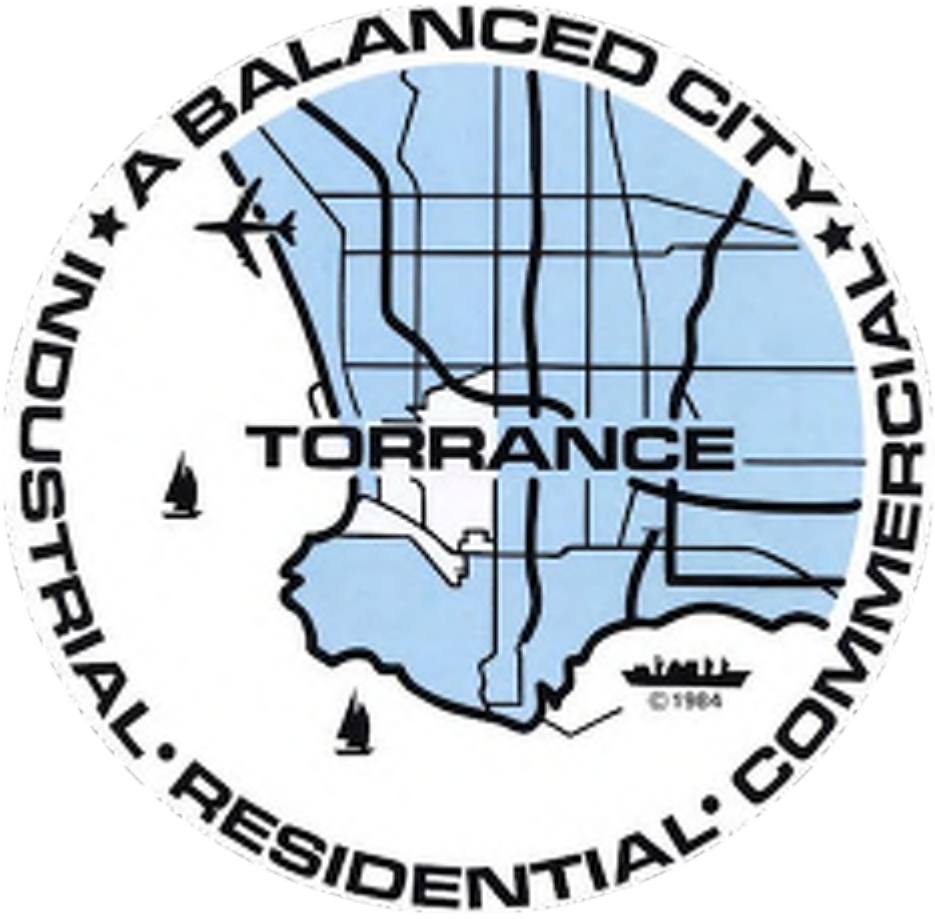
Submission 883

Submission 884

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * —

884-1

Karl Kohl

Submission 884

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 884

Submission 885

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * —

885-1 —

Alexander

Submission 885

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 885

Submission 886

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

886-1

Mike Palmer

Submission 886

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

be considerate of trackside residents when constructing and operating this route.

886-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 887

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

887-1

Jose Roldan

Submission 887

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

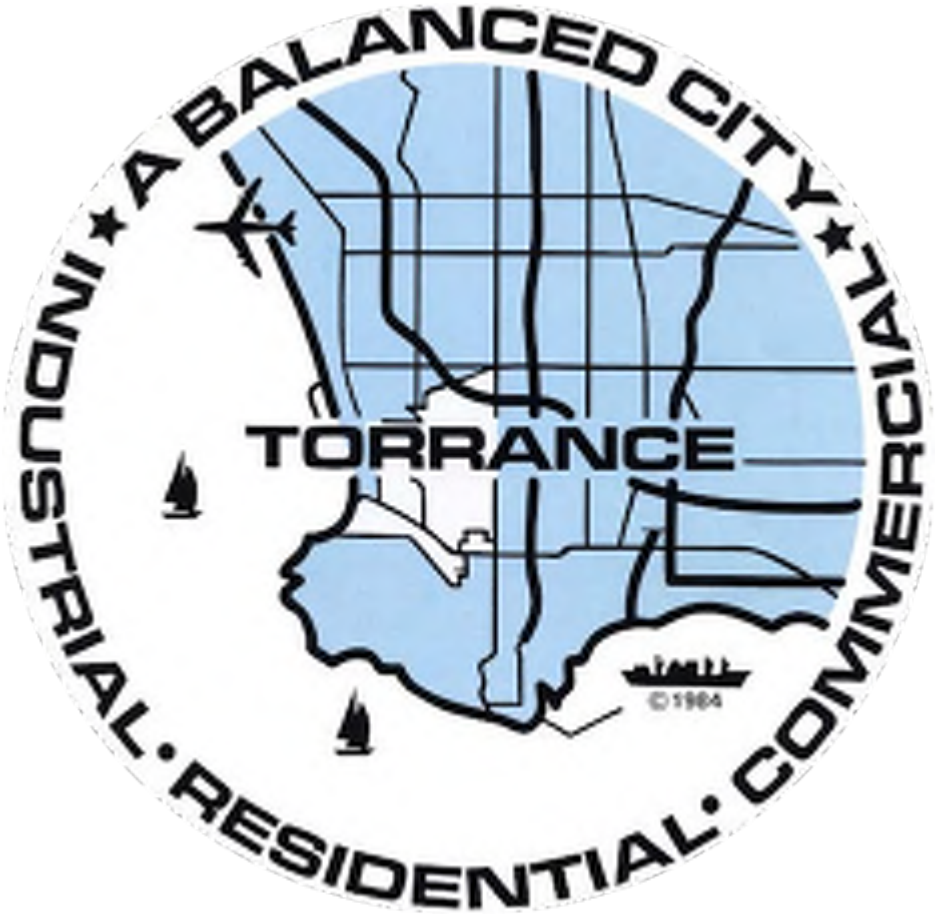
Google Forms

Submission 887

Submission 888

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Maria Pescheryakova

888-1

Submission 888

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I use this route every day. Please hire.

This content is neither created nor endorsed by Google.

Google Forms

Submission 888

Submission 889

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

889-1

Steve Gerhardt

Submission 889

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance resident, Exec Dir of Walk Long Beach

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

The Hawthorne alternative will be more expensive and disruptive to build. It won't provide better service to the business corridor and is a really bad idea. Having seen how the A Line divides Long Beach Boulevard, but doesn't improve transit access, I'm strongly opposed. 889-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 890

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

890-1

AL TATRO

Submission 890

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

RESIDENT

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Torrance and the South Bay need to be a better priority by Metro Services not the last to be served. Get the Alternative #1 approved and built ASAP 890-2

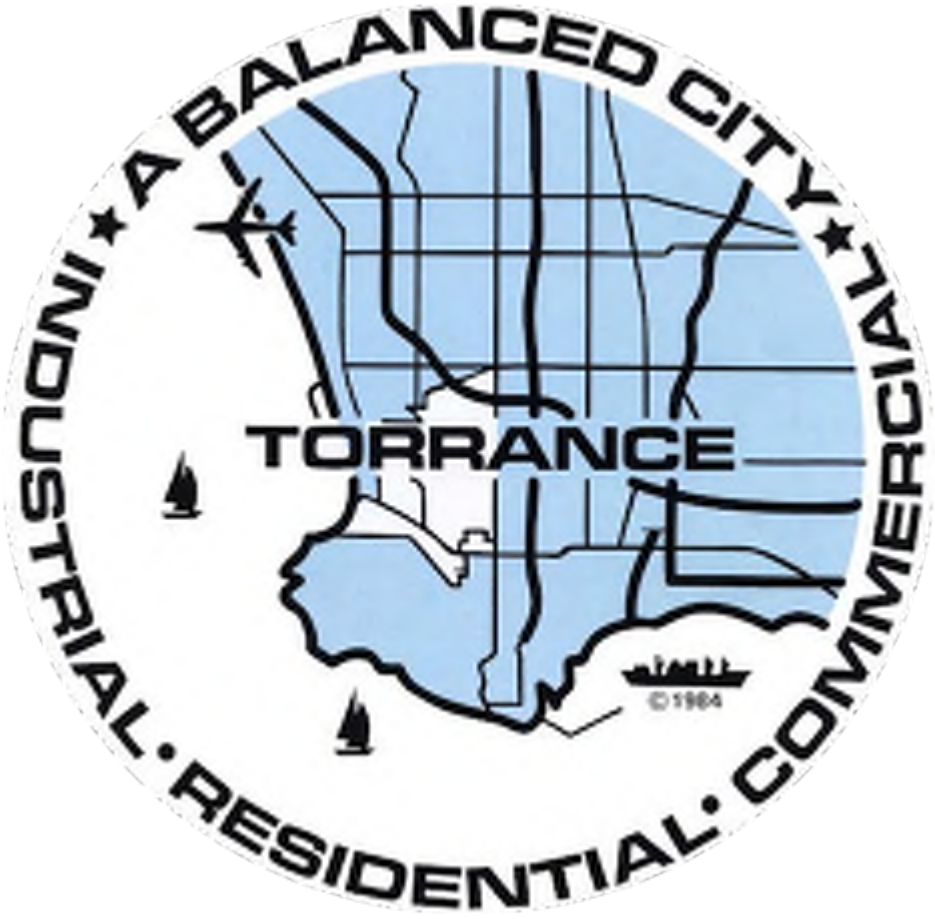
This content is neither created nor endorsed by Google.

Google Forms

Submission 891

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

891-1

Miguel Dvid

Submission 891

Submission 891

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

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Submission 891

Submission 892

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

892-1

Sheila Fierro

Submission 892

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Lifelong South Bay resident and employee

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

The original plan was to utilize the existing railway. It made the most sense and had the least amount of area disruption. I lived very close to that railway for two decades. ALL of the are residents understood the cons of living by an active railway. We also knew there were future plans to extend the "Green Line" using that right of way. Mitigate noise and use walls and undergrounding when plausible. There is a reason ALL of the area residents homes cost less than those further away from the rail. It is ridiculous that people would buy/rent homes near an existing feature, then whine and complain that they want the feature gone.

892-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 893

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

893-1

Kim Turner

Submission 893

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Organization

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I am in support of the use of the right-of-way for the C Line expansion to Torrance.

893-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 894

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Dennis Bosch

894-1

Submission 894

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 894

Submission 895

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

895-1

Calin, Chiorean

Submission 895

Submission 895

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Google Forms

Submission 895

Submission 896

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

896-1

Darren Uyematsu

Submission 896

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 896

Submission 897

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * 897-1

Michael Fetaru

Submission 897

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 897

Submission 898

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

898-1

Nikolas Renard

Submission 898

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I would personally like to see it extended to Torrance, I work in Los Angeles and live in Torrance, I currently take multiple transfers to get to and from work. Extending the green line would make it easier and faster 898-2

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Google Forms

Submission 899

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

899-1

Michael Brenk

Submission 899

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Torrance resident, VP of local Torrance business, Executive Board member of Torrance Area Chamber of Commerce

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

899-2

Use ROW alternative, it makes sense and we need it for 2028 Olympics

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Submission 900

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

900-1

Alex Emly

Submission 900

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident (pv)

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I think it's fantastic the South Bay is serious about improving public transit and making it more accessible will help tremendously. We moved down from the Bay Area which was abysmal (mid-Peninsula area). Before that we lived in New York City, so we appreciate (and used) good transit when it exists! 900-2

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Submission 901

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Kyle Freitas

901-1

Submission 901

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Prefer Alternative 1, below grade option as we also have property and used to live in the Lawndale section of the project. 901-2

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Submission 902

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

902-1

Alexandra Flores

Submission 902

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 902

Submission 903

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

903-1

Jamelia Davenport

Submission 903

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

N/A

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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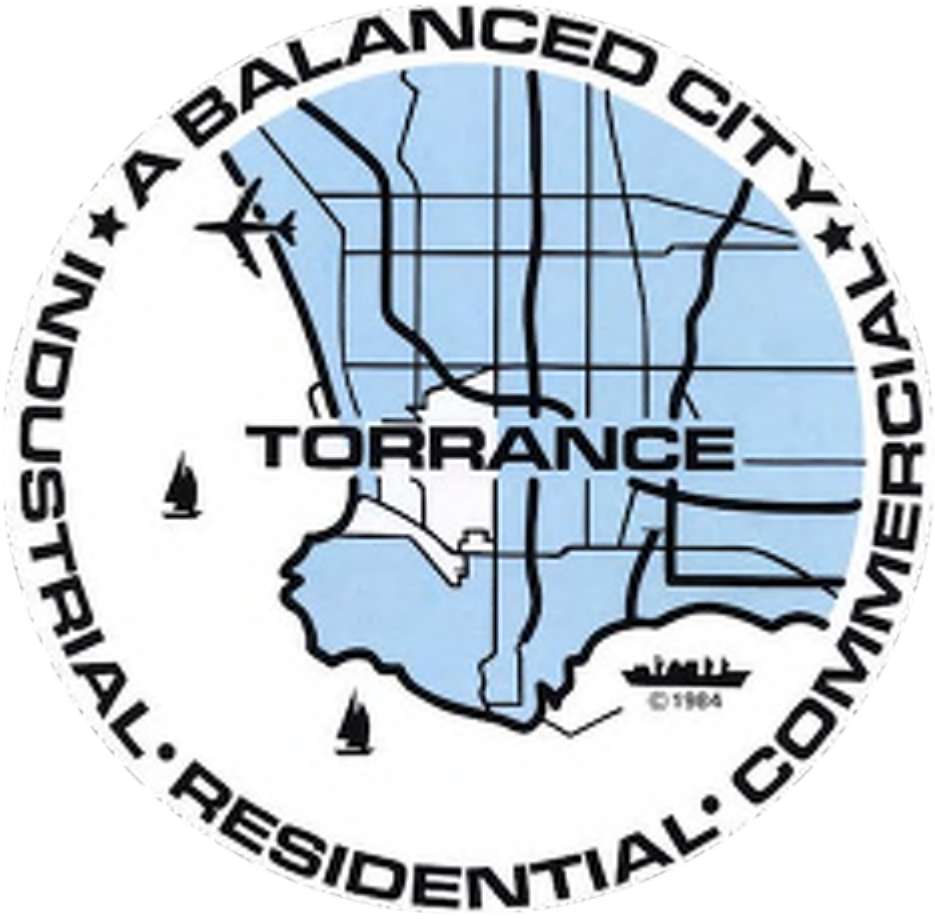
Submission 903

Submission 904

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

904-1

Michael Kosidlak

Submission 904

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 904

Submission 905

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

905-1

Andrea Retana

Submission 905

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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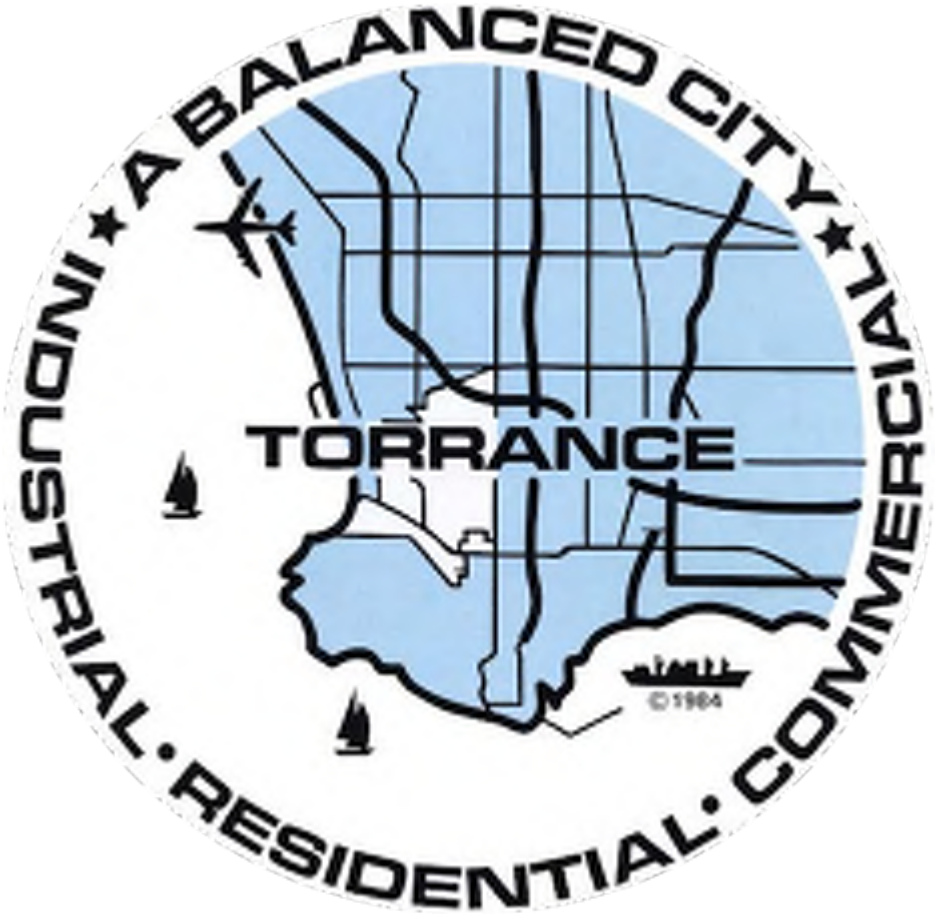
Submission 905

Submission 906

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

906-1

Kathy Wood

Submission 906

Submission 906

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 906

Submission 907

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * —

907-1

Dawn Ng

Submission 907

Submission 907

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 907

Submission 908

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

908-1

Kevin J Griswold

Submission 908

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This is an absolute must for the people of Torrance and the South Bay.

908-2

This content is neither created nor endorsed by Google.

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Submission 909

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

909-1

Andre Flores

Submission 909

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 909

Submission 910

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

910-1

Judith Gerber

Submission 910

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 910

Submission 911

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

911-1

Patti O'Reilly

Submission 911

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

[redacted]

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 911

Submission 912

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

912-1

Barbara Kelly

Submission 912

Submission 912

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

[redacted]

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 912

Submission 913

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

913-1

Mauricio De la Torre

Submission 913

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 913

Submission 914

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

914-1

Alonso Muñoz

Submission 914

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 914

Submission 915

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *
915-1

Skyler Reynoso

Submission 915

Submission 915

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

LET'S [redacted] GOOOOOO!!!!!!!!!!

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Submission 916

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

916-1

William Chuh

Submission 916

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 916

Submission 917

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

917-1

Lyle Sanders

Submission 917

Submission 917

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

No

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Submission 917

Submission 918

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

918-1

Nedeen Nasser

Submission 918

Submission 918

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

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Submission 918

Submission 919

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

919-1

Ryan Bada

Submission 919

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 919

Submission 920

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

920-1

Raymond Fisher

Submission 920

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 920

Submission 921

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

921-1

Michelle Hughes

Submission 921

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

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Submission 921

Submission 922

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

922-1

Frank Kraus

Submission 922

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 922

Submission 923

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

923-1

Sawyer

Submission 923

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

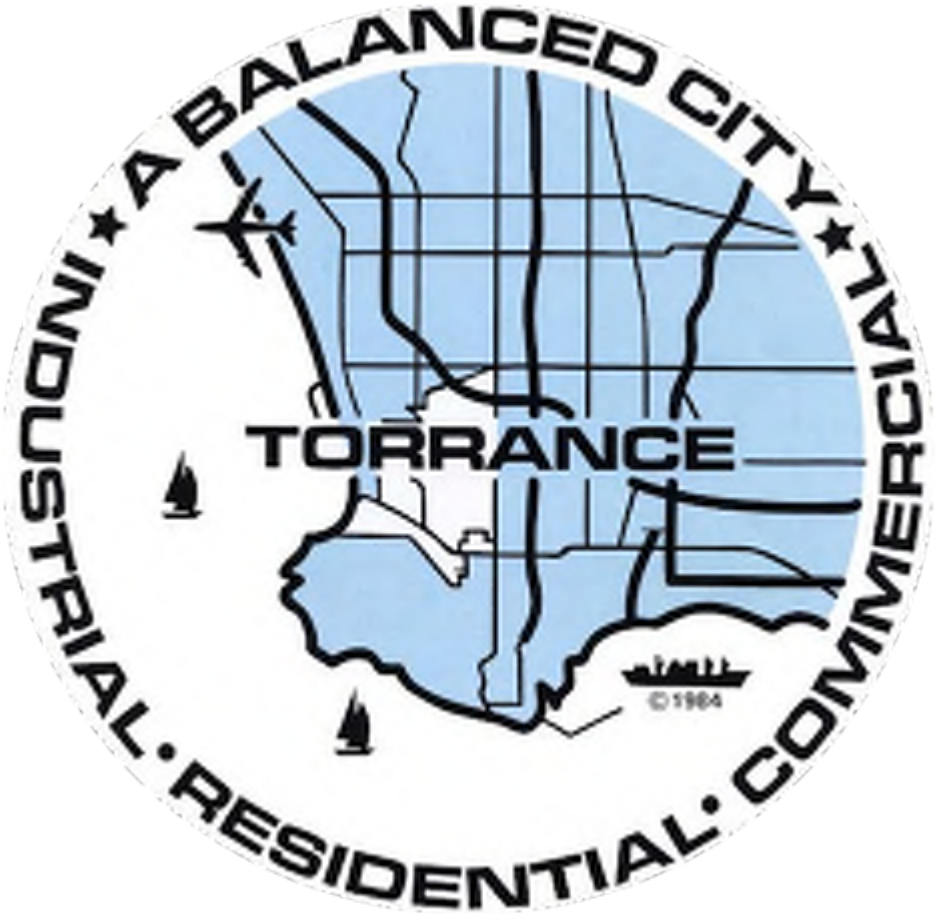
Google Forms

Submission 923

Submission 924

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

924-1

Rudy Onate

Submission 924

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

924-2

extend even further to pch & hawthorne intersection

This content is neither created nor endorsed by Google.

Google Forms

Submission 925

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Micah Alex

925-1

Submission 925

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 925

Submission 926

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * —

926-1

Shin Furukawa —

Submission 926

Submission 926

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 926

Submission 927

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

927-1

chau yang

Submission 927

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

residence

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 927

Submission 928

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Jeanne Bala

928-1

Submission 928

Submission 928

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

Has the least impact on the residents and businesses of Torrance

928-2

This content is neither created nor endorsed by Google.

Google Forms

Submission 929

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

929-1

Patrice Watanabe

Submission 929

Submission 929

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 929

Submission 930

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW * —

930-1 —

Wayne Watanabe

Submission 930

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 930

Submission 931

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

931-1

Zen ROSENTHAL

Submission 931

Submission 931

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

I believe the right of way at grade solution makes the most sense economically and will ensure a timely completion

This content is neither created nor endorsed by Google.

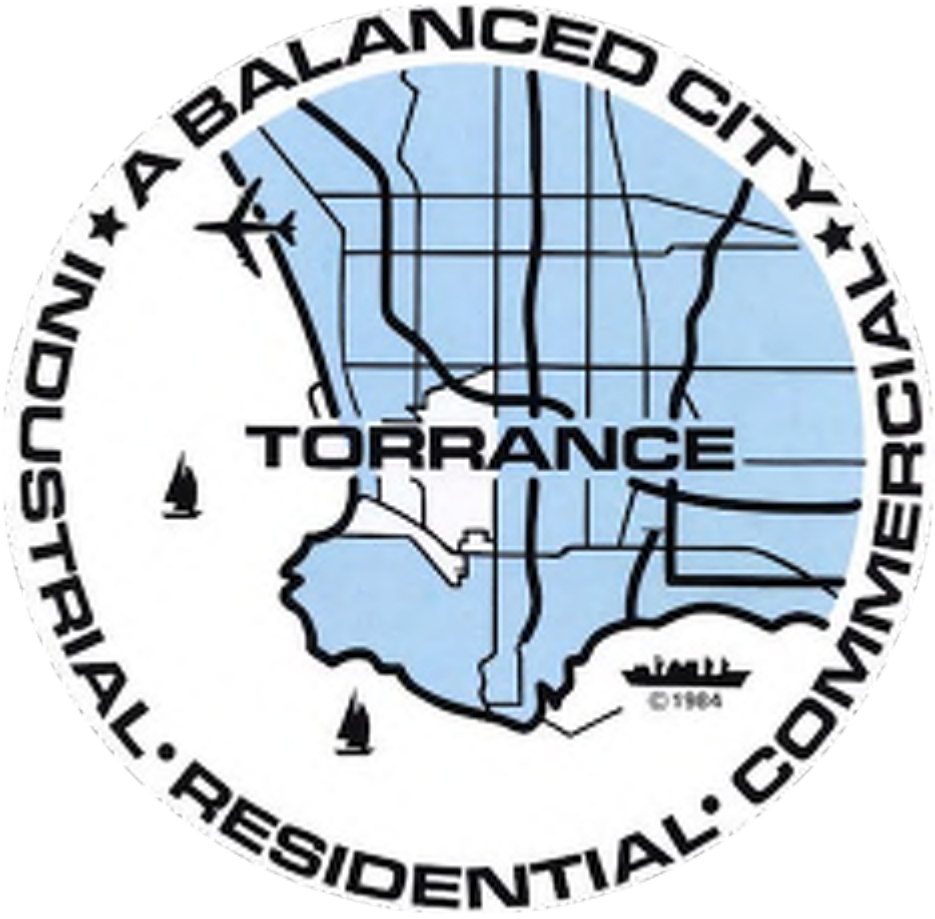
Google Forms

Submission 931

Submission 932

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Stephen Kawalko

932-1

Submission 932

Submission 932

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 932

Submission 933

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

933-1

Traveion Bell

Submission 933

Submission 933

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Bus Operator

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

I’m ready to be hired

This content is neither created nor endorsed by Google.

Google Forms

Submission 933

Submission 934

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

934-1

Juan Delgado

Submission 934

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

No

This content is neither created nor endorsed by Google.

Google Forms

Submission 934

Submission 935

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

935-1

Victor Alvarado

Submission 935

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

this would make a huge difference and make things better for the community as a whole

This content is neither created nor endorsed by Google.

Google Forms

Submission 935

Submission 936

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

936-1

Richard Krason

Submission 936

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 936

Submission 937

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

937-1

Kevin Chan

Submission 937

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Metro Youth Councilmember - San Gabriel Valley Division

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

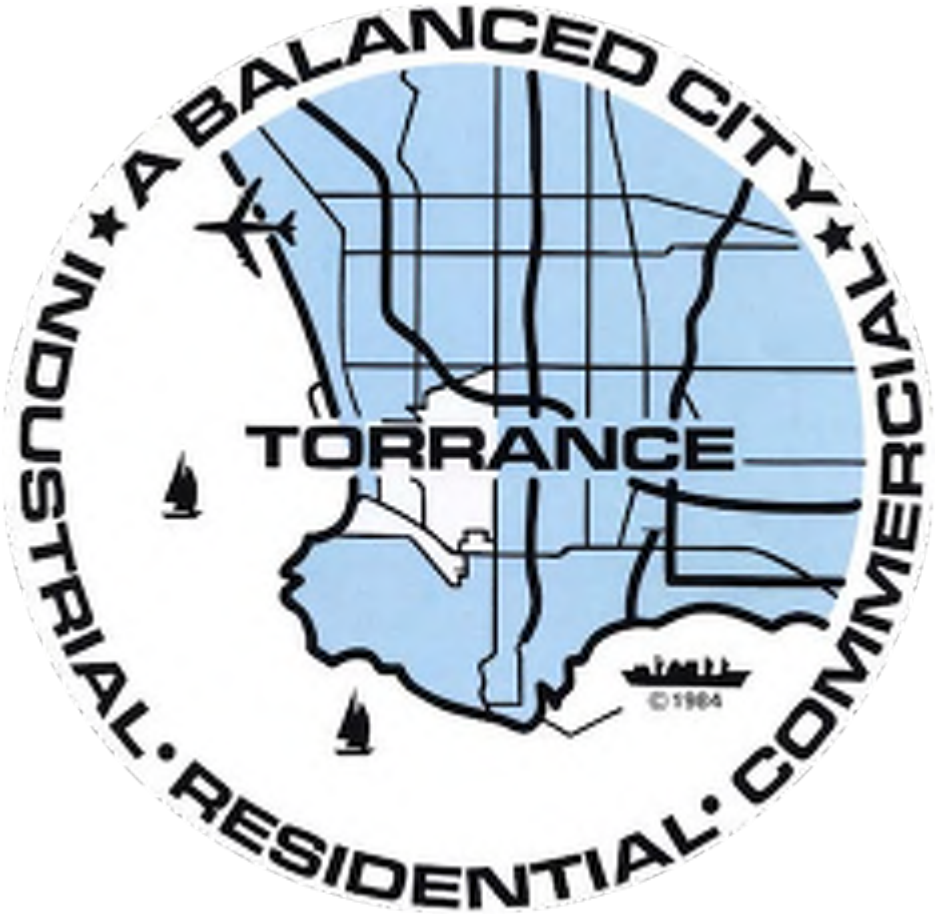
Google Forms

Submission 937

Submission 938

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

938-1

Andrea Seo Bauer

Submission 938

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 938

Submission 939

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

939-1

Brian Rodriguez

Submission 939

Submission 939

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 939

Submission 940

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

Linda amato

940-1

Submission 940

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Business Doubletree by Hilton Torrance - South Bay

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 940

Submission 941

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

941-1

leROY j Jackson

Submission 941

Submission 941

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Residenr

If you would like to be updated about this project in the future, please add your phone number or email address.

[redacted]

Would you like to leave any comments regarding this project?

Metro owns the current right of way. This route would lest impact traffic, residents during construction 941-2

This content is neither created nor endorsed by Google.

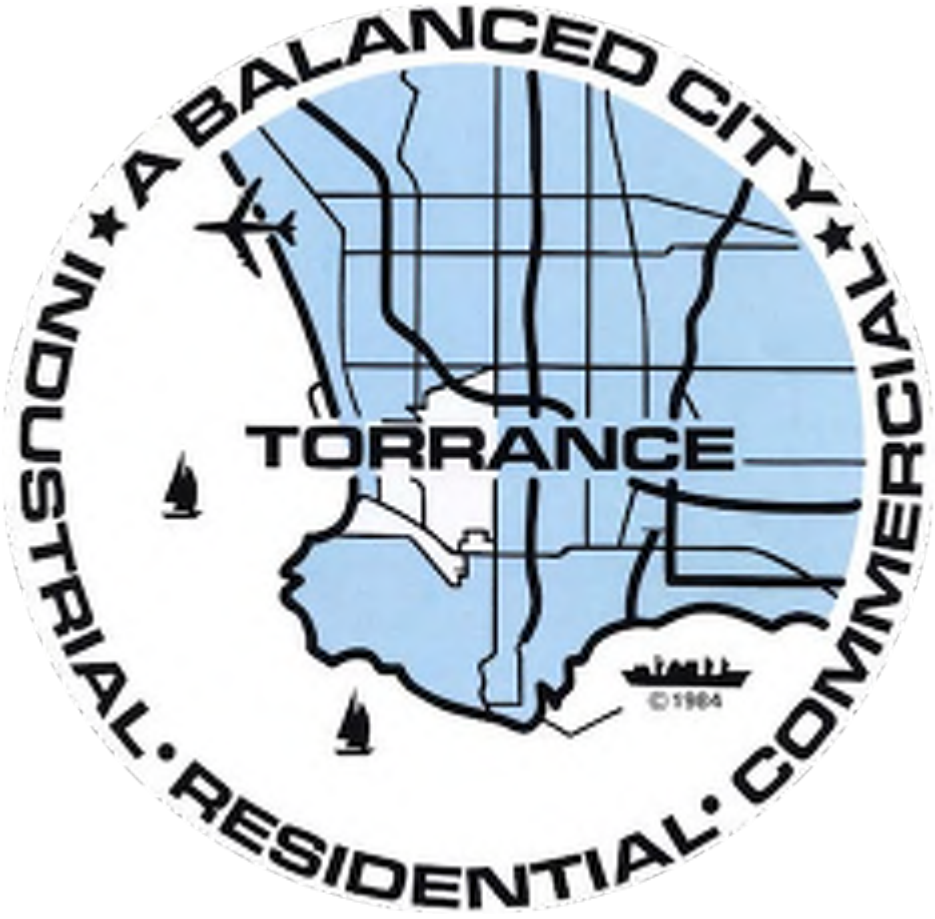
Google Forms

Submission 941

Submission 942

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.



Please sign here (first name, last name) to affirm your support for Alternative #1 - Metro ROW *

942-1

Rebecca Poirier

Submission 942

Submission 942

Please add your affiliation (example - Resident, business, organization, elected official, etc.)

Resident

If you would like to be updated about this project in the future, please add your phone number or email address.

Would you like to leave any comments regarding this project?

This content is neither created nor endorsed by Google.

Google Forms

Submission 942

Submission 943

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

? ☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

943-1

Additional Comments on the Draft Environmental Impact Report:

DO NOT KNOW. HAVE NEVER USED IT. DON'T KNOW HOW TO USE IT. MAY BE TOO OLD TO LEARN.

Name: L.R. ROWE

Address: [redacted]

Phone:

Email:

Submission 944

23 MAR 2023 PM 9

Share Your Thoughts on E
Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

944-1 ■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 944-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 945

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

945-1

Additional Comments on the Draft Environmental Impact Report:

I rode the Green Line only once & a fist fight broke out. Never riding it again! Full of dirt bags. This is just adding a direct conduit to Willow Brook and Watts!

Name: Scott Wood

Address: [redacted]

Phone:

Email:

Submission 946

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

946-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Accelerating this project would be very beneficial. We need a time effective alternative to sitting on the 405

Name: MARIAN KRAVITZ

Address: [redacted]

Phone:

Email:

Submission 947

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

947-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I Don't See a need for this train
the cost is High, Its ugly, most people Don't
Ride, Brings more crime, I strongly Disagree
on Having this

Name: Shawn Denny

Addre

Phon

Emai

Submission 948

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

948-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

When is the projected completion date for the plan I have checked?

948-2

Name: Joanne Verespej

Addres: [redacted]

Phone

Email:

Submission 949

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

949-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: W. HAMADA

Addres: [redacted]

Phone

Email:

Submission 950

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

950-1

Additional Comments on the Draft Environmental Impact Report:

Name: STEVE OSHIRO

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 951

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

951-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address

Phone:

Email:

Robin R. Fields

[redacted]

Submission 952

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

952-1

Additional Comments on the Draft Environmental Impact Report:

Name: Paul Matsumoto

Address: [redacted]

Phone:

Email:

Submission 953

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

953-1

Additional Comments on the Draft Environmental Impact Report:

Name: Nicki Noble

Address: [redacted]

Phone:

Email:

Submission 954

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

954-1

Additional Comments on the Draft Environmental Impact Report:

Name CRAIG KAZIN

Addr [redacted]

Phor

Emai

Submission 955

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

955-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Thanks for this opportunity to share my opinion. Best wishes on carrying out the project.

Mr. Marc R. Chavez

Name:

Address:

Phone:

Email:

Submission 956

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

956-1

Additional Comments on the Draft Environmental Impact Report:

Name: JAH JA

Addres[redacted]

Phone:

Email:

TORRANCE TRANSIT

Submission 957

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

957-1

Additional Comments on the Draft Environmental Impact Report:

Connecting the Redondo Beach & Torrance Transit Centers is important, so I do not support the Hawthorne option

Name: Reagan Woo

Addr [redacted]

Phon

Emai

957-2

Submission 958

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

958-1

SAFETY & SECURITY FOR TORRANCE!

3/23/23

Additional Comments on the Draft Environmental Impact Report:

Long support this Metro extension so long coming. Now have serious safety concerns with Metro bringing Zombies, crime, drugs to our fair city of Torrance Lets not do this if Metro makes Torrance unsafe. Trench & overhead options cost too much in money and delays. I will be dead before they finish 1st 5 miles.

Name: CLIFF WONAN

Address: [redacted]

Phone:

Email:

Submission 959

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

959-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Stan Ponegalek

Addre [redacted]

Phone

Email:

Submission 960

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

960-1

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: David Sakai

Address: [redacted]

Phone:

Email:

Submission 961

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☑ Hawthorne Option

961-1

Additional Comments on the Draft Environmental Impact Report:

MOST CONVENIENT TO HAWTHORE BLVD BUSINESSES
SINCE IT IS ELEVATED, SAFEST
LEAST DISRUPTIVE TO RESIDENTS

Name: PAMELA & DIETER

Addres: [redacted]

Phone: [redacted]

Email: [redacted]

961-2

Submission 962

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

962-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Frieda Wang

[redacted]

Submission 963

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

963-1

Additional Comments on the Draft Environmental Impact Report:

I want the fastest cheapest, easiest option

Name: Allen Trietsch

Address: [redacted]

Phone:

Email:

Submission 964

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

964-1

Additional Comments on the Draft Environmental Impact Report:

We need to advance Transportation Options in this County.

Name: CHARLES DORSEY

A[redacted]

P

E

Submission 965

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

965-1

Additional Comments on the Draft Environmental Impact Report:

Name: Robert G. Dun

Address: [redacted]

Phone:

Email:

Submission 966

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

966-1

Additional Comments on the Draft Environmental Impact Report:

This project should NOT happen at all. There is minimal studies/data that show how this will be used by

Name: Catherine Clarke

Address: [redacted]

Phone: 3

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

967-1

Additional Comments on the Draft Environmental Impact Report:

Name: Nancy Bridi

Address: [redacted]

Phone:

Email:

Submission 968

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

968-1

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Beverly Ricketts Unit

Address: [redacted]

Phone:

Email:

Submission 969

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

969-1

Additional Comments on the Draft Environmental Impact Report:

TOO MUCH TRAFIC IN THIS AREA

Name: JUAN CABEZA

Address: [redacted]

Phone:

Email:

Submission 970

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

None ✓

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

970-1

Additional Comments on the Draft Environmental Impact Report:

This would be a waste of money, not needed for Torrance! Will increase crime in Torrance.

Name: Joyce Henderson

Address: [redacted]

Phone:

Email:

Submission 971

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

971-1

Additional Comments on the Draft Environmental Impact Report:

Such a waste of money! What about reducing crime? Who wants to ride these rails with criminals attacking innocent people? The people in finance do not know how to direct or handle money.

Name:

Address:

Phone:

971-2

Email:

Submission 972

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* NONE

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1. Redondo/MARINE
2. Galleria
3. Redondo

Additional Comments on the Draft Environmental Impact Report: NEED 24/7 SECURITY AT Torrance Transit CenterStations ON ALL Light RAIL CARS to ensure NO CRIMINAL ACTIVITY to Neighborhoods, BUSINESSES & PARKING LOTS for METRO USERS.

Name: MSWAREZ

Address: [redacted]

Phone:

Email:

972-1

972-2

Submission 973

Share Your Thoughts on Extending Light Rail to Torrance!

Please don't destroy our cities

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* Please Stop / Ask your police Departments

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☑ Hawthorne Option

973-1

Additional Comments on the Draft Environmental Impact Report:

look AT History of Huntington Park when added similar = IT Destroyed Huntington Park = went from #1 to #4

Name: ~~Ad~~ . Lynn PO Box

Address: [redacted]

Phone:

Email:

Submission 974

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

974-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: David & Lee

Addre [redacted]

Phone

Email

Submission 975

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

975-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Judith A Closby

Address: [redacted]

Phone:

Email:

Submission 976

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

976-1

Additional Comments on the Draft Environmental Impact Report:

Name: DePland

Address: [redacted]

Phone:

Email:

Submission 977

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

977-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

The C Line MUST be extended eastward to Norwalk - Santa Fe Springs Metro LINK station as soon as possible.

Name: Christopher Cuatt

Address: [redacted]

Phone:

Email:

Submission 978

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

978-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: BRUCE HAMILTON

Address: [redacted]

Phone:

Email:

Submission 979

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

979-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Michele Kidman

Addres [redacted]

Phone

Email:

Submission 980

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

980-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

GO WITH TORRANCE APPROVED ROUTE

Name: J. GARDINALE

Address: [redacted]

Phone:

Email:

Submission 981

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

981-1

☗ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Robert Allen

Addres: [redacted]

Phone:

Email:

Submission 982

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

982-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Steve Marschke

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 983

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

983-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Thomas Fukuman

Address: [redacted]

Phone:

Email:

Submission 984

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

984-1

Additional Comments on the Draft Environmental Impact Report:

Name: DUANE SUNG

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 985

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

985-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: John Whang 90505

Address: [redacted]

Phone:

Email:

Submission 986

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

986-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Ray Portela

Address: [redacted]

Phone:

Email:

Submission 987

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

987-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Judith Carter

Addres

Phone

Email:

Submission 988

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 988-1

Additional Comments on the Draft Environmental Impact Report:

1) Provide noise levels @ ½, 1, + 2 miles distance 988-2
2) What is/will be average speed of trains. 988-3
3) What are/will be the operating hours of 988-4

Name: VIJENDRA Joseph

Addres [redacted]

Phone

Email:

Submission 989

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

989-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Let's avoid delays + get this open @ Grade Level

Name: Offutt

Address: [redacted]

Phone:

Email:

Submission 990

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

990-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

EITHER OPTION WILL INCREASE COST AND DELAY COMPLETION. MAP IS TOO SMALL TO READ STREET NAMES.

Name: LEROY KERAHEN

Address: [redacted]

Phone:

Email:

Submission 991

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

991-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Pablo Delgado

Addr[redacted]

Phon

Emai

Submission 992

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

992-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Janet Wade

Address: [redacted]

Phone:

Email:

Submission 993

Share Your Thoughts on Extending Light Rail to Torrance!

TORRANCE TRANSIT

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

993-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

The proposed project seems like a reasonable choice. I'm looking forward to the end result.

Name: Bernadette Kocienda

Add [redacted]

Pho

Ema

Submission 994

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

994-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

THIS APPEARS TO BE THE BEST OPTION FINANCIALLY & THE LEAST IMPACT ON CITIZENS

Name: CARL WILLISON

Addre: [redacted]

Phone

Email:

Submission 995

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

995-1

Additional Comments ~~on the Draft Environmental Impact Report~~:

I'm a daily rider for public transit. Please don't delay the project any longer. No cost overruns either by Trench option/ Hawthorn option. Why Is there still no mass transit on 405 ?? Want to burn more oil ??? more pollution ? Get the gas Co Richer, more accident ??

Name: John Choy

Addres [redacted]

Phone

Email:

Submission 996

Share Your Thoughts on Extending Light Rail to Torrance!

TORRANCE TRANSIT

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

996-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: David Seager

Addres: [redacted]

Phone

Email:

Submission 997

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

997-1

■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Quicker this project is accomplish it, better for people in the Torrance and surrounding areas (East and South of there).

Name: Richard Kim

Address: [redacted]

Phone:

Email: r

Submission 998

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

998-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

THE OTHER "OPTIONS" DO NOT MAKE SENSE. THEY ARE MORE EXPENSIVE AND WILL ADVERSELY IMPACT BUSINESSES, RESIDENTS & TRAFFIC

Name: RANDY LEAK

Addre [redacted]

Phon

Email

Submission 999

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

999-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

ITS ABOUT TIME WE HAVE LIGHT RAIL ACCESS IN TORRANCE. CONNECTION TO SOUTHWEST PART OF TORRANCE NEEDED, STILL.

Name: JANET COLMERAUER

Addres: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

We bank in Torrance, Eat in Terrace for our Business. Church

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

But extended to South (Carson St) Sepulveda Lomita – San Pedro Please –

1000-1

Additional Comments on the Draft Environmental Impact Report:

BLue Line does not come near us. (Just off Carson between Vermont + Normandie) This new center/end of line won't either. Could it extend to Carson ~~BLVD~~ Street & Sepulveda? Lomita? or San Pedro would make sense

Name:

Address:

Pho

Ema

Mr. & Mrs. John Hardin

[redacted]

Submission 1001

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

1001-1

Additional Comments on the Draft Environmental Impact Report:

Continue along the Metro ROW to Western + Sepulveda! Better yet, link up with Silver or Blue lines to truly connect the South Bay. Hawthorne route is a waste of time + money.

Name: Elizabeth Evans

Address: [redacted]

Phone:

Email:

Submission 1002

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1002-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Mary Strenn

Address: [redacted]

Phone:

Email:

Submission 1003

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1003-1

Additional Comments on the Draft Environmental Impact Report:

I trust our Torrance City Council's opinion on this. This is the fastest and most cost effective option.

Name: [redacted]

Address: [redacted]

Phone:

Email:

Submission 1004

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1004-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

1) Need to ensure no traffic gridlock (like P.)
2) Plan for hookups to rail (e.g. Del Amo) via bus
3) Good if ready in time for Olympics
4) Trench is worst option due to [illegible]

Name: Karen Wheeler

Address: [redacted]

Phone:

Email:

Submission 1005

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1005-1

Additional Comments on the Draft Environmental Impact Report:

SEEMS TO BE THE MOST LOGICAL!

Name: JAN + DAN MOREHOUSE

Address: [redacted]

Phone:

Email:

Submission 1006

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1006-1

Additional Comments on the Draft Environmental Impact Report:

Will there be added: ① Jobs ② Police ③ taxes
Are these funds taking away from addressing the homeless population increase in Torrance?

Name: Roay

Address: [redacted]

Phone:

Email:

1006-2

Submission 1007

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1007-1

Additional Comments on the Draft Environmental Impact Report:

Would prefer no train at all

Name: Sandra + Bill Goetz

Address: [redacted] 1007-2

Phone:

Email:

Submission 1008

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1008-1

Additional Comments on the Draft Environmental Impact Report:

Name: ROBERT & PAULA CASTRO

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1009

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1009-1

Additional Comments on the Draft Environmental Impact Report:

Name: Linda Thomas-Harte

Address: [redacted]

Phone:

Email:

Submission 1010

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1010-1

Additional Comments on the Draft Environmental Impact Report:

Name: Russ & Trish Stewart

Address: [redacted]

Phone:

Email:

Submission 1011

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1011-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Charles Ford Jr.

[redacted]

Submission 1012

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1012-1

Additional Comments on the Draft Environmental Impact Report:

Name: JAMES McGEE

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1013

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1013-1

Additional Comments on the Draft Environmental Impact Report:

Name: BARBARA SAFAH

Address: [redacted] 90505

Phone [redacted]

Email [redacted]

Submission 1014

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1014-1

Additional Comments on the Draft Environmental Impact Report:

Name: Pauline Acherman

Address: [redacted]

Phone:

Email: [redacted]

Submission 1015

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1015-1

Additional Comments on the Draft Environmental Impact Report:

Name: Edith Reid

Address: [redacted]

Phone:

Email:

Submission 1016

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1016-1

Additional Comments on the Draft Environmental Impact Report:

Name: JOHN DE RAGO

Address: [redacted] TORRANCE 90503

Phone: [redacted]

Email: [redacted]

Submission 1017

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1017-1

Additional Comments on the Draft Environmental Impact Report:

Name: Judy Douglas

Address: [redacted]

Phone:

Email:

Submission 1018

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1018-1

Additional Comments on the Draft Environmental Impact Report:

Name: Daniel McKay

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1019

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1019-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address: 90504

Phone:

Email:

Submission 1020

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1020-1

Additional Comments on the Draft Environmental Impact Report:

Name: Ms. Lillian Isobe

Address: [redacted]

Phone: [redacted]

Email:

Submission 1021

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1021-1

Additional Comments on the Draft Environmental Impact Report:

Minimized costs and delays!
Optimum choice.

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1022

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1022-1

Additional Comments on the Draft Environmental Impact Report:

Name: Ron & Karen Lary

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1023

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1023-1

Additional Comments on the Draft Environmental Impact Report:

Name: Mr. & Mrs. Mack T. Hansen

Address: [redacted]

Phone:

Email: [redacted]

Submission 1024

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1024-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 1025

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1025-1

Additional Comments on the Draft Environmental Impact Report:

HAS THERE BEEN a study to see if the rail is worth it by the useage of people? Are the taxpayers or who is Paying For Rail.

Name: C. RAUSER

Address:

Phone:

Email:

1025-2

Submission 1026

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

DUMB DUMBER !

1026-1

Additional Comments on the Draft Environmental Impact Report:

DO NOT COMPLICATE OUR LIVES WITH 10 YEARS OF TRACKS. COMPLETED STATION EATING UP ELE+WATER FOR WHAT? CONSERVATION WITH A JOKE. COMMON SENSE PREVAILS

Name: DONN PLEWES

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1027

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1027-1

Additional Comments on the Draft Environmental Impact Report:

Name: JANE A. KAMIYA

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1028

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1028-1

Additional Comments on the Draft Environmental Impact Report:

SAFETY, CONVENIENCE, CLEANLINESS, AND ANOTHER OPTION.

Name: FRANK MEHRUT

Address: [redacted]

Phone:

Email:

Submission 1029

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1029-1

Additional Comments on the Draft Environmental Impact Report:

Kindly, I'm requesting a more detailed and readable (bigger) map of the Proposals 1029-2

Name: Elizabeth Higgins

Address: [redacted]

Phone: Text me, rather than call

Email: [redacted]

Submission 1030

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1030-1

Additional Comments on the Draft Environmental Impact Report:

Name: MICHAEL MAIURI

Address: [redacted]

Phone:

Email: [redacted]

Submission 1031

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1031-1

Additional Comments on the Draft Environmental Impact Report:

Name: Camille Henderson Cardenas

Address: [redacted]

Phone: —

Email: —

Submission 1032

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

N. A. !

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ~~☐ Trench Option ☐ Hawthorne Option~~

1032-1

Additional Comments on the Draft Environmental Impact Report:

We have already seen the absolute devastation Sacramento has wrought on Southern California! NO more ugly, imposing projects!

Name: Loren Anne Heard

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1033

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1033-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

THE MAP IN THE UPPER RIGHT CORNER IS ILLEGIBLE W/ GLASSES + MAGNIFY GLASS.

Name:

Address: NEW HORIZONS RESIDENT

Phone:

1033-2

Email:

Submission 1034

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1034-1

Additional Comments on the Draft Environmental Impact Report:

Name: Robert & Linda Culpepper

Address: [redacted]

Phone:

Email:

Submission 1035

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1035-1

Additional Comments on the Draft Environmental Impact Report:

Torrance City Council made the Best choice.

Name: William & Claudia Fischer

Address: [redacted]

Phone:

Email:

Submission 1036

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1036-1

Additional Comments on the Draft Environmental Impact Report:

Name: MARTIN AND ANN GALLAGHER

Address: [redacted]

Phone: [redacted]

Email:

Submission 1037

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1037-1

Additional Comments on the Draft Environmental Impact Report:

ASSET MGR — THE ROSALINDE AND ARTHUR GILBERT FOUNDATION — OWNER OF THE WESTGATE CENTER — CORNER OF HAWTHORNE AND ARTESIA BLVD

Name: SHELDON KATZER

Address: [redacted] LA 90067

Phone: [redacted]

Email: [redacted]

Submission 1038

Share Your Thoughts on Extending Light Rail to Torrance!

TORRANCE TRANSIT

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1038-1

Additional Comments on the Draft Environmental Impact Report:

TRUSTEE – THE ROSALINDE AND ARTHUR GILBERT FOUNDATION – OWNER OF WESTGATE CENTER – CORNER OF HAWTHORNE & ARTESIA BLVDS

Name: RICHARD S. ZIMAN

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1039

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1039-1

Additional Comments on the Draft Environmental Impact Report:

NEED TO ADDRESS ANY NOISE ABATEMENT ISSUES THAT ARISE.

Name: DAVID FRAZEE

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1039-2

Submission 1040

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1040-1

Additional Comments on the Draft Environmental Impact Report:

Name: Jules Nagel

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1041

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade #1 choice ☐ Trench Option #2 choice ☒ Hawthorne Option NO! 1041-1

Additional Comments on the Draft Environmental Impact Report:

Name: Linda Howard

Address: [redacted]

Phone: 90505

Email: [redacted]

Submission 1042

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1042-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Henry Yee

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1043

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1043-1

Additional Comments on the Draft Environmental Impact Report:

I AGREE WITH THE CITY'S PROPOSED LIGHT RAIL ON METRO RIGHT-OF-WAY ELEVATED/AT GRADE. MAKES MORE SENSE

Name: NELSON DUENAS

Address: [redacted]

Phone [redacted]

1043-2

Email: [redacted]

Submission 1044

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1044-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I SUPPORT THE OPTION CHOSEN BY TORRANCE CITY COUNCIL, IT IS THE MOST SENSIBLE OPTION

Name: THEO MISARESH

Address: [redacted]

Phone:

1044-2

Email: [redacted]

Submission 1045

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

#2

1045-1

Additional Comments on the Draft Environmental Impact Report:

Name: RESIDENT

Address: [redacted]

Phone:

TORRANCE CA 90505

Email:

Submission 1046

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1046-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: William J. Haffey

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1047

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1047-1

Additional Comments on the Draft Environmental Impact Report:

PROPOSED PROJECT SOUNDS LIKE THE BEST. TOO MUCH TRAFFIC IN TORRANCE NOW.

Name: JANICE COLLINS

Address: [redacted]

Phone: [redacted]

Email:

1047-2

Submission 1048

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1048-1

Additional Comments on the Draft Environmental Impact Report:

WHEN WILL THE GREEN LINE GO INTO LAX?

Name: SHERWIN RUBIN

Address: [redacted]

1048-2

Phone: [redacted]

Email:

Submission 1049

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1049-1

Additional Comments on the Draft Environmental Impact Report:

The light Rail on Metro Right-of-Way Elevated/at Grade = is the most practical, less costly & lesser impact in traffic & business in Torrance.

Name: Mrs. Noema G. Lorenzo

Address: [redacted] 90503

Phone: [redacted] 1049-2

Email: [redacted]

Submission 1050

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1050-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: DANIEL P. DACTON

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1051

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1051-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade CHEAPEST AND MOSTLY REALISTIC CHOICE ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

IF SHORT-SIGHTED OFFICIALS HADN'T DISMANTLED THE L.A. RAIL SYSTEM, WE WOULD NOT HAVE TO START OVER WITH AN ENTIRELY NEW RAIL SYSTEM!

Name: ANTHONY GARCIA

Address: TORRANCE

Phone:

Email:

Submission 1052

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1052-1

Additional Comments on the Draft Environmental Impact Report:

Name: JAY HOFFMAN & ALICIA JACOBSEN

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1053

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1053-1

Additional comments on the Draft Environmental Impact Report

Trench option is safer from a car/pedestrian point of view. Also the little sound that is generated from the trains are not projecting towards residential neighborhoods.

1053-2

Name *

Kyle T Freitas

Submission 1053

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1054

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1054-1

Additional comments on the Draft Environmental Impact Report

Name *

Terry Masaoka

Submission 1054

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1055

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1055-1

Additional comments on the Draft Environmental Impact Report

Need at least one more station stop or a connection with Del Amo Mall which is the “heart” of the community in Torrance

1055-2

Name *

Eduardo Paiva

Submission 1055

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1056

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1056-1

Additional comments on the Draft Environmental Impact Report

Name *

Joe molloy

Submission 1056

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1057

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1057-1

Additional comments on the Draft Environmental Impact Report

I agree we need additional transportation from cars but we also don't need need to build anything or invest money on things with no clear completion date. Perfect example is the CA bullet train.

1057-2

Name *

Fred won

Submission 1057

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1058

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1058-1

Additional comments on the Draft Environmental Impact Report

No over budget needed

Name *

James won

Submission 1058

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1059

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1059-1

Additional comments on the Draft Environmental Impact Report

Name *

Jeff O'Brien

Submission 1059

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1060

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1060-1

Additional comments on the Draft Environmental Impact Report

Best prposal

Name *

Dolores C Merendo

Submission 1060

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1061

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1061-1

Additional comments on the Draft Environmental Impact Report

Name *

Naeim Soliman

Submission 1061

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1062

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1062-1

Additional comments on the Draft Environmental Impact Report

Name *

Pozos

Submission 1062

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1063

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1063-1

Additional comments on the Draft Environmental Impact Report

Name *

Ronald K Murakami

Submission 1063

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1064

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1064-1

Additional comments on the Draft Environmental Impact Report

Any mass transit NEEDS to be Clean, Safe and Family / Kid friendly or it will fail. Mass transit isn't for drug users or a "Homeless Hotel." If you want it to succeed it MUST be Clean, Safe and Family / Kid friendly.

1064-2

Name *

mike marin

Submission 1064

Address *

[redacted]

Email *

[redacted]

Phone

mike marin

This form was created inside of TBWBHL.

Google Forms

Submission 1065

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1065-1

Additional comments on the Draft Environmental Impact Report

Name *

Lisa Chun

Submission 1065

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1066

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1066-1

Additional comments on the Draft Environmental Impact Report

Name *

Roberta Siegel-Okumura

Submission 1066

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1067

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1067-1

Additional comments on the Draft Environmental Impact Report

Excited for this project. What will be the impacts of homeless and this study?

1067-2

Name *

Sara

Submission 1067

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1068

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1068-1

Additional comments on the Draft Environmental Impact Report

Absolutely do not do Trech option

1068-2

Name *

Noreen E. Tsumaki

Submission 1068

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1069

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1069-1

Additional comments on the Draft Environmental Impact Report

Name *

Gabriel Catalogne

Submission 1069

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1070

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1070-1

Additional comments on the Draft Environmental Impact Report

Name *

Bryan Thompson

Submission 1070

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1071

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1071-1

Additional comments on the Draft Environmental Impact Report

Cost should be kept low as far as possible.

1071-2

Name *

Shiv Murti

Submission 1071

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1072

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1072-1

Additional comments on the Draft Environmental Impact Report

Name *

Roxanne Morrow

Submission 1072

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1073

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1073-1

Additional comments on the Draft Environmental Impact Report

Do not like the Hawthorne option at all.

1073-2

Name *

Tim Knerr

Submission 1073

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1074

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1074-1

Additional Comments on the Draft Environmental Impact Report:

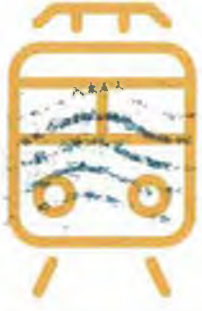
Name: Deborah Comstock

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1075



Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1075-1

Additional Comments on the Draft Environmental Impact Report:

Why look at options that will cost more, delay completion + impact local businesses? Hasn't this been delayed enough already?

Name: Theresa Barke

Address: [redacted]

Phone: [redacted]

1075-2

Email: [redacted]

Submission 1076

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1076-1

Additional Comments on the Draft Environmental Impact Report:

Makes more sense using existing right of way. Save what you can for the taxpayers.

Name: Dorothea Derrickson

Address: [redacted] Pl.

Phone: [redacted]

Email: [redacted]

1076-2

Submission 1077

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1077-1

Additional Comments on the Draft Environmental Impact Report:

Name: Arthur Oshiro

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1078

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option 1078-1

Additional Comments on the Draft Environmental Impact Report:

The route should be along the existing right-of-way and should avoid at-grade street crossings, either via trench or elevated track.

Name: Scott Bauer

Address: [redacted]

Phone: [redacted] 1078-2

Email: [redacted]

Submission 1079

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1079-1

Additional Comments on the Draft Environmental Impact Report:

IT'S THE BEST IDEA FOR THE WHOLE TOWN IT'S A WIN + WIN PROJECT. THANK YOU

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1080

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1080-1

Additional Comments on the Draft Environmental Impact Report:

The Metro Right of way option makes the most sense. The Hawthorne option is too expensive Sound proofing should be provided for homes along the right of way.

Name: JUDY TIZON

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1080-2

Submission 1081

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1081-1

Additional Comments on the Draft Environmental Impact Report:

Name: ROMANELLI

Address: [redacted]

Phone: TORRANCE CA 90503

Email:

Submission 1082

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1082-1

Additional Comments on the Draft Environmental Impact Report:

Name: Sylvia S. Tilditt

Address: [redacted]

Phone:

Email:

Submission 1083

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1083-1

Additional Comments on the Draft Environmental Impact Report:

I selected this option because it can be done without political drama. The others although perhaps better solutions, are not approved & will require decades of litigation to get approved.

Name: Claudia Brubaker

Address: [redacted]

Phone: [redacted]

Email:

Submission 1084

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1084-1

Additional Comments on the Draft Environmental Impact Report:

A house divided, ONE wants light rail, the other does not.
BTW, at grade preferred

Name: Amjadi's

Address: [redacted]

Phone:

1084-2

Email:

Submission 1085

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1085-1

Additional Comments on the Draft Environmental Impact Report:

Name: Nancy Tanaka

Address: [redacted]

Phone:

Email:

Submission 1086

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1086-1

Additional Comments on the Draft Environmental Impact Report:

Name: Mary & Alan Shadbourne

Address: [redacted]

Phone:

Email: [redacted]

Submission 1087

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1087-1

Additional Comments on the Draft Environmental Impact Report:

Seems like the best and least cost way to go

Name: John McGee

Address: [redacted] 1087-2

Phone: [redacted]

Email: [redacted]

Submission 1088

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1088-1

Additional Comments on the Draft Environmental Impact Report:

The Hawthorne option makes more sense as far as accessibility to homes and businesses but not worth the extra time and expense

Name: Fred Wolfe

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1088-2

Submission 1089

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1089-1

Additional Comments on the Draft Environmental Impact Report:

Name: JAMES BAILEY

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1090

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1090-1

Additional Comments on the Draft Environmental Impact Report:

How much will this cost?
When will project start?
When will project be finished?

Name: KELLY HARTMAN

Address: [redacted] 1090-2

Phone:

Email: 1090-3

Submission 1091

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1091-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

HURRY UP!

Name: Georgia Williams

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1092

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1092-1

Additional Comments on the Draft Environmental Impact Report:

Name: Robert L. Hernandez

Address: [redacted]

Phone:

Email:

Submission 1093

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1093-1

Additional Comments on the Draft Environmental Impact Report:

Name: RAY KAMOTO 90504

Address: [redacted]

Phone:

Email: [redacted]

Submission 1094

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1094-1

Additional comments on the Draft Environmental Impact Report

I feel this option is best for the city. It would cause the least amount of disruption to our city. I would really not like an elevated train going down Hawthorne Blvd.

1094-2

Name *

Melody Knerr

Submission 1094

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1095

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1095-1

Additional comments on the Draft Environmental Impact Report

Name *

Karen currey

Submission 1095

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1096

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1096-1

Additional comments on the Draft Environmental Impact Report

Name *

Lori Yamasaka

Submission 1096

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1097

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1097-1

Additional comments on the Draft Environmental Impact Report

Proposed project at the ground level to me is the safest and healthiest to pedestrians. I came from a country that have Hawthorne option and dust and pollution got trapped underneath. The Trench option is the most dangerous and dirtiest.

1097-2

Name *

Niparpon Johansen

Submission 1097

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1098

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1098-1

Additional comments on the Draft Environmental Impact Report

Name *

Marciano Saldana

Submission 1098

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1099

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1099-1

Additional comments on the Draft Environmental Impact Report

Name *

Hamin

Submission 1099

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1100

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1100-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Moien Bigdeli

Submission 1100

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1101

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1101-1

Additional comments on the Draft Environmental Impact Report

Would be great for my property value

1101-2

Name *

Allegra DeMott

Submission 1101

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1102

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1102-1

Additional comments on the Draft Environmental Impact Report

Name *

Deb White

Submission 1102

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1103

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1103-1

Additional comments on the Draft Environmental Impact Report

Name *

Kevin White

Submission 1103

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1104

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [x] Hawthorne Option

1104-1

Additional comments on the Draft Environmental Impact Report

This project, in any of its forms, is a very bad idea for our town and the surrounding areas. It will forever change, and not in a good way, the profile and character of our beloved Torrance. We implore you to scrap this project in ALL of its forms.

1104-2

Name *

Sherry Roberts

Submission 1104

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1105

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1105-1

Additional comments on the Draft Environmental Impact Report

Add a trolley line going straight down Hawthorne to PCH while we're at it. More transportation!

Name *

Tyler

Submission 1105

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1106

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1106-1

Additional comments on the Draft Environmental Impact Report

As a long time Torrance resident traveling on both bus an rail I would truly appreciate having a center closer to where I live. On many occasions getting back from distant locations has been a pain and time wasting event. To me getting the job done would be a boon no matter what method is chosen.

Name *

Charles Osborne

Submission 1106

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1107

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1107-1

Additional comments on the Draft Environmental Impact Report

I'd like to have ample metro options as soon as possible, metro should have right of way at crossings/lights

Name *

Moss Misiaszek

Submission 1107

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1108

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

No Metro needed in Torrance. Change all traffic lights with sensors to reduce wait time since timers are outdated. 1108-1

Name *

Leo Tsai

Submission 1108

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1109

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1109-1

Additional comments on the Draft Environmental Impact Report

Name *

John VanderVennet

Submission 1109

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1110

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1110-1

Additional comments on the Draft Environmental Impact Report

I feel it important that the project avoids delays and greater costs.

1110-2

Name *

Tobeylynn Birch

Submission 1110

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1111

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1111-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Why is it needed? How much will it cost? What's the projected use? 1111-2

Name *

Ed De La Cruz

Submission 1111

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1112

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1112-1

Additional comments on the Draft Environmental Impact Report

We need public transit more than ever and delaying projects like this is not an option anymore. Let's use existing infrastructure to not only be cost effective but to also be environmentally friendly.

1112-2

Name *

Hector

Submission 1112

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

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Submission 1113

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1113-1

Additional comments on the Draft Environmental Impact Report

Name *

Johnson

Submission 1113

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1114

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1114-1

Additional comments on the Draft Environmental Impact Report

Name *

Victoria Nagano

Submission 1114

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1115

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1115-1

Additional comments on the Draft Environmental Impact Report

Name *

Travis Wimer

Submission 1115

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1116

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1116-1

Additional comments on the Draft Environmental Impact Report

I'm assuming additional acoustical walls could be constructed along The residential area? That would reduce some noice.

1116-2

Name *

Bob Kelchner

Submission 1116

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1117

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1117-1

Additional comments on the Draft Environmental Impact Report

Do not pick the hawthorne option

1117-2

Name *

James knerr

Submission 1117

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1118

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1118-1

Additional comments on the Draft Environmental Impact Report

Name *

Steph Knerr

Submission 1118

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1119

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1119-1

Additional comments on the Draft Environmental Impact Report

I think it would keep the vagrants away from the light rail.

Name *

Jules Rivers

Submission 1119

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1120

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1120-1

Additional Comments on the Draft Environmental Impact Report:

This would be a good idea.

Name: Bill & Elaine McMullen

Address: [redacted] 1120-2

Phone:

Email:

Submission 1121

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1121-1

Additional Comments on the Draft Environmental Impact Report:

we don't want light rail in Torrance, but if it must be installed we recommend the lowest cost option.

Name: STEVEN DEWBERRY

Address: [redacted]

Phone: [redacted] 1121-2

Email: [redacted]

Submission 1122

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1122-1

Additional Comments on the Draft Environmental Impact Report:

We need to have public transportation to alleviate clogged roadways! As we age, many of us are cut off from activities previously enjoyed. How will we get to & from transp. center? 1122-2

Name: S. Zirkes

Address: [redacted]

Phone:

Email: [redacted]

Submission 1123

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1123-1

Additional Comments on the Draft Environmental Impact Report:

Name: John Schlosser

Address: [redacted]

Phone: [redacted]

Email:

Submission 1124

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1124-1

Additional Comments on the Draft Environmental Impact Report:

This is the only option that, in realistic terms, makes any sense at all.

Name: Dave Smith & Guadalupe Vicon

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1124-2

Submission 1125

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1125-1

Additional Comments on the Draft Environmental Impact Report:

Name: Jiteshkumar Patel

Address: [redacted]

Phone:

Email:

Submission 1126

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1126-1

Additional Comments on the Draft Environmental Impact Report:

MOST COST & LEAST INTRUSIVE. SAVINGS.

Name: DAVID PLACENTI

Address: [redacted] 1126-2

Phone:

Email: [redacted]

Submission 1127

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1127-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 1128

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1128-1

Additional Comments on the Draft Environmental Impact Report:

Name: ABIR CHAKRABORTY

Address: [redacted]

Phone:

Email: [redacted]

Submission 1129

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1129-1

Additional Comments on the Draft Environmental Impact Report:

Name: T. B.

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1130

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1130-1

Additional Comments on the Draft Environmental Impact Report:

Name: Roxane Griffin

Address: [redacted]

Phone:

Email:

Submission 1131

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1131-1

Additional Comments on the Draft Environmental Impact Report:

Add sound protection WALLS to any homes/apartments of citizens alone the way

Name: LINDA BROWN

Address: [redacted]

Phone: [redacted] 1131-2

Email: [redacted]

Submission 1132

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1132-1

Additional Comments on the Draft Environmental Impact Report:

Name: Mitchell Morgan

Address: [redacted]

Phone:

Email:

Submission 1133

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1133-1

Additional Comments on the Draft Environmental Impact Report:

Name: JOSEPH GUALTIERE

Address: [redacted]

Phone:

Email:

Submission 1134

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1134-1

Additional Comments on the Draft Environmental Impact Report:

We definitely need the connection. This option makes the most sense to me.

Name: JoAnn Cope

Address: [redacted]

Phone: TORRANCE CA 90503 1134-2

Email:

Submission 1135

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1135-1

Additional Comments on the Draft Environmental Impact Report:

USE the EXISTING rail SAVE Money is better for business & us.

Name: ELENA CASTILLO

Address: [redacted] 1135-2

Phone: [redacted]

Email:

Submission 1136

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1136-1

Additional Comments on the Draft Environmental Impact Report:

Name: John Heins & Yvonne Van Herk

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1137

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/SLineExt or by scanning the QR code.

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1137-1

Additional Comments on the Draft Environmental Impact Report:

Name: W. Calzadilla

Address: [redacted]

Phone: [redacted]

Email: [redacted]

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1138-1

Additional Comments on the Draft Environmental Impact Report:

Name: Barbara Vatsu

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1139

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1139-1

Additional Comments on the Draft Environmental Impact Report:

Name: MARCIA NOBOA & WILMA NOBOA

Address: [redacted]

Phone:

Email: [redacted]

Submission 1140

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1140-1

Additional Comments on the Draft Environmental Impact Report:

Name: Michael J. Gibson

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1141

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1141-1

Additional Comments on the Draft Environmental Impact Report:

Safety is my primary concern

Name: Patty Nishi

Address: [redacted] 1141-2

Phone: [redacted]

Email: [redacted]

Submission 1142

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1142-1

Additional Comments on the Draft Environmental Impact Report:

Name: YOUNG CHENG

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1143

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1143-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 1144

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

● Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1144-1

Additional Comments on the Draft Environmental Impact Report:

Name: MARY H. PETERS

Address: [redacted] 90503

Phone: [redacted]

Email: [redacted]

Submission 1145

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1145-1

Additional Comments on the Draft Environmental Impact Report:

Name: Eloise + Pat Shea

Address: [redacted]

Phone: [redacted]

Email:

Submission 1146

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1146-1

Additional Comments on the Draft Environmental Impact Report:

SO AS TO AVOID A FIASCO SIMILAR TO THE STATES 'HIGH-SPEED' RAIL PROJECT, KEEP IT AS SIMPLE AND LEAST IMPACTFUL AS POSSIBLE, SO THAT IT MIGHT ACTUALLY GET DONE. SET A PRECEDENT BEFORE TRYING FOR PERFECTION

Name: MICHAEL STREIBIG

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1147

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1147-1

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: CARTER, V

Address: [redacted]

Phone:

Email:

Submission 1148

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1148-1

Additional Comments on the Draft Environmental Impact Report:

Name: Kent Hori

Address: [redacted]

Phone:

Email:

Submission 1149

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1149-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

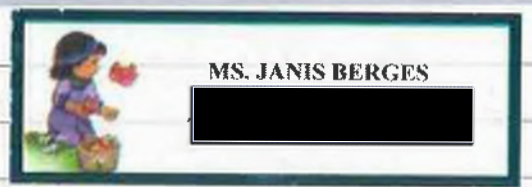
Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:



[redacted]

Submission 1150

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1150-1

Additional Comments on the Draft Environmental Impact Report:

Name: Sandra Parvis

Address: [redacted] 90505

Phone: [redacted]

Email: [redacted]

Submission 1151

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1151-1

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: TOM ONALFO

Address: [redacted]

Phone:

Email:

Submission 1152

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1152-1

Additional Comments on the Draft Environmental Impact Report:

Torrance needs to provide transportation options to its residents and to increase options for people who commute to work in Torrance. Should increase commerce to the City as well.

Name: Patricia A. Roderick

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1153

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1153-1

Additional Comments on the Draft Environmental Impact Report:

Name: Tom & Eileen Pontius

Address: [redacted]

Phone:

Email:

Submission 1154

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1154-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 1155

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench[redacted]otion

1155-1

Additional Comments on the Draft Environmental Impact Report:

Name: ROBERT KRAUSS [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1156

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1156-1

Additional Comments on the Draft Environmental Impact Report:

Name: Joseph Palaulich

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1157

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1157-1

Additional Comments on the Draft Environmental Impact Report:

Less impact + cost best way to go.

Name: Pat + Michael Janson

Address: [redacted]

1157-2

Phone:

Email: [redacted]

Submission 1158

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1158-1

Additional Comments on the Draft Environmental Impact Report:

Name: WAYNE A. HOLMAN

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1159

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1159-1

Additional Comments on the Draft Environmental Impact Report:

Name: F. MOMOTHARA

Address: [redacted]

Phone: N/A

Email: [redacted]

Submission 1160

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1160-1

Additional Comments on the Draft Environmental Impact Report:

Name: Simeon Smith

Address: [redacted]

Phone:

Email:

Submission 1161

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1161-1

Additional Comments on the Draft Environmental Impact Report:

Name: Pete & Mary Elizondo

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1162

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1162-1

Additional Comments on the Draft Environmental Impact Report:

Name: Allison Fuentavilla

Address: [redacted]

Phone:

Email:

Submission 1163

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1163-1

Additional Comments on the Draft Environmental Impact Report:

I believe this will be a big plus for the Torrance residents and for all in the So. Bay Area.

Name:

Address:

Phone:

Email:

Submission 1164

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1164-1

Additional Comments on the Draft Environmental Impact Report:

Name: KATSUAKI MATSUDA

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1165

Share Your Thoughts on Extending Light Rail to Torrance!

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1165-1

Additional Comments on the Draft Environmental Impact Report:

Name: Anthony Galante

Address: [redacted]

Phone: [redacted]

Email:

Submission 1166

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1166-1

Additional Comments on the Draft Environmental Impact Report:

Name: C. A Turner

Address: [redacted]

Phone: —

Email: —

Submission 1167

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1167-1

Additional Comments on the Draft Environmental Impact Report:

I AGREE WITH TORRANCE CITY COUNCIL APPROVED ROUTE. I AM VERY STRONGLY AGAINST THE TRENCH & HAWTHORNE OPTIONS.

Name: WINNIE C. STANFIELD

Address: [redacted]

Phone: [redacted]

1167-2

Email:

Submission 1168

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1168-1

Additional Comments on the Draft Environmental Impact Report:

Name: Nely Ga

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1169

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1169-1

Additional Comments on the Draft Environmental Impact Report:

Name: LORETTE MUCHMORE

Address: [redacted]

Phone:

Email: [redacted]

Submission 1170

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1170-1

Additional Comments on the Draft Environmental Impact Report:

Should be on an existing track and run only at certain times to allow the major trains to come through at night only, to avoid any head-on accidents

Name: Virginia Nelson

Address: [redacted]

Phone: [redacted]

1170-2

Email:

Submission 1171

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1171-1

Additional Comments on the Draft Environmental Impact Report:

1) JUST COMMON SENSE
2) EXISTING RIGHT OF WAY
3) SAVES HAWTHORNE BLVD.

Name: Mark Dunn

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1172

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1172-1

Additional Comments on the Draft Environmental Impact Report:

Name: WAYNE MIYOSHI

Address: [redacted]

Phone:

Email:

Submission 1173

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1173-1

Additional Comments on the Draft Environmental Impact Report:

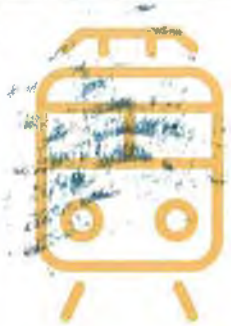
glad you considered multiple alternatives!

Name: LINDA J. MUIR

Address: [redacted]

Phone: [redacted]

Email: [redacted]



Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1174

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1174-1

Additional Comments on the Draft Environmental Impact Report:

*Please ensure safety of passengers both inside the train and outside at train stations. Safety will increase liklihood of people to use the train if they are not harrassed or mugged, or beaten to death

Name: Suwannee Adomian

Address: Torrance, CA 90502

Phone:

Email: 1174-2

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1175

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1175-1

Additional Comments on the Draft Environmental Impact Report:

Name: Jon M. Ziegler

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1176

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1176-1

Additional Comments on the Draft Environmental Impact Report:

Name: Michael Dillenback

Addres: [redacted]

Phone

Email:

PROUD SUPPORTER City of Hope

Submission 1177

Share Your Thoughts on Extending Light Rail to Torrance!

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1177-1

Additional Comments on the Draft Environmental Impact Report:

Name: PATRICIA MIYOSHI

Address: [redacted]

Phone:

Email:

Submission 1178

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1178-1

Additional comments on the Draft Environmental Impact Report

Name *

Rajeswari Gounder

Submission 1178

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1179

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1179-1

Additional comments on the Draft Environmental Impact Report

Name *

Julie snakenborg

Submission 1179

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1180

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1180-1

Additional comments on the Draft Environmental Impact Report

Name *

C Bedrossian

Submission 1180

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1181

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1181-1

Additional comments on the Draft Environmental Impact Report

I agree that use of Metro Right-of-Way is less expensive and makes the most sense!

1181-2

Name *

Dario M Chavez

Submission 1181

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1182

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1182-1

Additional comments on the Draft Environmental Impact Report

Name *

Gloria Londono

Submission 1182

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1183

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1183-1

Additional comments on the Draft Environmental Impact Report

It is the more practical, economical

Name *

Alvaro Lopez

Submission 1183

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1184

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1184-1

Additional comments on the Draft Environmental Impact Report

Name *

Vincent Deneux

Submission 1184

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1185

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1185-1

Additional comments on the Draft Environmental Impact Report

Name *

Tony Yang

Submission 1185

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1186

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1186-1

Additional comments on the Draft Environmental Impact Report

Glad to finally see progress being made towards public transportation

Name *

Charles Delio

Submission 1186

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1187

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I never travel via "transit," and I'll be dead well before any option comes to fruition. I'm against it all!

1187-1

Name *

Tim

Submission 1187

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1188

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1188-1

Additional comments on the Draft Environmental Impact Report

Name *

Sarah Winfrey

Submission 1188

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1189

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1189-1

Additional comments on the Draft Environmental Impact Report

Name *

Young-Joon Mok

Submission 1189

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1190

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1190-1

Additional comments on the Draft Environmental Impact Report

I think it is most wise to choose the option that already exists, will get metro lines running in our communities sooner, and is less invasive.

1190-2

Name *

Isabel Douvan

Submission 1190

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1191

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1191-1

Additional comments on the Draft Environmental Impact Report

Name *

Melanie White

Submission 1191

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1192

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1192-1

Additional comments on the Draft Environmental Impact Report

Name *

Timothy Ma

Submission 1192

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1193

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1193-1

Additional comments on the Draft Environmental Impact Report

Name *

Irene Ma

Submission 1193

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1194

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1194-1

Additional comments on the Draft Environmental Impact Report

Name *

Matteo Interlandi

Submission 1194

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1195

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1195-1

Additional comments on the Draft Environmental Impact Report

Name *

Mohamed Fassy Jayah

Submission 1195

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1196

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1196-1

Additional comments on the Draft Environmental Impact Report

Name *

Abdulvahob Nabiev

Submission 1196

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1197

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1197-1

Additional comments on the Draft Environmental Impact Report

The proposed plan is the best. I think the options were made by people who want to stall the construction.

1197-2

Name *

Alan Kita

Submission 1197

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1198

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1198-1

Additional comments on the Draft Environmental Impact Report

Name *

Charles Wilson

Submission 1198

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1199

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1199-1

Additional comments on the Draft Environmental Impact Report

I am grateful for the care and insight that has gone into developing the proposed light rail project to serve all of our community members. We should all appreciate the forward thinking efforts to effectively meet the needs of our children and grandchildren AND BEYOND. Some inconvenience now will provide crucial transportation links in the future. This is bigger than us. I live just off an active rail track, and I could see this become another link in the future, and I'm ok with that. Because it is bigger than me, it is about the greater good and the environment in the future.

Name *

Dawn Kita

Submission 1199

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1200

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1200-1

Additional comments on the Draft Environmental Impact Report

Name *

Xianming Liu

Submission 1200

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1201

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1201-1

Additional comments on the Draft Environmental Impact Report

Name *

Donna

Submission 1201

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1202

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1202-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Please complete the project before the 2028 Olympics. 1202-2

Name *

Kevin Hetrick

Submission 1202

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1203

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1203-1

Additional comments on the Draft Environmental Impact Report

Name *

Avelina Daum

Submission 1203

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1204

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1204-1

Additional comments on the Draft Environmental Impact Report

As someone that takes the A line, there are too many delays and unreliable arrival times when having the train mixed in with traffic. Elevating it would make for more reliable times and better usability.

1204-2

Name *

Mark Nakano

Submission 1204

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1205

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1205-1

Additional comments on the Draft Environmental Impact Report

Name *

Nelson Wong

Submission 1205

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1206

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I have several concerns about having a rail go through the city. Im concerned about its ability to bring more crime and homelessness to our city. 1206-1
I am also concerned about the cities ability to find a project like this. Use these funds for safety programs and to get rid of the homeless and street vendors. This is not down town LA this is a suburb and I would like to see it kept that way. 1206-2

Additionally, related to the funding problem. I would recommend the city take a look at the failed rail project in Oahu. The project has been “in progress” for at least the past 10 years or so. Hawaii has been struggling to complete this project due to lack of funding now it’s just a huge expensive eyesore causing traffic congestion due to the unfinished construction.
Don’t do it Torrance. As a native to the Southbay I’m concerned about the future of our city.

Submission 1206

Name *

Catrice Nakamura

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1207

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1207-1

Submission 1207

Additional comments on the Draft Environmental Impact Report

Quiet-zone ready is a great initiative but requiring the local city to implement is essentially a non-starter. Trenching seems like a bad idea with potential for more debris, fall accidents, and places to tag. The trenching option also has elevated portions of track. The at-grade seems to be the best option, especially if cities actually complete the quiet-zone requirements. 1207-2

The trouble with ridership in LA is that there is plenty of parking everywhere outside of downtown, so it is too convenient to drive even with the terrible traffic. I suspect most users of the line would be those transiting to and from Downtown LA and South Bay. This Line would not increase foot traffic in the South Bay, especially with only 2 stops around nothing. No one is taking a hour train ride to transfer to another 20 minute bus ride in the South Bay. 1207-3

The Hawthorne Option would be the best for the potential of supporting South Bay businesses. But, would require a stop every 2 blocks or so to allow for walking. It would also need to reach the Del Amo Mall as a more attractive destination for those in other parts of LA. But the Del Amo Mall has thousands of parking spaces and mostly apparel shops - no one is taking an hour train ride to lug home bags of clothes. I don't see it being a feasible option for the extension in terms of ridership. 1207-4

As someone who has had to take Metro out of necessity in the past as a broke college student with no car, I don't see how this line would help those in a similar situation. Maybe it will decrease rush hour traffic on the 405 or 110 for workers who choose to use the new Line. My vote is to make it as simply as possible, but with dense multi-level parking structures at the Transit Centers to support those potential workers who would be the main riders for this line extension. Give companies an incentive to get their workers using the line. Incentivize the cities to complete the Quiet-zone crossings so that nearby residents don't need to hear the freight horns blaring anymore. I'd vote for additional tracks and trains if it resulted in the neighborhood becoming a Quiet Zone. 1207-5

Name *

Jack L

Address *

[redacted]

Submission 1207

Email *

[redacted]

Phone

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Submission 1208

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1208-1

Additional comments on the Draft Environmental Impact Report

Name *

Alkistis Tsitouri

Submission 1208

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1209

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1209-1

Additional comments on the Draft Environmental Impact Report

Name *

Kelly Lowe

Submission 1209

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1210

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1210-1

Additional comments on the Draft Environmental Impact Report

Name *

Laura Harder

Submission 1210

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1211

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1211-1

Additional comments on the Draft Environmental Impact Report

Name *

Kandi hsin

Submission 1211

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1212

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1212-1

Additional comments on the Draft Environmental Impact Report

Name *

Jeff Patton

Submission 1212

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1213

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1213-1

Additional comments on the Draft Environmental Impact Report

It makes the most sense to us.

Name *

Lin Van Gelder

Submission 1213

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1214

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1214-1

Additional comments on the Draft Environmental Impact Report

It makes the most sense

Name *

James Van Gelder

Submission 1214

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1215

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1215-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

The Metro Right-of-Way elevated option is important to choose, since it is the option that will bring Metro rail service to Torrance in the least amount of years. The other options will take longer to build, in comparison. 1215-2

Name *

Jan-Michael Sanchez

Submission 1215

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1216

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1216-1

Additional comments on the Draft Environmental Impact Report

Name *

Emilie Hunter

Submission 1216

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1217

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1217-1

Additional comments on the Draft Environmental Impact Report

Name *

Pat Leighton

Submission 1217

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1218

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1218-1

Additional comments on the Draft Environmental Impact Report

Name *

Abraham Que

Submission 1218

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1219

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Why even do it
Who would use it
Unless the population gets out of cars it would only have a handful of riders
I have used othe metro lines and they don't have riders

1219-1

More buses maybe better

Name *

Paul Yamada

Submission 1219

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1220

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1220-1

Additional comments on the Draft Environmental Impact Report

Southbay has a lot of great sightseeing spots, huge shopping malls, and tremendous number of big and small local restaurants people love. People always think it is inconvenient to drive over because of 405 and 110 traffic any day in the week. We are very behind on public transportation system. We can't wait longer and it keeps on delaying our connectivity to other metro LA cities. The best choice is to reuse the existing available old rail way which is the most time and cost efficient plan. Then, Torrance bus system should be restructured and improved a lot to meet our future needs while currently it is very outdated and does not meet the standard of a metropolitan city.

1220-2

Name *

Celia Lee

Submission 1220

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1221

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1221-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Please ensure all required environmental impacts have been identified and studied 1221-2

Name *

Kaiulani Lie

Submission 1221

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1222

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1222-1

Additional comments on the Draft Environmental Impact Report

Trench option is the least disruptive to the residents and businesses it should also be the least noise level compared to the other options.

1222-2

Name *

Ernie Roberts

Submission 1222

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1223

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1223-1

Additional comments on the Draft Environmental Impact Report

Name *

Daniel Will

Submission 1223

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1224

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1224-1

Additional comments on the Draft Environmental Impact Report

Concerned for impact of homeless traveling to the end of the line here in Torrance and adding to trash, crime, and behavioral emergencies leading to added workload of public safety and less availabilty for them to assist paying taxpayers of the City. I saw this first hand in West LA and Santa Monica. This will also occur here in Torrance if light rail is built and especially if it terminates here..

1224-2

Name *

Brian Quinn

Submission 1224

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1225

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option 1225-1
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

The trench option is better for noise abatement. It is also safer for the homeless shelter / transitional housing located next to the tracks in Redondo Beach. 1225-2

Name *

Gregg DeNeui

Submission 1225

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1226

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1226-1

Additional comments on the Draft Environmental Impact Report

Using existing R.O.W. is best plan. Please do NOT create a construction/traffic nightmare for months/years on Hawthorne Blvd.

1226-2

Name *

Jimmy Gow

Submission 1226

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1227

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1227-1

Additional comments on the Draft Environmental Impact Report

Besides the effects of this project on the environment, what will it do to create jobs for locals, and prevent crime?

1227-2

Name *

Rhonda McNeil

Submission 1227

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

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Submission 1228

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

1228-1

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Kimberlee Ann James

Submission 1228

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1229

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1229-1

Additional comments on the Draft Environmental Impact Report

My first reaction to the Trench and Hawthorne Options was they were somebody's idea of a bad joke!! They cost more money and gain nothing, as far as I can see. The Right -of-Way Option is the only sensible way to go.

1229-2

Name *

Jackson N. Henry

Submission 1229

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1230

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1230-1

Additional comments on the Draft Environmental Impact Report

Torrance City Council should also plan for increased police presence at the Torrance Transit Center Station and the costs that will come with that. They should also plan for a traffic survey for the traffic impacts to Crenshaw Blvd.

1230-2

Name *

Brian Getchius

Submission 1230

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1231

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1231-1

Additional comments on the Draft Environmental Impact Report

It's unclear how the options will impact the timeline of completion or costs.

1231-2

Name *

Eric Chen

Submission 1231

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1232

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1232-1

Additional comments on the Draft Environmental Impact Report

Stop the project completely! Waste of my taxes!!!!

1232-2

Name *

Mike Selfridge

Submission 1232

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1233

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Submission 1233

Additional comments on the Draft Environmental Impact Report

Before spending over $2 billion dollars to build a 4 mile metro rail, I respectfully ask the city of Torrance to reconsider your stance on building this.

1233-1

I support the no build option for the following reasons listed below. I think investing in micro services is a better Alternative. As a current Torrance homeowner I'm Very concerned since I live close to both proposed locations:

Crime & Drug Usage concerns
In the recent 2022 survey of metro riders they found that they shared growing concerns over safety (crime) , homeless, and harassment.
36% increase in violent crime (according to Metro data).
In the 2.23.23 Metro board meeting the following alarming issues where shared:
21 deaths took place as of February on Metros and 21 was the total from last year-This is a sharp increase
98% of complaints from your current riders- In 2022, Metro received 1,385 Incidents reports on users having/doing drugs on Metros
The South Bay Galleria just had a shooting last weekend. Can we allocate some of these $2 billion + dollar funds to keeping our City safe?

Homeless concerns:
"Metro took a point in time count in August, and they found that there were 4,100 individuals who appeared to be homeless on their buses and about 1,500 on their rail,". With recent rain and cold temps, Im sure this number has increased.
I live at the end of a bus stop near the South Bay Galleria. I have seen many homeless people at the end of the bus line already. At the corner of the end of the bus line there is a Rapls. I spoke to workers at the Ralphs and they have shared that homeless people have been stealing from them and recently attacked a security guard. They attribute the homeless attacks to the end of the bus running on Hawthorne blvd.
There is a homeless person on ever block on my way home from work today and the number
Keeps increasing..

1233-2

Cities with Metro Rails Already Have Issues and Are Getting No Answers From The Metro:
Long Beach has been in the news for the explosion of homeless in their community due to Metro rail.
As of 1.27.23 a recent article states: Long Beach residents are once again up in arms about the lack of change when it comes to the rampant increase in the homeless population in the area and the crime that has come with it. Nancy Downs, a local business owner, said that in recent years her business has been subjected to an array of vandalism, which she believes is a result of the fact that transient riders of the Metro train system are essentially dropped off on her doorstep, thanks to the train line's policy to kick riders off at their final stop in Downtown Long Beach. Full article is here:
https://www.cbsnews.com/losangeles/news/metro-opts-not-to-change-end-of-line-rules-looking-into-creation-of-hub-at-willow-street-station/
Please see city council meeting from Long Beach and hear residents and business owners voice their concerns. https://abc7.com/long-beach-homeless-la-metro-a-line/12298132/

Drop In Rail Riders:

Submission 1233

Based on a Metro survey of riders that use rail services at least 3 times a week there has been 14% decline since 2019 and based on 2022 especially women. Please read the comments in your survey from 2022. Top concerns from your rail riders based on your survey include: Homeless, crime, cleanliness and harassment. Source:https://thesource.metro.net/2022/10/27/results-of-our-2022-customer-experience-survey/

1233-3

Work From Home Trends Increase:
Increase in work from home in LA. Working from home has tripled since 2019 which is already reducing emissions (listed as one of the Metro's Mission) and is most likely to consider growing : https://www.census.gov/newsroom/press-releases/2022/people-working-from-home.html. Please review the recent Census on work from home trends.

1233-4

Demographics of Redondo Beach, Torrance, and Lawndale currently don't align with users of Metro:
Current demograhics include based on 2022 survey, approximately 83% of riders reported a household income of under $50,000 a year
All South Bay cities come in higher:
Redondo Beach residents median HHLD income $116k, Torrance resident median HHLD income $94K, Lawndale resident media HHLD income level is $65k

1233-5

Accidents Caused From Metro Rails:
Please note that there are two schools in close proximity to the proposed metro rail location with young students walking home. I see students crossing over the proposed Locations
Here are recent articles from 2022 accidents Metro has been involved with:
https://abc7.com/south-los-angeles-metro-blue-line-train-crash-car-crashes/12603759/
https://www.latimes.com/california/story/2022-12-31/bicyclist-hit-critically-injured-by-l-a-metro-train-in-long-beach
https://ktla.com/news/local-news/1-dead-after-apparently-being-struck-by-metro-train-in-south-l-a/

1233-6

Rather than build an expensive a rail system which might not even be used why not look into Micro services like these:
https://micro.metro.net/
Utilize EV vehicles hence not impacting

These services offer safe alternatives to the above and also keeps Metro workers safe since it is smaller groups

Name *

HL

Submission 1233

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1234

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1234-1

Additional Comments on the Draft Environmental Impact Report:

Name: Michael Dillenback

Addre: [redacted]

Phone

Email:

PROUD SUPPORTER of City of Hope

Submission 1235

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1235-1

Additional Comments on the Draft Environmental Impact Report:

Name: PATRICIA MIYOSHI

Address: [redacted]

Phone:

Email:

Submission 1236

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1236-1

Additional Comments on the Draft Environmental Impact Report:

ARE SURE THIS IS NEEDED? MOST BUSES I SEE ARE NEARLY EMPTY! HOW IS THIS BEING FUNDED?

Name: CHRISTOPHER RUTH

Address: [redacted]

Phone: [redacted] 1236-2

Email: [redacted]

Submission 1237

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1237-1

Additional Comments on the Draft Environmental Impact Report:

THIS PROPOSED PROJECT LOOKS GOOD, TOO BAD GREEN LINE DOESN'T GO TO LAX. ALSO GREEN LINE OR?? TO METRO STATION AT 182ND NEAR VERMONT SO YOU DON'T HAVE TO DRIVE THERE

Name: Richard LONG

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1238

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1238-1

Additional Comments on the Draft Environmental Impact Report:

Name: ENRIQUE GARCIA

Address: [redacted]

Phone: ([redacted]

Email: [redacted]

Submission 1239

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1239-1

Additional Comments on the Draft Environmental Impact Report:

Name: LOUIS [redacted] HUERTA

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1240

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1240-1

Additional Comments on the Draft Environmental Impact Report:

Name: Catherine Emmerson

Address: [redacted]

Phone:

Email: [redacted]

Submission 1241

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1241-1

Additional Comments on the Draft Environmental Impact Report:

Food for thought. I lived in Minneapolis when the light rail was built from downtown to Mall of America at grade. It was very popular but the complaints from homes along the track about the noise level was so great, the MTC had to apply very expensive teflon grease to the rails to help keep the noise down.

Name: Jerri Holmgren

Address: [redacted] 90505

Phone: [redacted]

Email: [redacted]

Submission 1242

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1242-1

Additional Comments on the Draft Environmental Impact Report:

Where exactly is the Giodano Regional Transit Center?

Name: Charles A. Pineros

Address: [redacted]

Phone: [redacted] 1242-2

Email: [redacted]

Submission 1243

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1243-1

Additional Comments on the Draft Environmental Impact Report:

Name: Ruth Ann Gray

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1244

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1244-1

Additional Comments on the Draft Environmental Impact Report:

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1245

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1245-1

Additional Comments on the Draft Environmental Impact Report:

Name: TERRY ENGLE

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1246

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1246-1

Additional Comments on the Draft Environmental Impact Report:

Name: D. J. PONDER

Address: [redacted]

Phone:

Email:

Submission 1247

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1247-1

Additional Comments on the Draft Environmental Impact Report:

Name: Marilyn Deborah Maxwell

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1248

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1248-1

Additional comments on the Draft Environmental Impact Report

Name *

Russell Tsuji

Submission 1248

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1249

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1249-1

Additional comments on the Draft Environmental Impact Report

Name *

Earl Nolan

Submission 1249

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1250

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1250-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Alfred Jung

Submission 1250

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1251

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1251-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Mariana Amezcua

Submission 1251

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1252

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1252-1

Additional comments on the Draft Environmental Impact Report

Name *

Se hyun Sung

Submission 1252

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1253

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1253-1

Additional comments on the Draft Environmental Impact Report

Name *

Bonnie Inskeep

Submission 1253

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1254

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1254-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Michael J. Gibson

Submission 1254

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1255

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1255-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Jerry Armstrong

Submission 1255

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1256

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1256-1

Additional comments on the Draft Environmental Impact Report

Name *

Micheal Hart

Submission 1256

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1257

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1257-1

Additional comments on the Draft Environmental Impact Report

Name *

Y mcleod

Submission 1257

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1258

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1258-1

Additional comments on the Draft Environmental Impact Report

Name *

JESSIE LEE

Submission 1258

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1259

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1259-1

Additional comments on the Draft Environmental Impact Report

Name *

Jungok

Submission 1259

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1260

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1260-1

Additional comments on the Draft Environmental Impact Report

Name *

Keith Herbers

Submission 1260

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1261

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1261-1

Additional comments on the Draft Environmental Impact Report

Name *

Charles Diehl

Submission 1261

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1262

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1262-1

Additional comments on the Draft Environmental Impact Report

Name *

Cuna Chona

Submission 1262

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1263

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1263-1

Additional comments on the Draft Environmental Impact Report

Name *

Mark Williams

Submission 1263

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1264

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1264-1

Additional comments on the Draft Environmental Impact Report

Name *

Shankar Pachari

Submission 1264

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1265

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1265-1

Additional comments on the Draft Environmental Impact Report

Name *

Ron Sapp

Submission 1265

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1266

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1266-1

Additional comments on the Draft Environmental Impact Report

Name *

Jim Childers

Submission 1266

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1267

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1267-1

Additional comments on the Draft Environmental Impact Report

Name *

Rebecca Tubbs

Submission 1267

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1268

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1268-1

Additional comments on the Draft Environmental Impact Report

Name *

Gabriel Ponciano

Submission 1268

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1269

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1269-1

Additional comments on the Draft Environmental Impact Report

Name *

Steven Lindsey

Submission 1269

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1270

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1270-1

Additional comments on the Draft Environmental Impact Report

Name *

Albert Castro

Submission 1270

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1271

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1271-1

Additional comments on the Draft Environmental Impact Report

The hawthorn option is the best. Don't destroy the Greenbelt. Too many homes, kids, and animals. It can't fit two trains.

1271-2

Name *

Josh Standifer

Submission 1271

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1272

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1272-1

Additional comments on the Draft Environmental Impact Report

[redacted] elon musk [redacted] the automobile industry we need more TRAINS

Name *

Owen

Submission 1272

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1273

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1273-1

Additional comments on the Draft Environmental Impact Report

Hawthorne makes the most sense, it has the most room. The Greenbelt has so many people that walk their dogs. Kids play there. Those houses are so close to the tracks, what if the refinery train derailed? Unwise and dangerous route.

1273-2

Name *

John Stanton

Submission 1273

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1274

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1274-1

Additional comments on the Draft Environmental Impact Report

Name *

Brendon Reyell

Submission 1274

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1275

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1275-1

Additional comments on the Draft Environmental Impact Report

Name *

DALE CASE

Submission 1275

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1276

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1276-1

Additional comments on the Draft Environmental Impact Report

Name *

Kathy

Submission 1276

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1277

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1277-1

Additional comments on the Draft Environmental Impact Report

Name *

E. Atkins

Submission 1277

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1278

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1278-1

Additional comments on the Draft Environmental Impact Report

Name *

JASON T TAM

Submission 1278

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1279

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1279-1

Additional comments on the Draft Environmental Impact Report

To avoid noise pollution the project should be at ground level. Never elevate the tracks as the sound will project and make noise pollution like it did in LA

1279-2

Name *

Marc Lawrence

Submission 1279

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1280

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [x] Hawthorne Option

1280-1

Additional comments on the Draft Environmental Impact Report

Name *

Michael Wermers

Submission 1280

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1281

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- [ ] Trench Option
- [ ] Hawthorne Option

1281-1

Additional comments on the Draft Environmental Impact Report

I vote for the existing ROW option, because it can connect riders to the new Redondo Beach Transit Center.

1281-2

Name *

Alexandros S Martinez

Submission 1281

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1282

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1282-1

Additional comments on the Draft Environmental Impact Report

Name *

Diana Davis

Submission 1282

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1283

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- [ ] Trench Option
- [ ] Hawthorne Option

1283-1

Additional comments on the Draft Environmental Impact Report

There is no environmental impact. Use the current/un-used railroad tracks. Making a trench is the dumbest thing to do and making an overpass above Hawthorne blvd, is quite possibly even worse. No one cares what the people living near the railroad tracks have to say. I bet more than 90% of them have not even ridden on the metro line before.

Name *

Bryan

Submission 1283

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1284

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1284-1

Additional comments on the Draft Environmental Impact Report

N/A

Name *

Perry Shields

Submission 1284

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1285

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1285-1

Additional comments on the Draft Environmental Impact Report

Name *

Daniel

Submission 1285

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1286

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- [ ] Trench Option
- [ ] Hawthorne Option

1286-1

Additional comments on the Draft Environmental Impact Report

Name *

Virginia Darnell

Submission 1286

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1287

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1287-1

Additional comments on the Draft Environmental Impact Report

Name *

Tejas Parmar

Submission 1287

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1288

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1288-1

Additional comments on the Draft Environmental Impact Report

Name *

L Nakashima

Submission 1288

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1289

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1289-1

Additional comments on the Draft Environmental Impact Report

Name *

Dave&Rena Hayami

Submission 1289

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1290

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1290-1

Additional comments on the Draft Environmental Impact Report

Name *

Swee Woo

Submission 1290

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1291

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1291-1

Additional comments on the Draft Environmental Impact Report

This project has been stalled for far too long - finish it with the least expensive option!

1291-2

Name *

Robert Boiles

Submission 1291

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1292

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1292-1

Additional comments on the Draft Environmental Impact Report

I will not use it but I hope a lot of south bay residents will use it and benefit from it

Name *

Jeff Wong

Submission 1292

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1293

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1293-1

Additional comments on the Draft Environmental Impact Report

Is there a plan to get people from the transit center on Crenshaw to Hawthorne Blvd to the Malls, etc... Seems the transit center is too far from stores considering people will in all likelihood have bags of purchased goods...?

1293-2

Name *

Larry Turgeon

Submission 1293

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1294

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1294-1

Additional comments on the Draft Environmental Impact Report

Yes. Let's hope that the Metro C Line Extension should start with the groundbreaking construction as soon as possible, along with the upcoming completion of the Metro K Line's Aviation/Century Station that should be opening later this year. Okay? Thank you kindly.

1294-2

Name *

JOSE DENNIS ALABASO

Submission 1294

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1295

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1295-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 1296

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1296-1

Additional Comments on the Draft Environmental Impact Report:

Name: Seann Murphy

Address: [redacted] Torrance CA 90504

Phone: [redacted]

Email: [redacted]

Submission 1297

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1297-1

Additional Comments on the Draft Environmental Impact Report:

Name: Tom-Ming Chieh

Address: [redacted]

Phone: [redacted]

Email:

Submission 1298

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1298-1

Additional Comments on the Draft Environmental Impact Report:

HOPEFULLY COULD CONNECT TO METRO GOING TO LAX

Name: BENITO MIRANDA

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1298-2

Submission 1299

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1299-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 1300

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1300-1

Additional Comments on the Draft Environmental Impact Report:

Name: Steve Chamberlain

Address: [redacted]

Phone: [redacted]

Email:

Submission 1301

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1301-1

Additional Comments on the Draft Environmental Impact Report:

least expensive
most advantageous plan

Name: Bonnie van Alphen

Address: [redacted] 1301-2

Phone: Torrance CA 90502

Email: phone [redacted]

Submission 1302

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench ☐ Hawthorne Option

1302-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Torrance, Ca 90505

Email:

Submission 1303

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1303-1

Additional Comments on the Draft Environmental Impact Report:

Name: NORIKO FUJITA

Address: [redacted]

Phone:

Email: [redacted]

Submission 1304

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1304-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Harry + JoAnn Ross

Address: [redacted]

Phone: [redacted]

Email:

Submission 1305

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1305-1

NOT A FAN - DON'T THINK PEOPLE WILL USE MUCH

Additional Comments on the Draft Environmental Impact Report:

IF WE HAVE TO HAVE IT! PLEASE USE YOUR COMMON SENSE to STAY W/ WHAT WAS PLANNED - TCC APPROVED ROUTE

Name: SUSAN LaMOTTE

Address: [redacted]

Phone:

Email:

Submission 1306

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1306-1

Additional Comments on the Draft Environmental Impact Report:

Why would you people EVEN Think of the other Dumb ways your Looking AT. Too much Traffic on Hawthorne as it is.
* A Fifty plus year Resident of Torrance

*Name: Joseph A. Spilka

Address: [redacted]

Phone: [redacted]

Email:

Submission 1307

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1307-1

Additional Comments on the Draft Environmental Impact Report:

Name: MICHAEL STULL

Address: [redacted]

Phone:

Email: [redacted]

Submission 1308

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1308-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Who Really Rides the RAIL? Such Low occupancy - Like Buses. TORRANCE Residents do NOT need TAX hikes - Do LEAST expensive for your CITIZENS

Name: RON BOTELHO

Address: [redacted]

Phone: [redacted]

1308-2

Email: [redacted]

Submission 1309

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, sha[redacted]on a future light rail route. Please complete the attached survey and [redacted]e it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1309-1

Additional Comments on the Draft Environmental Impact Report:

PLEASE GO with the Proposed Project IT ALREADY COST to much AND GOING with A CHANGE IT will only COST MORE!! $$$$$

Name: MR & MRS M. AGUIAR

Address: [redacted] 1309-2

Phone: [redacted]

Email: [redacted]

Submission 1310

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1310-1

Additional Comments on the Draft Environmental Impact Report:

Name: D. Fisher

Address: [redacted]

Phone: —

Email: —

Submission 1311

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1311-1

Additional Comments on the Draft Environmental Impact Report:

Name: CHIH CHANG

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1312

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1312-1

Additional Comments on the Draft Environmental Impact Report:

Please warn of STREET closures ahead of time

Name:

Address:

Phone:

Email:

1312-2

Submission 1313

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1313-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: EVERETT KIRSCH

Address: [redacted]

Phone: [redacted]

Email:

Submission 1314

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1314-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Kikuchi Family

Address: [redacted] CA 90505

Phone: [redacted]

Email: Decline

Submission 1315

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1315-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: DONALD NAKAMOTO

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1316

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1316-1

Additional Comments on the Draft Environmental Impact Report:

The original proposed project is the most cost effective route it also would allow for a more timely completion of the project with less impact to the public

Name: Beverly Findley

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1316-2

Submission 1317

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1317-1

Additional Comments on the Draft Environmental Impact Report:

Name: Edmund and Kerry Cababa

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1318

Share Your Thoughts: Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1318-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: MRS. DEBORAH DE LOUD

Address: [redacted]

Phone:

Email:

Submission 1319

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1319-1

- [X] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Get this Done ASAP

Name: Craig Sodoris

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1320

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1320-1

Additional Comments on the Draft Environmental Impact Report:

ORIGINAL PLAN IS BEST! USE R.O.W. DOESN'T CREATE A CONSTRUCTION NIGHTMARE ON HAWTHORNE BLVD.!!!

Name: LYNNE SHIRVANDSH /

Address: [redacted] 1320-2

Phone: [redacted]

Email: [redacted]

Submission 1321

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1321-1

Additional Comments on the Draft Environmental Impact Report:

The project that has the least disruptions is the best.

Name: Bernas

Address: [redacted]

1321-2

Phone: [redacted]

Email: [redacted]

Submission 1322

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1322-1

Additional Comments on the Draft Environmental Impact Report:

Name: Dianna & Jerry Baltz

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1323

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1323-1

Additional Comments on the Draft Environmental Impact Report:

Name: Jenny Sakamoto

Address: 90502-2474

Phone:

Email:

Submission 1324

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1324-1

Additional Comments on the Draft Environmental Impact Report:

Local Contractors should be used on this Light Rail project, preferably from the South Bay Area of Los Angeles County.

Name: Timothy McAtee

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1325

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NONE / NO LIGHT rail here, EXPANSION

Name:

Address:

Phone:

Email:

1325-1

Submission 1326

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1326-1

Additional Comments on the Draft Environmental Impact Report:

Name: Janet Seiffert

Address: [redacted] Torrance 90504

Phone: [redacted]

Email: [redacted]

Los Angeles County
Metropolitan Transportation Authority

Final Environmental Impact Report
Appendix C. Public Comments on the Draft EIR
Part 4: Submissions 1327-PH163

Metro

Submission 1327

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1327-1

Additional Comments on the Draft Environmental Impact Report:

I concur with majority's comments on the Environmental Impact Report.

Name: Frederick A. Mohit

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1328

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1328-1

Additional Comments on the Draft Environmental Impact Report:

I OPPOSE THE HAWTHORNE OPTION STRONGLY.

1328-2

Name: Tim Calkins

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1329

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☑ Hawthorne Option

1329-1

Additional Comments on the Draft Environmental Impact Report:

Trench option is full of waste and time. It will likely end up with trash

Name: Oliver King

Address: [redacted]

Phone: [redacted]

Email:

Submission 1330

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1330-1

Additional Comments on the Draft Environmental Impact Report:

Stop surveying, start building. "

Name: T. Elder

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1331

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option 1331-1

Additional Comments on the Draft Environmental Impact Report:

As a resident of South Bay for over 50 years, I feel the trench Option is the best, safest choice. The Trench Project + Proposed Project will definitely bring in more traffic to Hawthorne Bl / Del Amo Maple + side streets.

Name: Helen Itabashi

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1331-2

Submission 1332

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1332-1

Additional Comments on the Draft Environmental Impact Report:

NONE take a look at Santa Monica 3rd ~~Street~~ PROMENADE!!!

Name: SUSAN HALE

Address: [redacted]

Phone: TORRANCE CA. 90503

Email:

Submission 1333

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1333-1

Additional Comments on the Draft Environmental Impact Report:

Name: FRANCESCO AIELLO

Address: [redacted]

Phone: [redacted] TORRANCE

Email:

Submission 1334

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1334-1

Additional Comments on the Draft Environmental Impact Report:

Name: To Anne Naka

Address: [redacted]

Phone: [redacted]

Email:

Submission 1335

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1335-1

Additional Comments on the Draft Environmental Impact Report:

Please be cost effective; less impact on businesses, community; Trench seems dangerous; overhead rail is ugly.

Name: Sharon I

Address: [redacted]

Phone: [redacted] 1335-2

Email: [redacted]

Submission 1336

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* I vote for none of these! NO!

~~☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option~~

1336-1

this will not fix the mess you've created with the traffic!

Additional Comments on the Draft Environmental Impact Report:

A Status Symbol! Maintain what Torrance already has, Roads, schools, quit dishing out building permits, you've made a mess! You will raise taxes at a time when we are struggling. How insensitive!!

Name: L. Hawkes

Address: [redacted]

Phone: Torrance, CA 90504

Email:

Submission 1337

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

As a 69 year resident of Torrance, I am not pleased with any of these ideas. This brings back elements into our city. The busses look well and nothing else is needed. Wasted money and mostly empty. I would not use it.

Name: Julie Tuttle

Address: [redacted]

Phone:

Email: [redacted]

1337-1

Submission 1338

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

DON'T !!!

Name: Lisa Barry

Address: [redacted] 1338-1

Phone:

Email:

Submission 1339

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Opposed! Taxes too high ALREADY; will not Reduce traffic. Most people in Torrance work outside of City.

Name: Cheryl Petrucelli

Address: [redacted] 90505

Phone: [redacted]

Email: [redacted]

1339-1

Submission 1340

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1340-1

Additional Comments on the Draft Environmental Impact Report:

1. No changing of current Zoning near new project.
2. Who will be monitoring crime on this rail system will it cost us more $ taxes?

Name: Kevin Brown

Address: [redacted] 1340-2

Phone: [redacted] 1340-3

Email: [redacted]

Submission 1341

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option ☑ NO Thank you 1341-1

Additional Comments on the Draft Environmental Impact Report:

☑ No thank you to this entire project.

Name: Richard Rudshagen

Address: 1341-2

Phone:

Email:

TORRANCE TRANSIT

Submission 1342

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Women of any age are Not safe on LA County rail - Bring it but please don't count on us riding - it will be FILLED w/ homeless riders

Name: Gerri Yarborough

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1342-1

Submission 1343

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Take the Light Rail to Carson instead of Torrance

Name: J Myatt

Address: [redacted]

Phone:

Email:

1343-1

Submission 1344

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NONE of the above. STOP Light rail at border
will only bring more crime. Read The paper
will you.
Dissolve Torrance Transit. Very few riders
are TORRANCE Tax payers. Looses $ million per year

Name: Dawson J

Address: [redacted] 1344-1

Phone: [redacted]

Email: 1344-2

Submission 1345

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I do not want money going to Pubic Trasportation, Fund the Police and Prosecuters to fight crime, My house was Broken in to twice in the last 3 years.

Name: Michael Litvin

Address: [redacted]

Phone:

Email:

1345-1

Submission 1346

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

NO NO NO NONE

~~☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade~~ ☐ Trench Option ☐ Hawthorne Option

Like Train to Nowhere!

1346-1

Additional Comments on the Draft Environmental Impact Report:

No, Do Not plan It is a Waste of Money No one will use it. Just improve Bus System

Name: Judith Shoemaker

Address: 23509 Susana Ave. Torrance, CA 90505

Phone:

Email:

1346-2

Submission 1347

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

THIS IS NOT NEGO :(NO LIGHT RAIL)

Name: DON WHITE

Address: [redacted]

Phone: [redacted]

Email:

1347-1

Submission 1348

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

NONE

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1348-1

Additional Comments on the Draft Environmental Impact Report:

No Extension of Metro At All

Wilmes, LLC

[redacted]

1348-2

Email:

Submission 1349

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Stop this invasion

Name: Priscilla Sena

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1349-1

Submission 1350

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NO Need
Keep STREET LIKE NOW,

Name: SCOTT TAN

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1350-1

Submission 1351

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Will crime increase in the city? I live very close to the Regional Transit Center.

Name: Laurie Lehmer

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1351-1

Submission 1352

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

No light rail at all! More transit brings more crime into the city.

Name: John + Emeli Anagnost

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1352-1

Submission 1353

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1353-1

Additional Comments on the Draft Environmental Impact Report:

I prefer that the rail not be built. I predict low ridership.

Name: Susan Gibson

Address: [redacted]

1353-2

Phone: [redacted]

Email: [redacted]

Submission 1354

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1354-1

Additional Comments on the Draft Environmental Impact Report:

We do need more police !!!
We don't need light rail that isn't safe to ride nor empty buses! We do need water, stop expending our money and raising our taxes!!

Name: Stop the nonsense!

Address: More trains to nowhere - like we already have!

1354-2

Phone: electricity and gas!

Email:

Submission 1355

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1355-1

Additional Comments on the Draft Environmental Impact Report:

Don't want rail in Torrance at All!
Drugs sale + assault on metro is UP HUGE!
Very bad move.

Name: TERRIANN FERREN

Address: [redacted]

1355-2

Phone: [redacted]

Email: [redacted]

1355-3

Submission 1356

Share Your Thoughts on Extending Light Rail ~~to~~ FROM Torrance! to UNION STATION in L. A.

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

A good idea is a light line from Torrance transit Center to Union Station, Downtown Los Angeles, to start.!

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* (NO BUILD)

1356-1

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

This is a waste of money, no one needs this and no one will be using this waste of money except maybe a homeless person to get out of the cold. this is ridiculous. Do NOT use taxpayer monies for such wasteful idea. No one is going to drive to ride on stupidity. DUMB IDEA!!!

Name: D. WEIRICK

Address: [redacted]

Phone: TORRANCE, CA 90505

1356-2

Email: NONE

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1357

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* none of these.

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1357-1

Additional Comments on the Draft Environmental Impact Report:

What a farce!
Torrance needs this like
a fish needs a bicycle!

Name: Concerned Citizen

Address:

Phone:

Email:

Submission 1358

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Cheapest ≠ 'Best'? Route should benefit those w/o other transportation. (Within reason.) Consider alternatives to "fixed line" systems (can be changed easily to changing conditions) – e.g. "trolleys"

Name: Ray Kawaoka (for C.K.)

Address: [redacted]

Phone: no use. I'm almost deaf.

Email: [redacted]

(L.D. message that I don't delete")

1358-1

Submission 1359

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☒ Hawthorne Option

1359-1

Additional Comments on the Draft Environmental Impact Report:

ALL PUBLIC TRANSPORTATION SHOULD BE INCREASED AND UPDATED TO MEET THE NEEDS OF THE INCREASING CITIZENS OF TORRANCE.

Name: MICHAEL MITANI

Address: [redacted]

Phone:

Email: [redacted]

Submission 1360

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

METRO SHOULD BUILD A SUBWAY TUNNEL THROUGH REDONDO BEACH.

Name: RICHARD BEAVER

Address: [redacted]

Phone:

Email: [redacted]

1360-1

Submission 1361

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

FOR OLD PEOPLE THE MAP ~~IS~~ IS A LITTLE TOO SMALL. "MARY GIORDANO REG. TRANSIT CTR" SHOULD BE IN THE MAP.

Name:

Address:

Phone:

Email:

1361-1

Submission 1362

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

NO NO NO

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1362-1

Additional Comments on the Draft Environmental Impact Report:

WE, TORRANCE CITY, FINANCIALLY SUFFERS - THIS IS RIDICULOUS TO BUILD. TAKE CARE OF THE FINANCIAL ISSUES NOT METRO! ALSO HELP THOSE IN NEED HOMELESS ETC!

Name: SUDDUTH

Address: [redacted]

Phone:

Email:

1362-2

Submission 1363

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☑ Hawthorne Option 1363-1

Additional Comments on the Draft Environmental Impact Report:

① Will we lose lanes of traffic? / put it underground?
② Trench is too hard to clean. I like the openness tho
③ Hawthorne option looks best & most useful. But useless if it doesn't go to transit center. It should connect transit center on Marine & Del Amo Mall

Name: E Koo

Address: [redacted] 1363-2

Phone:

Email: [redacted] 1363-3

Submission 1364

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NONE OF THESE OPTIONS. DON'T BUILD IT. TORRANCE IS CONGESTED ENOUGH NOW, WE DON'T NEED MORE PEOPLE COMING HERE.

Name:

Address:

Phone:

Email:

1364-1

Submission 1365

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

its not needed in Torrance

" no light Rail "

Name: Richard Foryell

Address: [redacted]

Phone:

Email:

1365-1

Submission 1366

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NO LIGHT RAIL !!!
FORGET THE ABOVE OPTIONS

Name: CHARLES BAUMAN

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1366-1

Submission 1367

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1367-1

Additional Comments on the Draft Environmental Impact Report:

I think that it is a waste of time & money because its not that many people taking public transportation, but Good Luck on the project.

Name: F. Black

Address: Torrance, CA. 90502-2220

Phone: [redacted]

Email: [redacted]

1367-2

Submission 1368

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1368-1

Additional Comments on the Draft Environmental Impact Report:

I NEVER WANTED THE METRO LINK IN TORRANCE I BELIEVE IT WILL INCREASE THE CRIME RATE IN THIS CITY AND TRAFFIC WASTE OF TAX MONEY

Name: Barry Buth

Address: [redacted]

Phone: [redacted] 1368-2

Email: [redacted]

Submission 1369

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ No to light rail!!! 1369-1

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Do NOT bring the rail to So Bay! If you do, that will exacerbate the "homeless" problem which is unsolvable now. People in So Bay like and will not give up their cars. This is a bad idea -

Name: SHIRLEY MITCHELL 1369-2

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1370

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

No Light Rail to Torrance !!

Name: Vicki Smith

Address: [redacted]

Phone:

Email:

1370-1

Submission 1371

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

We don't even have sidewalks in neighborhood! Maybe take care of that first. Thank you

Name: Mr. David A. Dupuis

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1371-1

Submission 1372

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1372-1

Additional Comments on the Draft Environmental Impact Report:

Don't need this at all.
How many people will use it?
Useless waste of money.

Name: Karen Robinson

Address: [redacted] 1372-2

Phone: 90503

Email: 1372-3

Submission 1373

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

☒ STOP OVERCROWING

Additional Comments on the Draft Environmental Impact Report:

Is this a vote? A survey? We don't have the details of why one option is better. We didn't even ask for this.

Name: RICK & LORI KAMPATH

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1373-1

Submission 1374

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

We do not want Light Rail to Torrance. It just brings Problems to Torrance. We would have The same Problems Long Beach has. Ambassador Security does not work

Name: member of Madrona

Address: Homeowners assoc.

1374-1

Phone:

Email:

Submission 1375

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1375-1

Additional Comments on the Draft Environmental Impact Report:

I hate that these trains will bring an element of our population that I would rather see stay in L.A. + Venice

Name: Vicki Wallace

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1376

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☑ Hawthorne Option 1376-1

Additional Comments on the Draft Environmental Impact Report:

Not happy with any of the above, as it will ruin our town + bring in more criminal element. We will loose our peace

Name: KATHLEEN KENNY

Address: [redacted]

Phone:

Email:

Submission 1377

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I do not think a light rail to Torrance would be worth the cost.

Name: Irene Armendarez

Address: [redacted]

Phone: 905[redacted]

Email: [redacted]

1377-1

Submission 1378

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

P.S. People who ride on these light Rails, Harass other people on the transits - You need security to protect the other communities.

Additional Comments on the Draft Environmental Impact Report:

Torrance is a beautify community. Please Do not put this transit in. You're Going to give the Drug dealers, Gangs, Prostitutes & Child-molesters & Perverts Direct access to your city

Name:

Address:

Phone:

Email: (also [illegible]) a direct line to the mally

take my advice! Don't bail!

1378-1

Submission 1379

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1379-1

Additional Comments on the Draft Environmental Impact Report:

DON'T WANT ANY OF THEM! Have to move out of Torrance after 20 yrs too much traffic, housing, apts. and rude people!

Name: [redacted]

Address: [redacted]

1379-2

Phone: [redacted]

Email:

TORRANCE TRANSIT

Submission 1380

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

HELP KEEP MMIE OUT OF THE SOUTH BAY

NO LIGHT RAIL

Name:

Address:

Phone:

Email:

1380-1

Submission 1381

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* ☒ Bus Terminal

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option No Rail 1381-1

Additional Comments on the Draft Environmental Impact Report:

"Light rail" is a failure! Who will it benefit in Torrance? Better to use the "Hub" as a convenient Bus Terminal to

Name: James Lewis

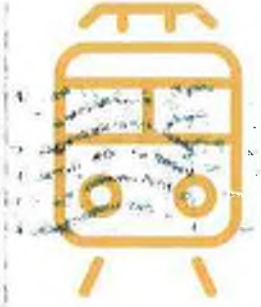
Address: [redacted]

Phone: Torrance 90505 1381-2

Email: (Long Time Residents)

Submission 1382

Share Your Thoughts on Extending Light Rail to Torrance!



As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

STOP WASTING

OUR MONEY please

Name:

Address:

Phone:

Email:

1382-1

Submission 1383

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1383-1

Additional Comments on the Draft Environmental Impact Report:

ALL 3 ROUTES CREAT NOISE AND VIBRATION

Name:

Address:

Phone:

Email:

Ernest J. Yuska [redacted]

1383-2

TORRANCE TRANSIT

Submission 1384

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Increase it to Carson, Long beach and then to Norwalk. You need it we need it like new york trains every where to help with traffic reduction in our city

Name:

Address:

Phone:

Email:

1384-1

Submission 1385

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1385-1

Additional Comments on the Draft Environmental Impact Report:

Not in favor at all. I don't remember voting for this. But if we must....

Name: Carol Vega

Address: [redacted] 1385-2

Phone: [redacted]

Email: [redacted]

Submission 1386

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

IF THIS ONLY SERVICED THE SOUTH BAY I SAY YES, BUT THIS WILL BRING UNDESIRABLES TO OUR AREA.

Name: LEANNA SMITH

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1386-1

Submission 1387

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I think the proposed project is the way to go if were moving forward but I'm worried what that train brings

Name: Sharon L. Guzman

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1387-1

Submission 1388

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

Question – The costs of this newsletter are. Again you are extravagant!!

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* None of the following!!

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Concerned about possibility of more crime. Additional security will be required as set forth on Spectrum News, Torrance Buss System buses are not even ½ full.

Name: Debra Corwin, 9055

Address: [redacted]

Phone: Some how I believe you have already made your decision

Email:

1388-1

Submission 1389

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* NONE

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1389-1

Additional Comments on the Draft Environmental Impact Report:

Why would we WANT you
THE NEWS HAS ALREADY Reported
THAT All we will GET IS PROBLEMS
MORE HOMELESS MORE bad guys

Name: DAVID ORTIZ

Address: [redacted]

Phone [redacted]

Email: [redacted]

Submission 1390

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I am against this light rail line to nowhere. So much wasted money for nothing but crime + another downtown L.A. for the area. Please stop the madness

Name: MONICA STEELE

Address: [redacted]

Phone:

Email: [redacted]

1390-1

1390-2

Submission 1391

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

1391-1

Additional Comments on the Draft Environmental Impact Report:

Concerned about increase in Homelessness coming to Torrance. I.E. Santa monica rail resulted in

Name: M. Page, LCSW, BCD

Address: [redacted]

Phone:

Email:

Submission 1392

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

STOP LIGHT RAIL IT DESTROYS NEIGHBORHOOD

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* NO LIGHT RAIL IN OUR BEACH CITIES

1392-1

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

THESE ARE NOT OPTIONS. IT IS NOT SAFE!!!

Additional Comments on the Draft Environmental Impact Report:

Honest workers DO NOT USE LIGHT RAIL, it is to DANGEROUS!!! They are sleeping cars for drug users and transients. They bring crime into safe neighborhoods. Prepaid ride A→B transit vans are smart, timely and inexpensive. The same people sign up to ride everyday. Bring a real service to us. Make it safe and reliable. Ask big business what they need.

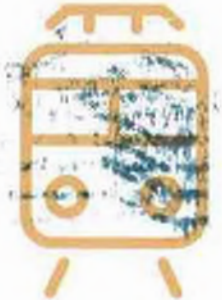
Name: JUDY LANFRIED

Address: [redacted]

Phone: [redacted] CA 90277

Email: [redacted]

Submission 1393



Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1393-1

Additional Comments on the Draft Environmental Impact Report:

Name: MIRIAM L'ENGLE

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1394

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I AM adamantly OPPOSED to LIGHT Rail IN TORRANCE. IT RUINS EVERY Community surrounding it.

Name: Cardyn Lewis/Trustee for Alethea Boehm

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1394-1

Submission 1395

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Please build a wall/barrier between the tracks and the mobile home community of South Bay Estates, to block out most noise, vibrations & pollutants. Thank you

Name: Craig Stanton (& Caryn Stanton)

Address: [redacted]

Phone: [redacted]

Email:

1395-1

Submission 1396

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/GLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ ~~Proposed Project: Metro Right-of-Way Elevated/At-Grade~~ ☐ ~~Trench Option~~ ☐ Hawthorne Option NO

1396-1

Additional Comments on the Draft Environmental Impact Report:

NO OPTION! We residents do NOT want this in our area. Traffic is already bad on Crenshaw. PLEASE SCRAP YOUR PLAN.

Name: Sherry Roberts

Address: [redacted]

1396-2

Phone:

Email: [redacted]

Submission 1397

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Have travelled extensively in Europe & would love if we had a safe, clean metro system here. Unfortunately it is currently a system that is blighted with drug addicts, human waste, graffiti etc. until

Name: T. Fox

Address: [redacted]

Phone:

Email:

1397-1

Submission 1398

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1398-1

Additional Comments on the Draft Environmental Impact Report:

Is this necessary?
Prefer that nothing be done

Name: Sofia

Address: [redacted]

1398-2

Phone:

Email:

Submission 1399

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]* terrible idea

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Public transportation is dangerous
Torrance has its own transit.
This is an awful idea.

Name: Glass

Address: [redacted] 1399-1

Phone: Torrance 90504 1399-2

Email:

Submission 1400

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1400-1

Additional Comments on the Draft Environmental Impact Report:

You should be building for the future... not what's cheapest or easiest. All future rail should be elevated down the middle of major streets and Jays. Stop using 1800's era railroads

Name: Mark & Diana

Address: [redacted]

Phone:

1400-2

Email:

Submission 1401

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1401-1

Additional Comments on the Draft Environmental Impact Report:

Hawthorne Option would give people who ride bus (like myself) more options and encourage more people to take rail and buses. Since buses stop on Hawthorne

Name: Linda Mandel

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1402

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1402-1

Additional comments on the Draft Environmental Impact Report

Asking for public comment is a pro forma publicity stunt by MTA. I've been to their meetings and the result is they do whatever they want.

1402-2

Name *

Paul Halpern

Submission 1402

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1403

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1403-1

Additional comments on the Draft Environmental Impact Report

I understand that the project option I am choosing will take longer, but, based on other rail lines I have traveled or have experience via car in the area, I believe the long term benefits are worth the extra time and cost.

Name *

Katherine McKinney

Submission 1403

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1404

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1404-1

Additional comments on the Draft Environmental Impact Report

I would rank the Proposed Project: Metro Right-of-Way Elevated/At-Grade first and the Trench Option second.

1404-2

Name *

Keith Lee

Submission 1404

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1405

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1405-1

Additional comments on the Draft Environmental Impact Report

Name *

Ismat Madhani

Submission 1405

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1406

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1406-1

Additional comments on the Draft Environmental Impact Report

The approved at/above-grade plan is clearly the best option. Please focus on the “one-seat” route to LAX. Cheaper will never beat convenience.

1406-2

Name *

Kevin Morrow

Submission 1406

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1407

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1407-1

Additional comments on the Draft Environmental Impact Report

Name *

Fred M Gravett

Submission 1407

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1408

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1408-1

Additional comments on the Draft Environmental Impact Report

Name *

Robert Tashiro

Submission 1408

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1409

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1409-1

Additional comments on the Draft Environmental Impact Report

Choosing Trench option as it looks to impact neighborhood the least. Also provides some level of shelter for rail equipment.

1409-2

Name *

Ryan Moon

Submission 1409

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1410

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1410-1

Additional comments on the Draft Environmental Impact Report

Name *

Cynthia angel

Submission 1410

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1411

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1411-1

Additional comments on the Draft Environmental Impact Report

Name *

Bob Habel

Submission 1411

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1412

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1412-1

Additional comments on the Draft Environmental Impact Report

Name *

Charlene Rhodus

Submission 1412

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1413

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1413-1

Additional comments on the Draft Environmental Impact Report

Name *

Michael Mahkorn

Submission 1413

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1414

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1414-1

Additional comments on the Draft Environmental Impact Report

Name *

Kirk Jensen

Submission 1414

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1415

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1415-1

Additional comments on the Draft Environmental Impact Report

Remediation of contaminated soil near the oil refineries or other chemical plants required for the new light rail?

1415-2

Name *

Lonnie Nakasone

Submission 1415

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1416

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1416-1

Additional comments on the Draft Environmental Impact Report

Name *

Christian Chlup

Submission 1416

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1417

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1417-1

Additional comments on the Draft Environmental Impact Report

How dare Torrance propose such an inhumane thing to do to people in Redondo and Lawndale. I will shop in Redondo and Lawndale in the future.

Name *

robin Eisenberg

Submission 1417

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1418

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1418-1

Additional comments on the Draft Environmental Impact Report

Name *

Daniel Evans

Submission 1418

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1419

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1419-1

Additional comments on the Draft Environmental Impact Report

I think the Metro right of way approach is the best option and least costly. It does the least amount of damage and disruption to the community and will be completed in the least amount of time along with the least amount of "unknown-unknowns" affecting its completion. The other two options are simply not practical in the densely populated area that must be trans versed; the incidental costs to the economic health of the community would be horrendous and long lasting.

1419-2

Name *

Robert Feldman

Submission 1419

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1420

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1420-1

Additional comments on the Draft Environmental Impact Report

Name *

Yogesh Patel

Submission 1420

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1421

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1421-1

Additional comments on the Draft Environmental Impact Report

Name *

Brandon Beers

Submission 1421

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1422

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1422-1

Additional comments on the Draft Environmental Impact Report

Name *

Lesli Curry

Submission 1422

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1423

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1423-1

Additional comments on the Draft Environmental Impact Report

None

Name *

Shatiana Bedgood

Submission 1423

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1424

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1424-1

Additional comments on the Draft Environmental Impact Report

Name *

Dave Sato

Submission 1424

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1425

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1425-1

Additional comments on the Draft Environmental Impact Report

Only proposal that makes sense in regards to cost, noise, inconvenience to public, etc..

1425-2

Name *

Gary Hawkins

Submission 1425

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1426

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1426-1

Additional comments on the Draft Environmental Impact Report

Name *

Simon Hsu

Submission 1426

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1427

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [x] Hawthorne Option

1427-1

Additional comments on the Draft Environmental Impact Report

Are you not limiting your client usage pool by bypassing the shopping districts on Hawthorne Bl. ?

1427-2

Name *

Michael McGee

Submission 1427

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1428

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1428-1

Additional comments on the Draft Environmental Impact Report

Name *

Wayne Chen

Submission 1428

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1429

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1429-1

Additional comments on the Draft Environmental Impact Report

The mailer is extremely biased in promoting the "Proposed Project". It lists mixed comments for the "Trench Option" and mostly negative comments for the "Hawthorne Option". I would like to see "Pros" and "Cons" for each option. Why is the trench option or elevated option (Hawthorne option) proposed if they cost extremely more? List the benefits as well. Don't just say they cost more, cause traffic delays, will impact businesses without listing the benefits of these options.

1429-2

Name *

K. Sinn

Submission 1429

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1430

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1430-1

Additional comments on the Draft Environmental Impact Report

Name *

Adair Johnson

Submission 1430

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1431

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1431-1

Additional comments on the Draft Environmental Impact Report

Name *

Walt Lapovich

Submission 1431

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1432

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1432-1

Additional comments on the Draft Environmental Impact Report

Right of Way at Grade is best with respect to keeping the cost low and also keep off traffic at the Hawthorn Blvd

1432-1

Name *

Rajakumar Ganesan

Submission 1432

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1433

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1433-1

Additional comments on the Draft Environmental Impact Report

This option is best for cost and traffic

1433-2

Name *

Angeline Diana Velu

Submission 1433

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1434

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1434-1

Additional comments on the Draft Environmental Impact Report

Name *

Tim Mochizuki

Submission 1434

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1435

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1435-1

Additional comments on the Draft Environmental Impact Report

Name *

Roxanne Morrison

Submission 1435

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1436

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1436-1

Additional comments on the Draft Environmental Impact Report

Name *

Nick Morrison

Submission 1436

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1437

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1437-1

Additional comments on the Draft Environmental Impact Report

Name *

Sandy Kast

Submission 1437

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1438

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1438-1

Additional comments on the Draft Environmental Impact Report

Do it the most cost efficient way. Also insure there is adequate security and cleanliness.

1438-2

Name *

Sam Lee

Submission 1438

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1439

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1439-1

Additional comments on the Draft Environmental Impact Report

The less impact to the area and infrastructure the better. Otherwise, we'll never get this project off the ground.

Name *

Erika Magana

Submission 1439

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1440

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1440-1

Additional comments on the Draft Environmental Impact Report

Name *

Ronald Cline

Submission 1440

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1441

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1441-1

Additional comments on the Draft Environmental Impact Report

Name *

Christopher J Spitzer

Submission 1441

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1442

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1442-1

Additional comments on the Draft Environmental Impact Report

Name *

Janet Closs

Submission 1442

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1443

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1443-1

Additional comments on the Draft Environmental Impact Report

I strongly urge the use of the Hawthorne option due to the significant impact the proposed Metro right-of-way option will have to homeowners and families immediately adjacent to the existing railroad tracks. Home values between 182nd and 190th, East of Inglewood Ave, will surely suffer as a result of the increased rail traffic, not to mention the negative impact to families living there.

1443-2

Name *

Dr. Eric Homier

Submission 1443

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1444

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1444-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Scott Robertson

Submission 1444

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1445

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1445-1

Additional comments on the Draft Environmental Impact Report

Anything but the Hawthorne option. It doesn't make sense to have to walk that far from the stop to the transit station... This is something that is supposed to be a convenience, not the opposite.

1445-2

Name *

Franco Macchia

Submission 1445

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1446

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1446-1

Additional comments on the Draft Environmental Impact Report

I believe proposed route is quite convincing. And seems less expensive. This route will not effect the environment. Straight route is not hamper or danger the privacy of residents . I stay at Emerald street so proposed route is more convenient for me .

1446-2

Name *

Anjali Bhardwaj

Submission 1446

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1447

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1447-1

Additional comments on the Draft Environmental Impact Report

How many passengers do you have using Torrance Transit now? How many do you propose will use it in the future?

1447-2

Name *

Carol Gilles

Submission 1447

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1448

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1448-1

Additional comments on the Draft Environmental Impact Report

Name *

Marcus

Submission 1448

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1449

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1449-1

Additional comments on the Draft Environmental Impact Report

Name *

Allison Madrid

Submission 1449

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1450

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1450-1

Additional comments on the Draft Environmental Impact Report

I would like to see the trench option for both the metro AND the freight trains.

1450-2

Name *

Benjamin Madrid

Submission 1450

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1451

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1451-1

Additional comments on the Draft Environmental Impact Report

Name *

Emilio Moyers

Submission 1451

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1452

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1452-1

Additional comments on the Draft Environmental Impact Report

Name *

Jim Steenhoek

Submission 1452

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1453

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1453-1

Additional comments on the Draft Environmental Impact Report

Name *

Huali Tian/ Phillip Harris

Submission 1453

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1454

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1454-1

Additional comments on the Draft Environmental Impact Report

Name *

James Kinnings

Submission 1454

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1455

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

None of the above! They won't be used extremely underutilized = a waste of money.

1455-1

Name *

Bill Tymczyszyn

Submission 1455

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1456

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1456-1

Additional comments on the Draft Environmental Impact Report

Name *

Stanley Paez

Submission 1456

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1457

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1457-1

Additional comments on the Draft Environmental Impact Report

Name *

Stanley Paez

Submission 1457

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1458

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1458-1

Additional comments on the Draft Environmental Impact Report

Name *

Marilyn Rafkin

Submission 1458

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1459

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1459-1

Additional comments on the Draft Environmental Impact Report

Name *

Bryon Sargent

Submission 1459

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1460

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1460-1

Additional comments on the Draft Environmental Impact Report

Name *

Louis Lansang

Submission 1460

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1461

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1461-1

Additional comments on the Draft Environmental Impact Report

I am skeptical this extension will be used as intended. Is LA Metro really being utilized by the population as had been planned ?

1461-1

Name *

Michele Smith

Submission 1461

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1462

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1462-1

Additional comments on the Draft Environmental Impact Report

Unfortunately, believe this will increase homeless in our area...especially since we are at the end of the line. Not excited about this fact, but looks like it's a done deal.

Name *

Eileen Dann

Submission 1462

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1463

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1463-1

Additional comments on the Draft Environmental Impact Report

The metro should run though a commercial corridor, Hawthorne was built to have street cars. It will boost the businesses on Hawthorne and impact fewer homes. The people who bought homes near Inglewood did not sign up to have a passenger metro run through their yards.

1463-2

Name *

Cynthia Baran

Submission 1463

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1464

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1464-1

Additional comments on the Draft Environmental Impact Report

Very excited to have this project. Please consider extending the rail into Old town Torrance

Name *

Darren Bracken

Submission 1464

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1465

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1465-1

Additional comments on the Draft Environmental Impact Report

Name *

Cheryl Neese

Submission 1465

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1466

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1466-1

Additional comments on the Draft Environmental Impact Report

Name *

Ken Yang

Submission 1466

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1467

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1467-1

Additional comments on the Draft Environmental Impact Report

Name *

Johnny Rodriguez

Submission 1467

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1468

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1468-1

Additional comments on the Draft Environmental Impact Report

Name *

Grace Eze

Submission 1468

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1469

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1469-1

Additional comments on the Draft Environmental Impact Report

Name *

Debby Zagorin

Submission 1469

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1470

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1470-1

Additional comments on the Draft Environmental Impact Report

The proposed project seems the logical way to go ,less expensive, completed sooner and less inconvenience for the public and store owners. The Trench option would become a magnet for trash and undesirables and would need constant patrolling and maintenance. Why not use the metro right of way since it's available and requires less construction !!!!!!

1470-2

Name *

Marshall Holladay

Submission 1470

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1471

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1471-1

Additional comments on the Draft Environmental Impact Report

Keeps it on time and on budget

Name *

Kathryn Wathen

Submission 1471

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1472

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1472-1

Additional comments on the Draft Environmental Impact Report

fastest completion, cheapest.

1472-2

Name *

U.A. Garred Sexton

Submission 1472

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1473

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1473-1

Additional comments on the Draft Environmental Impact Report

Name *

Erika Gara

Submission 1473

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1474

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1474-1

Additional comments on the Draft Environmental Impact Report

Like proposed project

Name *

Norris Blake

Submission 1474

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1475

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1475-1

Additional comments on the Draft Environmental Impact Report

Name *

n

Submission 1475

Address *

n

Email *

k

Phone

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Google Forms

Submission 1476

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1476-1

Additional comments on the Draft Environmental Impact Report

The proposed project is too large of an impact on the residents in Redondo Beach along the existing right of way. 1476-2

If the trench option were cheaper than the Hawthorne option, then I would choose the trench option because it would be the least impact to all communities AND connect to the RB transit center. 1476-3

In my opinion, the Hawthorne option will actually benefit businesses along Hawthorne, increase visibility of public transport, and avoid impacts to residents since Hawthorne is already a heavy traffic route. Personally I would like to see the Hawthorne option extended down Hawthorne to the Del Amo Mall. 1476-4

Submission 1476

Name *

Victor Kiuhan

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1477

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1477-1

Additional comments on the Draft Environmental Impact Report

this option will not divide neighborhoods and will be the outcome we should want in a 100 years

1477-2

Name *

Gary Sisson

Submission 1477

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1478

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1478-1

Additional comments on the Draft Environmental Impact Report

Name *

Cynthia Benon

Submission 1478

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1479

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

No light rail in Torrance. Will increase crime and street traffic in the area. Very few people use Metro except criminals and homeless. I know it is long term plan to make everyone use public transport so working class will own nothing. I reject this push to enrich the elites and disempower the working class in California. I will go to another state before I will bend the knee

1479-1

Name *

Dan

Submission 1479

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1480

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1480-1

Additional comments on the Draft Environmental Impact Report

Name *

Chris Jenne

Submission 1480

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1481

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1481-1

Additional comments on the Draft Environmental Impact Report

Something like this should have been done yesterday. California needs to rid itself of the religion of environmental extremism so that important projects like this can be completed in a cost-effective and timely manner. I find it utterly ridiculous that the current project of linking the airport with the Metro lines took so long to start and is taking this long to complete. Things should never be done willy-nilly. But, we for decades have allowed Red Tape Environmental extremists to put strangleholds on vital projects that would benefit human beings in a myriad of ways!! Enough is enough. Stop with the nonsense and GET IT DONE!!

Name *

steve

Submission 1481

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1482

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1482-1

Additional comments on the Draft Environmental Impact Report

Name *

Huong Do

Submission 1482

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1483

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1483-1

Additional comments on the Draft Environmental Impact Report

Name *

Kazuhiro Tominaga

Submission 1483

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1484

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1484-1

Additional comments on the Draft Environmental Impact Report

Name *

Don Hanson

Submission 1484

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1485

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1485-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

The metro should go where the metro's right of way is and to also save our tax dollars. 1485-2

Name *

Mohammad Sarfaraz Siddiqui

Submission 1485

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1486

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1486-1

Additional comments on the Draft Environmental Impact Report

Name *

Dawn Ng

Submission 1486

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1487

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1487-1

Additional comments on the Draft Environmental Impact Report

Name *

William M Weed

Submission 1487

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1488

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1488-1

Additional comments on the Draft Environmental Impact Report

Name *

Denise Weed

Submission 1488

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1489

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1489-1

Additional comments on the Draft Environmental Impact Report

Name *

Thomas N. Bailey

Submission 1489

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1490

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1490-1

Additional comments on the Draft Environmental Impact Report

This is wonderful project

Name *

Zubair

Submission 1490

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1491

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1491-1

Additional comments on the Draft Environmental Impact Report

Name *

Evelyn Kelly

Submission 1491

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1492

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1492-1

Additional comments on the Draft Environmental Impact Report

Name *

Wayne Nakatsu

Submission 1492

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1493

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1493-1

Additional comments on the Draft Environmental Impact Report

Name *

Ron Kawasaki

Submission 1493

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1494

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1494-1

Additional comments on the Draft Environmental Impact Report

Try not to hurt the environment

Name *

Isabel Balboa

Submission 1494

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1495

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1495-1

Additional comments on the Draft Environmental Impact Report

Name *

Lee Huniu

Submission 1495

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1496

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1496-1

Additional comments on the Draft Environmental Impact Report

Name *

Derrick Yamauchi

Submission 1496

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1497

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1497-1

Additional comments on the Draft Environmental Impact Report

Name *

Diane Yamauchi

Submission 1497

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1498

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1498-1

Additional comments on the Draft Environmental Impact Report

Name *

Gary Motowaki

Submission 1498

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1499

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Submission 1499

Additional comments on the Draft Environmental Impact Report

Hello

I am a resident here in Torrance.

I am writing you to see if anything can be done to end/oppose the Metro Light Rail being proposed thru Torrance, 1499-1
This rail line will bring more crime into the area. 1499-2
This rail line will pose a large safety hazard to the area. 1499-3

Studies have found that there are massive problems with the same type of proposed rail line thru Torrance that is currently in Long Beach.

I am imploring you to look into this and to spearhead an opposition against this rail line coming into the city of Torrance. 1499-4
Buying more Buses and creating a Bus lane would be cheaper, more effective, safer and would create less crime if mass transportation is really the goal of this effort. 1499-5

Sincerely,
Michael Hikido
[redacted]

Name *

Michael Hikido

Address *

[redacted]

Email *

[redacted]

Submission 1499

Phone

[redacted]

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Google Forms

Submission 1500

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1500-1

Additional comments on the Draft Environmental Impact Report

Name *

Jaycob

Submission 1500

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1501

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1501-1

Additional comments on the Draft Environmental Impact Report

Name *

John V Shaw

Submission 1501

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1502

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1502-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Cecelia Ruiz

Submission 1502

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1503

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1503-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Lauren Lopez

Submission 1503

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1504

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1504-1

Additional comments on the Draft Environmental Impact Report

Let's add to what we already have in place. Cost savings without adding more costs to build more. Taxpayers will not want to vote to pay more taxes in this project with the other two options .

1504-2

Name *

Barbara Asada

Submission 1504

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1505

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1505-1

Additional comments on the Draft Environmental Impact Report

Name *

Todd Zylman

Submission 1505

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1506

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1506-1

Additional comments on the Draft Environmental Impact Report

Please bring a light rail to Torrance but also make stops by Del Amo Mall.

1506-2

Name *

Dweejal Torado

Submission 1506

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1507

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1507-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Dorota Wiercinska

Submission 1507

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1508

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1508-1

Additional comments on the Draft Environmental Impact Report

Name *

Sean O'Connell

Submission 1508

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1509

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1509-1

Additional comments on the Draft Environmental Impact Report

Get it build fast

1509-2

Name *

Linh tu

Submission 1509

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1510

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1510-1

Additional comments on the Draft Environmental Impact Report

Name *

Judy Chai

Submission 1510

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1511

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1511-1

Additional comments on the Draft Environmental Impact Report

Name *

Pei Shao

Submission 1511

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1512

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I don't want this 1512-1

Name *

Traci Barr

Submission 1512

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1513

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1513-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Michael Van Dyke

Submission 1513

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1514

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1514-1

Additional comments on the Draft Environmental Impact Report

Name *

Amber

Submission 1514

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1515

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1515-1

Additional comments on the Draft Environmental Impact Report

Name *

Benjamin

Submission 1515

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1516

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1516-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Anna Silhavy

Submission 1516

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1517

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1517-1

Additional comments on the Draft Environmental Impact Report

I like the idea of repurposing existing infrastructure as long as it takes into account flooding because of more severe weather patterns.

1517-2

Name *

Mika Yukimura

Submission 1517

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1518

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I'm not a huge fan of the light rail coming into the south bay because it invites more foot congestion and easier access into the area by transients and criminals. But given that this project will happen, the better option is the at-grade option

1518-1

Name *

Mauricio Padilla

Submission 1518

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1519

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1519-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Sandhya Pathak

Submission 1519

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1520

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1520-1

Additional comments on the Draft Environmental Impact Report

Name *

Monique Scharf

Submission 1520

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1521

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1521-1

Additional comments on the Draft Environmental Impact Report

Name *

Nicolas Cerveaux

Submission 1521

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1522

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1522-1

Additional comments on the Draft Environmental Impact Report

The time to have done this was 30 years ago. In fact I don't support any of your idiot plans, but since you asked, if the three idiotic suggestions, the one is less stupid than the others.
Makes little difference to me, most of us will be dead before this crap is finished, if ever.

Name *

Ray licon

Submission 1522

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1523

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1523-1

Additional comments on the Draft Environmental Impact Report

Name *

John Alter

Submission 1523

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1524

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1524-1

Additional comments on the Draft Environmental Impact Report

Name *

Chris Alter

Submission 1524

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1525

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1525-1

Additional comments on the Draft Environmental Impact Report

None

Name *

Myra masuyama

Submission 1525

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1526

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1526-1

Additional comments on the Draft Environmental Impact Report

Name *

Sylvia Wagner

Submission 1526

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1527

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1527-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Tina Wu

Submission 1527

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1528

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1528-1

Additional comments on the Draft Environmental Impact Report

Name *

Nancy Carr

Submission 1528

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1529

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1529-1

Additional comments on the Draft Environmental Impact Report

Name *

Natalie Brecher

Submission 1529

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1530

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1530-1

Additional comments on the Draft Environmental Impact Report

Name *

Sandeep Pangala

Submission 1530

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1531

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1531-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Gina Gualtiere

Submission 1531

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1532

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1532-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Russell Lear

Submission 1532

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1533

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1533-1

Additional comments on the Draft Environmental Impact Report

I don't really see how any of these routes benefit the residents of Torrance. I don't think we need light rail. The funds could be better spent on other needs. As far as commuting, we could use protected bike lanes. Probably much more useful for residents.

1533-2

Name *

Michael Hering

Submission 1533

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1534

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1534-1

Additional comments on the Draft Environmental Impact Report

Surround the rail projects with high density, mixed use, mixed income housing developments to make it more effective for use. We're pressed against the ocean, only direction to go is up.

Name *

Nicholas M Garcia

Submission 1534

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1535

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1535-1

Additional comments on the Draft Environmental Impact Report

Name *

Clifford Yamamoto

Submission 1535

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1536

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1536-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Kathy Yandell

Submission 1536

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1537

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1537-1

Additional comments on the Draft Environmental Impact Report

I very much look forward to (finally) having access to mass transit close to my home!

Name *

Vicki Momary

Submission 1537

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1538

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1538-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Michael Bawolski

Submission 1538

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1539

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1539-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

This proposed project makes the most sense. Thanks 1539-2

Name *

Bob D Turnbull

Submission 1539

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1540

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1540-1

Additional comments on the Draft Environmental Impact Report

Name *

Fred Deninger

Submission 1540

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1541

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1541-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

David W Tressel

Submission 1541

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1542

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1542-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Marsha Kraus

Submission 1542

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1543

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1543-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Cyndi & Michael Runyan

Submission 1543

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1544

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1544-1

Additional comments on the Draft Environmental Impact Report

Name *

Jeffrey Ly

Submission 1544

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1545

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1545-1

Additional comments on the Draft Environmental Impact Report

Name *

Karyn Campbell

Submission 1545

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1546

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1546-1

Additional comments on the Draft Environmental Impact Report

This seems like the most cost-effective method that will have minimal disruptions to the surrounding communities this extension will travel through,

1546-2

Name *

Michael Navarrete

Submission 1546

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1547

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1547-1

Additional comments on the Draft Environmental Impact Report

Name *

Onofre Ramirez

Submission 1547

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1548

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1548-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

John

Submission 1548

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1549

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1549-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Kristina Nakao

Submission 1549

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1550

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1550-1

Additional comments on the Draft Environmental Impact Report

Name *

Jean Garcia-Gomez

Submission 1550

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1551

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1551-1

Additional comments on the Draft Environmental Impact Report

Name *

Ingrid Aquino-Gomez

Submission 1551

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1552

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1552-1

Additional comments on the Draft Environmental Impact Report

Name *

Christopher Olsen

Submission 1552

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1553

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1553-1

Additional comments on the Draft Environmental Impact Report

Name *

Eric loew

Submission 1553

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1554

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1554-1

Additional comments on the Draft Environmental Impact Report

Name *

Glenn Murakami

Submission 1554

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1555

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1555-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Dory Ann Volpe

Submission 1555

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1556

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1556-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Diana

Submission 1556

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1557

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1557-1

Additional comments on the Draft Environmental Impact Report

Name *

Jeff Pierce

Submission 1557

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1558

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1558-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Sharon Obatake

Submission 1558

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1559

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1559-1

Additional comments on the Draft Environmental Impact Report

Name *

Steve Harmon

Submission 1559

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1560

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1560-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Liliana Harmon

Submission 1560

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1561

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1561-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Jonathan Harmon

Submission 1561

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1562

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1562-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Wendy Ito

Submission 1562

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1563

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1563-1

Additional comments on the Draft Environmental Impact Report

I think we should be mainstreaming public transportation, which includes positioning it on our major thoroughfares

Name *

Erica McLeod

Submission 1563

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1564

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1564-1

Additional comments on the Draft Environmental Impact Report

Name *

Yuji Kato

Submission 1564

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1565

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1565-1

Additional comments on the Draft Environmental Impact Report

I'd vote for none of these if I could.

1565-2

Name *

Eric Hambly

Submission 1565

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1566

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1566-1

Additional comments on the Draft Environmental Impact Report

I don't want any of these options.

1566-2

Name *

Alexis Hambly

Submission 1566

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1567

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1567-1

Additional comments on the Draft Environmental Impact Report

Name *

Giselle L Henry

Submission 1567

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1568

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1568-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

The proposed project makes the most sense! 1568-2

Name *

Alison & Michael Kasterko

Submission 1568

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1569

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1569-1

Additional comments on the Draft Environmental Impact Report

Name *

Gary Nakamura

Submission 1569

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1570

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1570-1

Additional comments on the Draft Environmental Impact Report

Name *

Roberto Munoz

Submission 1570

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1571

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1571-1

Additional comments on the Draft Environmental Impact Report

Name *

Hakjoon Song

Submission 1571

Address *

CA

Email *

[redacted]

Phone

[redacted]

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Submission 1572

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1572-1

Additional comments on the Draft Environmental Impact Report

Name *

Jongmi Kim

Submission 1572

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1573

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1573-1

Additional comments on the Draft Environmental Impact Report

Please strongly consider significant investment and upgrades to pedestrian and cyclist access and routes to the new Torrance Transit center

1573-2

Name *

Peter Farb

Submission 1573

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1574

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1574-1

Additional comments on the Draft Environmental Impact Report

Name *

Rod Royales

Submission 1574

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1575

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1575-1

Additional comments on the Draft Environmental Impact Report

I am not convinced it won't impact traffic. Phoenix/Tempe also has one above ground and it can impact traffic. Is its purpose to allow beach cities residents access Torrance transit center? If so, hoping they are contributing to the funding.

1575-2

Name *

Dena Bialick

Submission 1575

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1576

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1576-1

Additional comments on the Draft Environmental Impact Report

Whatever reaches the most people!

Name *

C.B.

Submission 1576

Address *

[redacted]

Email *

n/a

Phone

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Submission 1577

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1577-1

Additional comments on the Draft Environmental Impact Report

Huge reduction in automobile exhausts if frequency of trains is good and people are well informed

Name *

Krishna Kallury

Submission 1577

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1578

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1578-1

Additional comments on the Draft Environmental Impact Report

Preventing noise from the completed trains is very important

1578-2

Name *

Rebecca Ward

Submission 1578

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1579

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1579-1

Additional comments on the Draft Environmental Impact Report

Name *

Martin Gutierrez

Submission 1579

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1580

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1580-1

Additional comments on the Draft Environmental Impact Report

Name *

Brian Gilman

Submission 1580

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1581

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1581-1

Additional comments on the Draft Environmental Impact Report

What's the plan to deal with the homeless at end of the C line? Don't want the same situation Long Beach experienced with the end of the metro line there.

1581-2

Name *

Jeff Etheringtin

Submission 1581

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1582

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1582-1

Additional comments on the Draft Environmental Impact Report

Name *

Angela Stark

Submission 1582

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1583

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1583-1

Additional comments on the Draft Environmental Impact Report

Name *

Steven Birenbaum

Submission 1583

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1584

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Do not build the metro in the South Bay. I'm against this proposed plan. 1584-1

Name *

Eileen

Submission 1584

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1585

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1585-1

Additional comments on the Draft Environmental Impact Report

Sharing timeline of events and share more benefits and why its being proposed or done.

1585-2

Name *

Ryan

Submission 1585

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1586

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1586-1

Additional comments on the Draft Environmental Impact Report

Name *

Mark Kohagura

Submission 1586

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1587

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1587-1

Additional comments on the Draft Environmental Impact Report

Name *

Andrea Korntheuer

Submission 1587

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1588

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I don't want any extension on any rail routes in the So. Bay. We have enough already.

1588-1

Name *

Dori

Submission 1588

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1589

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1589-1

Additional comments on the Draft Environmental Impact Report

Thanks for letting Torrance into the Metro fold! We hope that traffic on Crenshaw at the station will be managed well so as not to slow people traveling south to north!

1589-2

Name *

Michael Powe & Barbara Dyer

Submission 1589

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1590

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1590-1

Additional comments on the Draft Environmental Impact Report

This route makes the most sense and is reasonable cost wise.

1590-2

Name *

Kelly L Dewing Wedel

Submission 1590

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1591

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1591-1

Additional comments on the Draft Environmental Impact Report

I think the safety of our residents at road/rail crossings is most important which is why I prefer the trench option.

1591-2

Name *

Fernando

Submission 1591

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1592

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Trench Option
- [ ] Hawthorne Option

1592-1

Additional comments on the Draft Environmental Impact Report

Name *

Jafet Rosado- De Van

Submission 1592

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1593

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1593-1

Additional comments on the Draft Environmental Impact Report

Name *

Carolina Olaya

Submission 1593

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1594

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1594-1

Additional comments on the Draft Environmental Impact Report

Name *

Maria Brown

Submission 1594

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1595

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1595-1

Additional comments on the Draft Environmental Impact Report

Name *

Steven Rosales

Submission 1595

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1596

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1596-1

Additional comments on the Draft Environmental Impact Report

Name *

Kevin Knapp

Submission 1596

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1597

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1597-1

Additional comments on the Draft Environmental Impact Report

Name *

Michele Starkey

Submission 1597

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1598

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1598-1

Additional comments on the Draft Environmental Impact Report

This project as well as the many other projects planned in Torrance feel like they are only about bringing MORE people and TRAFFIC to the city. Where are you planning for green areas so ALL these people can decompress?

1598-2

Name *

jackie

Submission 1598

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1599

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1599-1

Additional comments on the Draft Environmental Impact Report

I hope they plan for better security on this part of the line as other parts of the system are terrible. I don't like riding the light rail unless I "have to."

1599-2

Name *

Paul

Submission 1599

Address *

Torrance

Email *

[redacted]

Phone

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Submission 1600

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1600-1

Additional comments on the Draft Environmental Impact Report

Name *

Kathleen Franczak

Submission 1600

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1601

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1601-1

Additional comments on the Draft Environmental Impact Report

Name *

Jenny Lee

Submission 1601

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1602

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1602-1

Additional comments on the Draft Environmental Impact Report

Name *

Nitin Dua

Submission 1602

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1603

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1603-1

Additional comments on the Draft Environmental Impact Report

This is by far the most economical choice.

1603-2

Name *

Nolan Miya

Submission 1603

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1604

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1604-1

Additional comments on the Draft Environmental Impact Report

Name *

Thomas W Broyles

Submission 1604

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1605

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1605-1

Additional comments on the Draft Environmental Impact Report

Name *

Nes Banta

Submission 1605

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1606

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1606-1

Additional comments on the Draft Environmental Impact Report

At grease crossings will put lives at risk

1606-2

Name *

Michael Flynn

Submission 1606

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1607

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1607-1

Additional comments on the Draft Environmental Impact Report

Name *

Adam Reed

Submission 1607

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1608

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1608-1

Additional comments on the Draft Environmental Impact Report

The rail must have active signal priority with this option. This is a must.

1608-2

Name *

Brandon Foster

Submission 1608

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1609

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1609-1

Additional comments on the Draft Environmental Impact Report

Name *

Matthew Lim

Submission 1609

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1610

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1610-1

Additional comments on the Draft Environmental Impact Report

Name *

Steve Deuel

Submission 1610

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1611

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1611-1

Submission 1611

Additional comments on the Draft Environmental Impact Report

I am writing as a lifelong resident of the South Bay and rider of public transit to express my support for the Metro ROW Elevated/Street-Level Option. After reviewing the Simulation Video, Draft EIR, and StoryMap, and considering the needs of the surrounding community, I feel that this option will provide the most amenities for the community (improved intersections, quiet zone, multi-use paths) and accessibility to the light rail for ridership. The trench option would be prone to debris buildup. The Hawthorne Option would be a possible 2nd alternative but I feel that the station in the center of the intersection would be too hazardous and loud with fast-moving cars on a high-speed arterial, leading to low ridership. 1611-2

Transit is best utilized when it runs frequently and on-time, with good wayfinding. In the South Bay area there has been a decline in investment in transit funding, leading to far reduced frequency of service and bus operator shortages. However, there is still strong ridership and demand, particularly of the Beach Cities Transit among high school students, and the various bus lines that serve the Harbor Gateway Transit Center. Redondo Beach invested millions into the new RB Transit Center, including secure bike storage. Putting the Green Line along the ROW with a stop at this Transit Center will provide the best connectivity to the bus lines there and those who combine bike + transit for travel. 1611-3

I also have a few comments to make with regard to the design and eventual buildout:
Can the ROW Elevated/Street-Level Option include a street-level station at the RBTC? Current plans show an elevated station for this option, but a street-level station for the Trench Option. I think a street-level station would be best for accessibility. 1611-4
Consider adding sound barriers for protection from 405 freeway noises and freight rail noises. These are much louder than light rail. 1611-5
Any accompanying pedestrian trails would be best served with dedicated bike trails as well. Please make these straight-going rather than curved or meandering. 1611-6
Raised pedestrian crossings at intersections would also be ideal for traffic calming. 1611-7
Wherever possible, include landscaping that will maximize stormwater retention with infiltration and bioswale design. 1611-8
Ensure that the land and soil surface of the entire ROW is stabilized (including gas pipelines) to prevent shifting and sinkholes. 1611-9

Name *

Kyle Richardson

Address *

[redacted]

Submission 1611

Email *

[redacted]

Phone

[redacted]

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Submission 1612

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1612-1

Additional comments on the Draft Environmental Impact Report

Name *

Donald Isozaki

Submission 1612

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1613

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1613-1

Additional comments on the Draft Environmental Impact Report

Name *

Jon Robertson

Submission 1613

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1614

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1614-1

Additional comments on the Draft Environmental Impact Report

Name *

garrick mclaughlin

Submission 1614

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1615

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1615-1

Additional comments on the Draft Environmental Impact Report

Name *

Ron Carroll

Submission 1615

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1616

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option 1616-1
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I am against bringing additional criminals and traffic to Torrance 1616-2

Name *

Al Stahl

Submission 1616

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1617

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1617-1

Additional comments on the Draft Environmental Impact Report

Name *

Mark Kimura

Submission 1617

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1618

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1618-1

Additional comments on the Draft Environmental Impact Report

Trench crossing will avoid potential for train vs pedestrian and train vs auto accidents

1618-2

Name *

Lia

Submission 1618

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1619

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

There should be an option to choose NO BUILD. This is not a necessary route and will not be needed for most people what is the current ridership for the metro line that ends in Redondo? Crime will increase along with no help in reliving traffic for cars. 1619-1

Name *

Richard Reinhardt

Submission 1619

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1620

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1620-1

Additional comments on the Draft Environmental Impact Report

This was the proposed project and was approved, let's stick to the plan

1620-2

Name *

George Pimentel

Submission 1620

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1621

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1621-1

Additional comments on the Draft Environmental Impact Report

Name *

James Hallman

Submission 1621

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1622

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1622-1

Additional comments on the Draft Environmental Impact Report

Name *

Annette Porter

Submission 1622

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1623

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1623-1

Additional comments on the Draft Environmental Impact Report

Name *

Patrick Porter

Submission 1623

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1624

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1624-1

Additional comments on the Draft Environmental Impact Report

Keep the project as cost effective and non invasive as possible.

1624-2

Name *

Robert Suyehara

Submission 1624

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1625

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1625-1

Additional comments on the Draft Environmental Impact Report

Name *

Norig B Karakashian

Submission 1625

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1626

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1626-1

Additional comments on the Draft Environmental Impact Report

I could give a rip no one is going to ride what a waste of money!

1626-2

Name *

James Thistle

Submission 1626

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1627

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1627-1

Additional comments on the Draft Environmental Impact Report

if we must have this metro, the proposed project would be best. DEFINATELY not Hawthorne Blvd. The noise factor for the residents between 190-Del Amo-Haw. Blvd & Anza would be awful. The old train route was bad enough. And Haw. Blvd is sooo conjested as it is. It seems we are trying to make things easier for people who don't live in Torrance. I have lived here since 1961. For one thing, we need our streets repaired for the residences of Torrance.

1627-2

Name *

Sandra Radford

Submission 1627

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1628

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1628-1

Additional comments on the Draft Environmental Impact Report

Name *

Madhu Chanani

Submission 1628

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1629

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1629-1

Additional comments on the Draft Environmental Impact Report

Name *

Katerina yu

Submission 1629

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1630

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1630-1

Additional comments on the Draft Environmental Impact Report

Name *

Adeline Chappell

Submission 1630

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1631

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1631-1

Additional comments on the Draft Environmental Impact Report

Please focus on getting existing Torrance Transit lines running reliably as scheduled. It is 3 years since Covid and buses are still cancelled all the time.

Name *

Ben Gunter

Submission 1631

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1632

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1632-1

Additional comments on the Draft Environmental Impact Report

Name *

Yacgley Valdes

Submission 1632

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1632

Submission 1633

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1633-1

Additional comments on the Draft Environmental Impact Report

Name *

Current Resident

Submission 1633

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1634

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1634-1

Additional comments on the Draft Environmental Impact Report

Name *

Seema S Turner

Submission 1634

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1635

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1635-1

Additional comments on the Draft Environmental Impact Report

Name *

Amy

Submission 1635

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1636

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1636-1

Additional comments on the Draft Environmental Impact Report

Trench option would be my 2nd choice

1636-2

Name *

Kimberly Wimmer

Submission 1636

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1637

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1637-1

Additional comments on the Draft Environmental Impact Report

Name *

Joel Carlson

Submission 1637

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1638

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1638-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Drew Hettinger

Submission 1638

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1639

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1639-1

Additional comments on the Draft Environmental Impact Report

Name *

Marlena Allen

Submission 1639

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1640

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I do not support the plan to extend light rail to Torrance at all. I experienced the extension to Culver City and it has brought nothing but severe traffic congestion and pollution, thanks to all the idling cars jammed at intersections. The cost to benefit doesn't make sense.

1640-1

Name *

Lisa DiFranco

Submission 1640

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1641

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1641-1

Additional comments on the Draft Environmental Impact Report

Name *

J. Imai

Submission 1641

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1642

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1642-1

Additional comments on the Draft Environmental Impact Report

Name *

Max Huang

Submission 1642

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1643

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1643-1

Additional comments on the Draft Environmental Impact Report

Name *

Andrew Zakim

Submission 1643

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1644

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1644-1

Additional comments on the Draft Environmental Impact Report

Name *

David Gutierrez

Submission 1644

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1645

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1645-1

Additional comments on the Draft Environmental Impact Report

Manage traffic and noise during and after construction

1645-2

Name *

Geri Harmon

Submission 1645

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1646

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1646-1

Additional comments on the Draft Environmental Impact Report

Name *

Tanya Sue Cyre

Submission 1646

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1647

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1647-1

Additional comments on the Draft Environmental Impact Report

This project is so needed and way over due. It's crazy that we are not using light rail to commute to work, get to LAX and entertainment and sports venues.
The metro right of way would have the least amount of impact to my neighborhood and to our commute. Let's stay on schedule and on budget and go with the original plan.

1647-2

Name *

Sarah Huante-Bimat

Submission 1647

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1648

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1648-1

Additional comments on the Draft Environmental Impact Report

Name *

Ed Tobias

Submission 1648

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1649

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1649-1

Additional comments on the Draft Environmental Impact Report

Name *

Jan Tobias

Submission 1649

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1650

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1650-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Isabel Torres

Submission 1650

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1651

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1651-1

Additional comments on the Draft Environmental Impact Report

I've heard complaints from residents who live next to the train tracks. However, they chose to live next to the train tracks but somehow didn't realize that trains make noise? Interesting.

Name *

Paul Hutchins

Submission 1651

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1652

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1652-1

Additional comments on the Draft Environmental Impact Report

Before retirement, I rode the Green line, to the Blue line, to the Red line, to the Gold Line and finally an ARTS bus to arrive at Caltech 2 hrs later. It was 20 min drive to the Marine Green line station. If the Torrance station had been here, it would have been 5 min. Please bring it to Torrance, and continue to the Harbor!

1652-2

Name *

John Philip Van Deusen

Submission 1652

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1653

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1653-1

Additional comments on the Draft Environmental Impact Report

Name *

Karen Holley

Submission 1653

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1654

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1654-1

Additional comments on the Draft Environmental Impact Report

Name *

Lisa Li

Submission 1654

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1655

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1655-1

Additional comments on the Draft Environmental Impact Report

Is this truly necessary, as there is no money in the City of Torrance. I don't see the advantage as outweighing the expense. For instance The City does not have enough money to repair the basketball court at Guenser Park. We have been without one for about a year now. Surely this is a minimal expense compared to the proposed project.

Name *

Lois & Ron Jones

Submission 1655

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1656

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1656-1

Additional comments on the Draft Environmental Impact Report

Name *

Phil Hong

Submission 1656

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1657

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1657-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Randy Garrett

Submission 1657

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1658

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1658-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Maya Yanez

Submission 1658

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1659

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1659-1

Additional comments on the Draft Environmental Impact Report

Name *

Judith Gerber

Submission 1659

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1660

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Trench Option
- [ ] Hawthorne Option

1660-1

Additional comments on the Draft Environmental Impact Report

Name *

Michael and Nancy Bergan

Submission 1660

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1661

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1661-1

Additional comments on the Draft Environmental Impact Report

Name *

RICHARD LEROY LUJAN

Submission 1661

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1662

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1662-1

Additional comments on the Draft Environmental Impact Report

Name *

Stephanie Seki

Submission 1662

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1663

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1663-1

Additional comments on the Draft Environmental Impact Report

Speed and cheaper project worth unmitigateable noise concerns

1663-2

Name *

Andrew Maxwell

Submission 1663

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1664

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1664-1

Additional comments on the Draft Environmental Impact Report

I think having it level is easier for people with disabilities and kids.

Name *

Leah Glavan

Submission 1664

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1665

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1665-1

Additional comments on the Draft Environmental Impact Report

Name *

Jawad jilani

Submission 1665

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1666

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Trench Option
- [ ] Hawthorne Option

1666-1

Additional comments on the Draft Environmental Impact Report

Name *

Nancy Gutierrez

Submission 1666

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1667

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1667-1

Additional comments on the Draft Environmental Impact Report

Name *

Priza Castro

Submission 1667

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1668

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1668-1

Additional comments on the Draft Environmental Impact Report

Please consider additional stops in torrance

1668-2

Name *

Christos Sbarounis

Submission 1668

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1669

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1669-1

Additional comments on the Draft Environmental Impact Report

Name *

Jonathan Turcios

Submission 1669

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1670

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1670-1

Additional comments on the Draft Environmental Impact Report

Name *

Sumit Kalra

Submission 1670

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1671

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1671-1

Additional comments on the Draft Environmental Impact Report

Keep the approved route that will avoid delays and incremental funding.

1671-2

Name *

Deborah Wearn

Submission 1671

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1672

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1672-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

It's the most cost effective method.

Name *

Mitch Koch

Submission 1672

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1673

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1673-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Steven Dillow

Submission 1673

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1674

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1674-1

Additional comments on the Draft Environmental Impact Report

As the route is near major SouthBay faults, an elevated train will create a significant litigation risk for the City of Torrance and other entities involved.

1674-2

Name *

DarLynn Nemitz

Submission 1674

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1675

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1675-1

Additional comments on the Draft Environmental Impact Report

Will support and use the light-rail system

1675-2

Name *

JAY KIM

Submission 1675

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1676

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1676-1

Additional comments on the Draft Environmental Impact Report

Name *

Erik Aguillon

Submission 1676

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1677

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1677-1

Additional comments on the Draft Environmental Impact Report

Name *

Scott Fukuda

Submission 1677

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1678

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1678-1

Additional comments on the Draft Environmental Impact Report

Name *

Connie Noehren

Submission 1678

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1679

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1679-1

Additional comments on the Draft Environmental Impact Report

Name *

Libra Washington

Submission 1679

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1680

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1680-1

Additional comments on the Draft Environmental Impact Report

Name *

Lily Lau

Submission 1680

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1681

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1681-1

Additional comments on the Draft Environmental Impact Report

I like that there are three choices and are explained but it's a bit confusing to ask for votes on the ones that have not been approved and will cost more (trench option & Hawthorne option)

1681-2

Name *

Ana Sorto

Submission 1681

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1682

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1682-1

Additional comments on the Draft Environmental Impact Report

Name *

Badrinath ramamoorthy

Submission 1682

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1683

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1683-1

Additional comments on the Draft Environmental Impact Report

Both at-grade and trench would make waits at the railroad crossing for motorists and pedestrians longer while the train passes! Horrible idea

1683-2

Name *

Yi Chen pao

Submission 1683

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1684

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Metro should rethink this proposal. Torrance would be better served with enhanced regional bus service. Metro is not providing clean, safe alternatives and should not be invited into our community until they do. 1684-1

Name *

Estela Lopez

Submission 1684

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1685

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1685-1

Additional comments on the Draft Environmental Impact Report

The Metro Right of Way Elevated is the only option that makes sense!

1685-2

Name *

Alissa Pappadake

Submission 1685

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1686

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [x] Hawthorne Option

1686-1

Additional comments on the Draft Environmental Impact Report

Name *

Jeff Hovsepian

Submission 1686

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1687

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1687-1

Additional comments on the Draft Environmental Impact Report

We need to make sure our tax dollars are put to work. The extension will only make sense if it goes through a high transit area. It's an opportunity for high density development near Hawthorne. If it goes through the right of way, we would only be extending line from nowhere to nowhere. This line will never reach its full potential if it just follows the easiest way. Let's be bold and have it make sense. Everything new comes with growing pains.

1687-2

Name *

Emanuel Rodriguez

Submission 1687

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1688

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1688-1

Additional comments on the Draft Environmental Impact Report

Name *

Kathy Miya

Submission 1688

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1689

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1689-1

Additional comments on the Draft Environmental Impact Report

Over Hawthorne is the best location. First, it's close to the mall and someday the mall could be re-vamped into a commercial/residential complex which feeds ridership on the line. Second, it's already noisy in that location and the median isn't doing anything useful. Third, I don't see it affecting traffic much on Hawthorne Blvd compared to on the other side, which is more narrow and residential. Finally, if it's tucked away from Hawethorne, who would even think to use the thing at that stop? Build for the future, not just band-aids on the present.

As a final preference, definitely *do not* do the trench option, unless you're willing to fully cover it (e.g., make it a subway in that region). I struggle to imagine why this option was even proposed in that form. The Trench is the worst of both worlds: pay huge money to dig a hole, then have to stare at the hole.

1689-2

Good luck and have a great one!

Submission 1689

Name *

Ben Nye

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1690

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1690-1

Additional comments on the Draft Environmental Impact Report

Name *

Layne Sakamoto

Submission 1690

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1691

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1691-1

Additional comments on the Draft Environmental Impact Report

Well, it looks like that project would start-up with groundbreaking construction in 2024-2027 and then, the Metro C Line Extension would be completed sometime in 2030-2033.

Name *

JOSE DENNIS ALABASO

Submission 1691

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1692

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Don't bring this further into Torrance in the first place!!! We purposely live far from public transit and would never feel safe riding with the questionably dangerous individuals/homeless riding today. 1692-1

Name *

Molly

Submission 1692

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1693

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1693-1

Additional comments on the Draft Environmental Impact Report

Unarmed metro ambassadors are useless

1693-2

Name *

Matthew J Davis

Submission 1693

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1694

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1694-1

Additional comments on the Draft Environmental Impact Report

Can't wait for this project to come to life. I've been a Torrance resident for well over 50 years (born and raised). Torrance seems to be coming full circle in regard to transportation. The city was originally founded with light rail by Jared Sydney Torrance and now we're getting back to this sensible form of public transportation (which should have never gone away). Can't wait to get off the street and take the train to work.

1694-2

Name *

JON ROBERTSON

Submission 1694

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1695

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1695-1

Additional comments on the Draft Environmental Impact Report

I am completely opposed to any metro running through our city. It only brings crime and trash. If there is any way to stop this entire project, please let me know how.

1695-2

Name *

Michelle

Submission 1695

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1696

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1696-1

Additional comments on the Draft Environmental Impact Report

Name *

Esther

Submission 1696

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1697

Share Your Thoughts on Extending Light Rail to Torrance!

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- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1697-1

Additional comments on the Draft Environmental Impact Report

Name *

Patrick Llorens

Submission 1697

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1698

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1698-1

Additional comments on the Draft Environmental Impact Report

Name *

James Kotecki

Submission 1698

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1699

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1699-1

Additional comments on the Draft Environmental Impact Report

Name *

Mary Kotecki

Submission 1699

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1700

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [x] Hawthorne Option

1700-1

Additional comments on the Draft Environmental Impact Report

None

Name *

Karen Blanchard

Submission 1700

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1701

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1701-1

Additional comments on the Draft Environmental Impact Report

Proposed Metro is the best of the three options

1701-2

Name *

Miguel A. Perez

Submission 1701

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1702

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1702-1

Additional comments on the Draft Environmental Impact Report

It's be more expensive and have a lot of growing pains, but you'd be able to connect to so many more people

1702-2

Name *

Michael Guzman

Submission 1702

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1703

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Why do we need this ?What a mess during construction !! I doubt if even 1% of Torrance Residents would use it. We have UBER, and people do still " CARPOOL " A lot of crime , and crazy people out there these days. People are not going to give up on the SAFTY , and convenience of their car to wait at a Glorified Bus stop to get NEAR, at best , to their destination !! This is right up there with the Bullet Train to Nowhere Fiasco !! Yet another complete waste of of Tax Dollars. My wife and I have City of Torrance Municipal Bonds , and they're not doing well as it is !! All of our neighbors are angered that this is even being proposed . " IF It Ain't Broke, Why Fix It ?

1703-1

Name *

Fred Moseley

Submission 1703

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1704

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1704-1

Additional comments on the Draft Environmental Impact Report

Be fiscally responsible. Reduce traffic. Protect small businesses.

1704-2

Name *

Richard Rodriguez

Submission 1704

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1705

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1705-1

Additional comments on the Draft Environmental Impact Report

Increasing rail traffic using the at-grade rail will have significant impact on traffic. What evidence do you have to make the marketing statements in your materials? The availability of this rail is so limited and still too distant from most residential areas that it does not make rail an option for most people or still requires driving to some centralized location where thieves can target your property.

1705-1

Name *

Maria Gordon

Submission 1705

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1706

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1706-1

Additional comments on the Draft Environmental Impact Report

Name *

Constance Reynolds

Submission 1706

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1707

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1707-1

Additional comments on the Draft Environmental Impact Report

I wouldn't like the light rail if it caused more traffic because it has to cross streets. I think the trench option would be the best.

1707-2

Name *

Joseph Yamashiro

Submission 1707

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1708

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1708-1

Additional comments on the Draft Environmental Impact Report

Name *

Lisa Scherer

Submission 1708

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1709

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1709-1

Additional comments on the Draft Environmental Impact Report

Metro should not extend any more lines until they can keep the current ones safe and clean.

1709-2

Name *

Carlos Delgado

Submission 1709

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1710

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1710-1

Additional comments on the Draft Environmental Impact Report

Name *

Ryan Shiroma

Submission 1710

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1711

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1711-1

Additional comments on the Draft Environmental Impact Report

Is this really necessary, since metro is not doing well. It would be better to use money on buses that people are not afraid to ride or get assultleld.

1711-2

Name *

Tony and Karen Herrada

Submission 1711

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1712

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1712-1

Additional comments on the Draft Environmental Impact Report

Name *

Katie Pandolfo

Submission 1712

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1713

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1713-1

Additional comments on the Draft Environmental Impact Report

Name *

Graham DesErmia

Submission 1713

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1714

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1714-1

Additional comments on the Draft Environmental Impact Report

Name *

Trang Le

Submission 1714

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1715

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1715-1

Additional comments on the Draft Environmental Impact Report

Additional cost is worth the ability to keep street for available for cars

1715-2

Name *

Gianna Valenzuela

Submission 1715

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1716

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1716-1

Additional comments on the Draft Environmental Impact Report

The elevated and right of way option is the clear best option, but it can often cost more or cause delays. If it is meaningfully easier to extend along Hawthorne, then I prefer that one.

1716-2

Name *

Carol Erickson

Submission 1716

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1717

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1717-1

Additional comments on the Draft Environmental Impact Report

Southern CA traffic has continually gotten worse. I applaud efforts to introduce light rail. I support connectivity to LAX (airport). I support efforts for increased security at Park and Ride facilities.

1717-2

Name *

Brad Aniya

Submission 1717

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1718

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1718-1

Additional comments on the Draft Environmental Impact Report

Name *

Yukihisa Aokusa

Submission 1718

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1719

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1719-1

Additional comments on the Draft Environmental Impact Report

Name *

Lisa Barry

Submission 1719

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1720

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1720-1

Additional comments on the Draft Environmental Impact Report

Name *

Eileen Jaynes

Submission 1720

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1721

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1721-1

Additional comments on the Draft Environmental Impact Report

Name *

Deborah Pasienski

Submission 1721

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1722

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1722-1

Additional comments on the Draft Environmental Impact Report

Name *

Harry Yee

Submission 1722

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1723

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1723-1

Additional comments on the Draft Environmental Impact Report

Name *

Mamatha Amrutham

Submission 1723

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1724

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

None of these options. NO extended Green Line in Torrance. 1724-1

Name *

Jennifer Bullivant

Submission 1724

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1725

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1725-1

Additional comments on the Draft Environmental Impact Report

Name *

Edwin Rosas

Submission 1725

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1726

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1726-1

Additional comments on the Draft Environmental Impact Report

The best of the three - less expense, less delay, less negative impact on residents and businesses

1726-2

Name *

Maria Alarcon

Submission 1726

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1727

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1727-1

Additional comments on the Draft Environmental Impact Report

Name *

GN

Submission 1727

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1728

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1728-1

Additional comments on the Draft Environmental Impact Report

Name *

James Baker

Submission 1728

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1729

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1729-1

Additional comments on the Draft Environmental Impact Report

Name *

Heng Baker

Submission 1729

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1730

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1730-1

Additional comments on the Draft Environmental Impact Report

Name *

Brad Shimabukuro

Submission 1730

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1731

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1731-1

Additional comments on the Draft Environmental Impact Report

Metro should use the ROW option so the cost is lower and impact is less. Redondo Residents don't like this because of the impact on Seniors, however if you look at the senior complex it is only few feet that impact this complex. Additionally, this complex was built after the ROW was in place. This ultimately will cost the taxpayers and Metro should go with the lowest cost and impact to businesses and residents.

1731-2

Name *

Melanie Dreike

Submission 1731

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1732

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1732-1

Additional comments on the Draft Environmental Impact Report

Please consider High Frequency Bus Alternative

1732-2

Name *

Jackie Ecklund

Submission 1732

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1733

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1733-1

Additional comments on the Draft Environmental Impact Report

Our HOA area which is from Del Amo on the south, Hawthorne Blvd. to the east 190th to the north and the Redondo Beach border on the west do not want to see our neighborhood and businesses to suffer. We represent roughly 2,600 homes.

1733-2

Name *

West Torrance Homeowners Association,

Submission 1733

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1734

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☑ Hawthorne Option

1734-1

Additional Comments on the Draft Environmental Impact Report:

HAWTHORNE OPTION WILL BE BEST !!

Name: FINK FAMILY

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1734-2

Submission 1735

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1735-1

Additional Comments on the Draft Environmental Impact Report:

deeply concerned for residents along the proposed ROW option. They deserve better

Name: Cori Talbot

Address: [redacted]

Phone:

Email [redacted]

1735-2

Submission 1736

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option 1736-1

Additional Comments on the Draft Environmental Impact Report:

This paper maker w/ the Hawthorne image makes it seem more viable for all to share the road. Where is the bike lane?

Name: C. Henderson

Address: [redacted]

Phone: [redacted]

Email: N/A 1736-2

Submission 1737

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1737-1

Additional Comments on the Draft Environmental Impact Report:

Name: GARY TANI

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1738

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1738-1

Additional Comments on the Draft Environmental Impact Report:

Elevated tracks are used only by the Hawthorne option. Affluent areas can afford elevated tracks, while poor economic areas must accept grade level tracks, or tracks in trenches.

Name: Margaret Heflinger

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1738-2

Submission 1739

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option 1739-1

Additional Comments on the Draft Environmental Impact Report:

None of them are very well Planned, I use my car on Blvd most of the time, where I seldom use Hawthorne. My vote would be for the Hawthorne option. By the

Name: Michael A. Serafine

Address: [redacted]

Phone:

Email: [redacted] 1739-2

Submission 1740

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1740-1

Additional Comments on the Draft Environmental Impact Report:

THE HAWTHORNE OPTION PROVIDES FOR ELEVATED TRACKS. GRADE LEVEL TRACKS, OR TRACKS IN A TRENCH, ARE ASSOCIATED WITH POOR ECCONOMIC AREAS THAT ARE NOT AFFLUENT ENOUGH TO AFFORD ELEVATED TRACKS.

Name: DONALD HEFLINGER

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1740-2

Submission 1741

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1741-1

Additional Comments on the Draft Environmental Impact Report:

TAKE ON THE 405 CENTER

YOU ARE going TO bring MORE HOMELESS MORE CRIME, WE do Not HAVE THE police IN NORTH TORR. LIKE WE SHOULD 2 CARS

Name: DENNIS LoPiccolo

Address: [redacted]

Phone: [redacted]

1741-2

Email: [redacted]

Submission 1742

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1742-1

Additional Comments on the Draft Environmental Impact Report:

Name: Florence Tebbets

Address: [redacted]

Phone:

Email: —

Submission 1743

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option 1743-1

Additional Comments on the Draft Environmental Impact Report:

Please consider the Hawthorne option so as to not negatively impact home values along the existing railway!

Name: ERIC HOMIER

Address: [redacted]

Phone: [redacted] 1743-2

Email: [redacted]

Submission 1744

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1744-1

Additional Comments on the Draft Environmental Impact Report:

Name: BRUCE LAGATUTT

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1745

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option 1745-1

Additional Comments on the Draft Environmental Impact Report:

The other options cost more + disrupts our lives more than now. The connection to further points easier

Name: Irene Griffith

Address [redacted]

Phone: [redacted] 1745-2

Email [redacted]

Submission 1746

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option 1746-1

Additional Comments on the Draft Environmental Impact Report:

More trains through residential neighborhoods is a major safety issue. It's too dangerous.

Name: Emily Durbin

Address: [redacted]

Phone: [redacted] 1746-2

Email: [redacted]

Submission 1747

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1747-1

Additional Comments on the Draft Environmental Impact Report:

Name: Carol Boosey

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1748

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1748-1

Additional Comments on the Draft Environmental Impact Report:

I have not reviewed the Draft EIR.
I support this project to get the
Empty buses off Torrance Streets.

Name: Gary MacLean

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1748-2

Submission 1749

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option 1749-1

Additional Comments on the Draft Environmental Impact Report:

ALLUVIAL SOILS - TOO RISKY!!!
UNSTABLE. EXISTING SINKHOLE!!! NOT FIXED
14 HOURS OF TRAIN NOISE

Name: PAM COMBAR

Address: [redacted]

Phone: [redacted] 1749-2

Email: [redacted] 1749-3

Submission 1750

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1750-1

Additional Comments on the Draft Environmental Impact Report:

Name: HARUMI NISHIKAWA

Address: [redacted]

Phone: 3050[illegible]

Email: [redacted]

Submission 1751

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1751-1

Additional Comments on the Draft Environmental Impact Report:

Name: Douglas Coreas

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1752

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option OR ☒ Hawthorne Option

1752-1

Additional Comments on the Draft Environmental Impact Report:

WHOLE CONCEPT IS A WASTE OF MONEY. NOBODY WILL USE IT REGARDLESS. FIRST OPTION IS TOO CLOSE TO HOMES AND WILL WIPE OUT OUR PROPERTY VALUE. DON'T DO IT!

Name: TIM O'NEILL

Address: [redacted]

Phone:

Email:

1752-2

Submission 1753

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1753-1

Additional Comments on the Draft Environmental Impact Report:

Name: [redacted]

Address: [redacted]

Phone:

Email:

Submission 1754

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1754-1

Additional Comments on the Draft Environmental Impact Report:

Name: PATRICIA CARLINI

Address: [redacted]

Phone: [redacted]

Email:

Submission 1755

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1755-1

Additional Comments on the Draft Environmental Impact Report:

Name: The Browns

Address: [redacted]

Phone:

Email:

Submission 1756

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1756-1

Additional Comments on the Draft Environmental Impact Report:

Name: Franco and Kim Reitz

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1757

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1757-1

Additional Comments on the Draft Environmental Impact Report:

The Trench Option should mitigate sight and noise impacts.

Name: Geoffrey M. Helfer

Address: [redacted]

1757-2

Phone: WNO

Email: WNO

Submission 1758

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option 1758-1

Additional Comments on the Draft Environmental Impact Report:

More routes decrease environmental impact, increase tourism, jobs & overall health of our community. The US

Name: Ophelia BioMart

Address: [redacted]

Phone:

Email: [redacted]

Submission 1759

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1759-1

Additional Comments on the Draft Environmental Impact Report:

THE BEST WOULD BE NO TRANSIT

Name: FRANK KRAUS

Address: [redacted]

Phone:

1759-2

Email: [redacted]

Submission 1760

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1760-1

Additional Comments on the Draft Environmental Impact Report:

Please see attached typed document.

Name: Jerry Morrison

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1761-1

Additional Comments on the Draft Environmental Impact Report:

Name: Seok Jeong Lim

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1762

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option 1762-1

Additional Comments on the Draft Environmental Impact Report:

1) Aesthetically better
2) Less noise toward adjacent areas

Name: JUNO & ETHEL UYEMATSU

Address: [redacted] 1762-2

Phone: [redacted] 1762-3

Email:

Submission 1763

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

#2 #1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option

1763-1

Additional Comments on the Draft Environmental Impact Report:

Name: LOUIS V MARTEL

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1764

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option 1764-1

Additional Comments on the Draft Environmental Impact Report:

NONE OF THE OPTIONS SHOULD HAVE BEEN APPROVED IN THE FIRST PLACE – RAIL TRANSIT IS NOT COST EFFECTIVE COMPARED TO BUSES. IT CANNOT EVER BREAK EVEN.

Name: AVAN SARKISIAN

Address: [redacted]

Phone: [redacted] 1764-2

Email:

Submission 1765

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☒ Hawthorne Option

1765-1

Additional Comments on the Draft Environmental Impact Report:

Name: DANA LaRahe

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1766

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1766-1

Additional Comments on the Draft Environmental Impact Report:

Trench option for noise reduction only if the cost is not prohibitive

Name: William Nichols

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1766-2

Submission 1767

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1767-1

Additional Comments on the Draft Environmental Impact Report:

Name: STEVEN SACK

Address: [redacted]

Phone:

Email: [redacted]

Submission 1768

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1768-1

Additional Comments on the Draft Environmental Impact Report:

Having this project above ground will be noisy and visually detract from the surrounding neighborhoods

Name: Eric Orchard

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1768-2

Submission 1769

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option

1769-1

Additional Comments on the Draft Environmental Impact Report:

Name: Lisa Loewner

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1770

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☐ Hawthorne Option 1770-1

Additional Comments on the Draft Environmental Impact Report:

Am opposed to trench option. Foresee safety issues if people have acess to track. Also trench would be vulnerable to vandalism.

Name: Merry Passage

Address: [redacted]

Phone: [redacted] 1770-2

Email: [redacted]

Submission 1771

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☑ Trench Option ☐ Hawthorne Option 1771-1

Additional Comments on the Draft Environmental Impact Report:

I do like the trench option because it hides it but are the environmental impacts worse & safety & upkeep of the trench option

Name: Chuck Salisbury

Address: [redacted]

Phone: [redacted] 1771-2

Email:

Submission 1772

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option 1772-1

Additional Comments on the Draft Environmental Impact Report:

TRENCH OPTION IS A NIGHTMARE ECONOMICALLY AND PHYSICALLY. HAWTHORNE OPTION SHOULD CONNECT TO REDONDO GREEN LINE. METRO DOESN'T HAVE SENSIBLE STOP OPTIONS FOR RIDERS.

Name: DAVID BURROWS

Address: [redacted]

Phone: [redacted]

Email: [redacted] 1772-2

Submission 1773

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1773-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: K. NELSON

Address: [redacted]

Phone:

Email:

Submission 1774

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1774-1

Additional Comments on the Draft Environmental Impact Report:

Name: Joe & Mary

Address: [redacted]

Phone:

Email:

Submission 1775

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1775-1

Additional Comments on the Draft Environmental Impact Report:

Name: Camillia Lee

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1776

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1776-1

Additional Comments on the Draft Environmental Impact Report:

I SUPPORT THE TORRANCE CITY COUNCILS APPROVED ROUTE.

Name: B. O'BRIEN

Address: [redacted]

1776-2

Phone:

Email:

Submission 1777

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1777-1

Additional Comments on the Draft Environmental Impact Report:

You just spent all that money on beautifying the center median on Hawthorne and now you want to tear it all out and put a train over it?

Name: Tusa Pedron

Address: [redacted]

Phone:

Email: [redacted]

1777-2

Submission 1778

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1778-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Kathy

Address:

Phone:

Email:

Submission 1779

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1779-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: JAMES COOK

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1780

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1780-1

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Nancy Fengler

Address: [redacted]

Phone: [redacted]

Email: —

Submission 1781

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1781-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

NO INFORMATION ON HOW MUCH THE CITY WILL PAY. IMPACT ON RESIDENTIAL NEIGHBORHOODS NOT ADDRESSED.

Name: H & J TAGA

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1781-2

Submission 1782

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1782-1

Additional comments on the Draft Environmental Impact Report

I support using the existing rail right-of-way option as it is the most cost-effective and have the least impact on traffic and parking.

1782-2

Name *

Susan Ludwig

Submission 1782

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1783

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1783-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

[redacted]

Submission 1783

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1784

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1784-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Geoff Guerrero

Submission 1784

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1785

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1785-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Christine Brenk

Submission 1785

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1786

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1786-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Michael Brenk

Submission 1786

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1787

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1787-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Madison Brenk

Submission 1787

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1788

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1788-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Diana L Seyb

Submission 1788

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1789

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1789-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Michael Brenk

Submission 1789

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1790

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I am against any Light Rail into Torrance/South Bay. It will bring more crime and homeless problems. It will also affect eligibility of SB9/10 increasing density. Most people who live in South Bay own a car or use Uber. THIS IDEA IS BAD FOR TORRANCE.

1790-1

Name *

Jane Readeur

Submission 1790

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1791

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1791-1

Additional comments on the Draft Environmental Impact Report

The light rail route coming to Torrance is an altogether bad idea. However, if it must happen the existing right of way is the only way to go.

1791-1

Name *

Thomas Penland

Submission 1791

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1792

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1792-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

TIMOTHY CUNNINGHAM

Submission 1792

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1793

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1793-1

Additional comments on the Draft Environmental Impact Report

Proposed Project

Name *

Ted Potcovaru

Submission 1793

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1794

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1794-1

Additional comments on the Draft Environmental Impact Report

The Proposed Project is less expensive to taxpayers! I reside in Old Torrance,(two blocks away from the railroad tracks) and I am used to the railroad train noise. The residents of Redondo Beach, that live near the railroad track, have to be used to the railroad train noise too! The Light Rail noise is not as loud at the railroad trains. The residents of Redondo Beach need to get over it! The Hawthorne Option will cause major traffic and safety issues which will be very costly to us taxpayers!

1794-2

Name *

Eric Caro

Submission 1794

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1795

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1795-1

Additional comments on the Draft Environmental Impact Report

We've live in Lomita (neighbors to Torrance) for many, many years and are very happy to SUPPORT the Proposed Project: Metro Right-of-Way Elevated/At Grade as a viable option.
We've followed/watched the Transit Center being built on Crenshaw Blvd. and hoped to one day use the proposed "Light Rail" route it would provide.

1795-2

Name *

Allen Perlstein/James Goodrich

Submission 1795

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1796

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1796-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

William Champlin

Submission 1796

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1797

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1797-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Victoria Fox

Submission 1797

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1798

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1798-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

James Vaughan

Submission 1798

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1799

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1799-1

Additional comments on the Draft Environmental Impact Report

I am concerned that the continued delay will result in cancellation of this project due to cost of project increasing

1799-2

Name *

Henry Martinez

Submission 1799

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1800

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1800-1

Additional comments on the Draft Environmental Impact Report

I would like to see rail line go to the Harbor Gateway Transit Center.

1800-2

Name *

Mike Madrigal

Submission 1800

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1801

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1801-1

Additional comments on the Draft Environmental Impact Report

Missing in descriptions are accommodations for Park and Ride or other parking solutions for those who don't live near a public transportation line that connects to the proposed extensions. Also missing are solutions that incorporate low-cost long-term parking with MTA transportation to LAX.

1801-2

Name *

David Sanders

Submission 1801

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1802

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1802-1

Additional comments on the Draft Environmental Impact Report

Name *

Margaret Kline

Submission 1802

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1803

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade 1803-1
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Name *

Sue Walters

Submission 1803

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1804

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1804-1

Additional comments on the Draft Environmental Impact Report

Name *

Kelly Wu

Submission 1804

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1805

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1805-1

Additional comments on the Draft Environmental Impact Report

Name *

Eva Wuertz

Submission 1805

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1806

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1806-1

Additional comments on the Draft Environmental Impact Report

Name *

Kurt Michel

Submission 1806

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1807

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1807-1

Additional comments on the Draft Environmental Impact Report

Well, that one above looks very good to me. In fact, please let me know if the Metro K Line is going to be completed with the help of the upcoming opening of the Aviation/Century K Line Station later this year. Okay? Thank you again very much for your generosity.

1807-2

Name *

JOSE DENNIS ALABASO

Submission 1807

Address *

[redacted]

Email *

[redacted]

Phone

[redacted].

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Submission 1808

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1808-1

Additional comments on the Draft Environmental Impact Report

It's important to minimize traffic delays in the South Bay area, but it's equally important to avoid projects that will only add to the problem.

1808-2

Name *

Lisa Whitfield

Submission 1808

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1809

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1809-1

Additional comments on the Draft Environmental Impact Report

Name *

Sandra Schreyer

Submission 1809

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1810

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1810-1

Additional comments on the Draft Environmental Impact Report

Name *

Han Wen Tsao

Submission 1810

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1811

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1811-1

Additional comments on the Draft Environmental Impact Report

Name *

Dan Croitoru

Submission 1811

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1812

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1812-1

Additional comments on the Draft Environmental Impact Report

I believe the route that has the least impact on the residents and business in the city is the best option. I am not a fan of eminent domain with regards to using it for transit. I also think the least impact to businesses and residents will help the businesses and residents be more open to using the new transit system and supporting the new route.

1812-2

Name *

Tana Rice

Submission 1812

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1813

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1813-1

Additional comments on the Draft Environmental Impact Report

I am particularly interested in how local residents, like myself who live within walking distance of the station being built will be provided with resources or ways to limit the impact of pollution. We live near the refinery too. We also think traffic and rail noise will be a problem.

1813-2

Name *

Grace Weltman

Submission 1813

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1814

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1814-1

Additional comments on the Draft Environmental Impact Report

There wasn't information provided on the operational safety (everyday w/pedestrians and cars; long-term with possible earthquakes) and long-term maintenance costs, but based on the information provided, my first choice is the Proposed Project.

1814-2

Name *

Nancy Wilcox

Submission 1814

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1815

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1815-1

Additional comments on the Draft Environmental Impact Report

Name *

Milton Aineruhanga

Submission 1815

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1816

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

NO to rail system!

Buses and or Bus Lanes are a far better
alternative for mass transportation due to cost, can be easily reversed or modified, smaller crime impact and much lower death rate created by Buses over Trains.
There are so many unintended negative
consequences of this proposed Torrance Metro Rail line project
1) Enormous cost to build.
2) Disruption due to construction
3) potential increase of crime on train and train station areas.
4) Potential for deadly car crash accidents caused by this Metro Rail line, as it has happened in other metro rail lines in LA.

1816-1

Submission 1816

Name *

[redacted]

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1817

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1817-1

Additional comments on the Draft Environmental Impact Report

I support only the right of way option because it is the least expensive. While I support public transit in LA county, I think it needs to be safe and secure. My female friends will not take public transportation in LA because they are afraid of being harassed.

1817-2

Name *

Stefan Ecklund

Submission 1817

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1818

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1818-1

Additional comments on the Draft Environmental Impact Report

Name *

David DeWitt

Submission 1818

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1819

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1819-1

Additional comments on the Draft Environmental Impact Report

The other options do not benefit citizens because train does not go through the City of Torrance.

1819-2

Name *

Masaru Iwanaga

Submission 1819

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1820

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1820-1

Additional comments on the Draft Environmental Impact Report

Name *

susan eriksen

Submission 1820

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1821

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1821-1

Additional comments on the Draft Environmental Impact Report

Name *

Leslie Chavez

Submission 1821

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1822

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1822-1

Additional comments on the Draft Environmental Impact Report

Name *

Sandra Yoshioka

Submission 1822

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1823

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1823-1

Additional comments on the Draft Environmental Impact Report

Name *

Patty Zaremski

Submission 1823

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1824

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1824-1

Additional comments on the Draft Environmental Impact Report

Name *

Cristian Guerrero

Submission 1824

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1825

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [x] Hawthorne Option

1825-1

Additional comments on the Draft Environmental Impact Report

We need more public transit, "at grade" not ideal as the train has to stop for traffic and can be a hazard. Less people will use it if it has to wait for traffic. Either way though. Get it done ASAP.

1825-2

Name *

Kent Oliver

Submission 1825

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1826

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1826-1

Additional comments on the Draft Environmental Impact Report

Name *

Brad M

Submission 1826

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

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Submission 1827

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1827-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Wolfgang Fengler

Addre [redacted]

Phon

Email

Submission 1828

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☒ Trench Option ☒ Hawthorne Option

1828-1

Additional Comments on the Draft Environmental Impact Report:

Name: BEXSi Fujiwara

Addre [redacted]

Phone

Email:

Submission 1829

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1829-1

Additional Comments on the Draft Environmental Impact Report:

Name: Linda + David Ortega

A [redacted]

P

E

Submission 1830

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

■ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1830-1

Additional Comments on the Draft Environmental Impact Report:

" GREAT TRANSPORTATION IDEA"

Name: KARL O. ALBERT

Addre [redacted]

Phon

Email:

1830-2

Submission 1831

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1831-1

Additional Comments on the Draft Environmental Impact Report:

I'm all for the proposed project. It covers more ground across Torrance. I've been a bus rider for over 30 yrs. I'm excited for the future extension + hope it expands more. Please incorporate TAP machines at all Center stations.

Name: ADRIANNE LUTHER

Addres: [redacted]

Phone:

Email:

1831-2

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1832

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1832-1

Additional Comments on the Draft Environmental Impact Report:

Name: Brandon Ballance

Address: [redacted]

Phone:

Email:

Submission 1833

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1833-1

Additional Comments on the Draft Environmental Impact Report:

Looks like a good choice to me. Other than no light rail at all. ☺

Name: Mr. James T. Wright

Address: [redacted]

Phone:

Email:

1833-2

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1834-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: CHRISTOPHER J. PON

Addres [redacted]

Phone

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1835

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1835-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 1836

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1836-1

Additional Comments on the Draft Environmental Impact Report:

Although I like the Hawthorne route, the most important factors are completion speed and cost. We need this ASAP.

Name: Robin Solomon

Address: [redacted]

Phone:

Email: 1836-2

Submission 1837

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1837-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Mr. Richard Smisek

Address: [redacted]

Phone:

Email:

Submission 1838

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1838-1

Additional Comments on the Draft Environmental Impact Report:

Keep coast

Why can't you use 182nd St Transit center - Save money

Name: M Maloney

Addre[redacted]

Phone:

Email:

1838-2

Submission 1839

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1839-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Luis Garcia

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Submission 1840

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1840-1

Additional Comments on the Draft Environmental Impact Report:

cost effective way only
Do Not Charge More in Taxes

Name: Irene Brooks

Address: [redacted]

Phone:

Email:

1840-2

Share Your Thoughts on Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1841-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

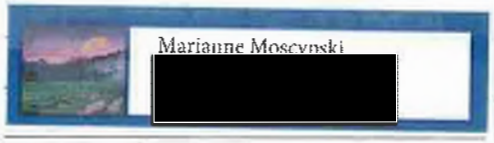
Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:



Submission 1842

Share Your Thoughts on Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1842-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I believe this will be a big plus for the Torrance residents and for all in the So. Bay Area.

Name:

Address:

Phone:

Email:

Jane K. Hashimoto

[redacted]

1842-2

Submission 1843

Share Your Thoughts on E
Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1843-1

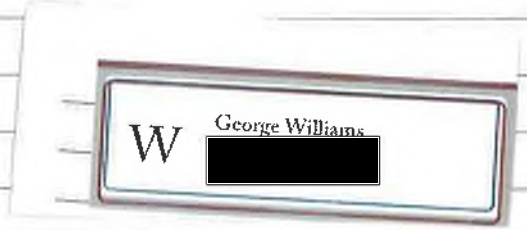
Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:



Submission 1844

Share Your Thoughts on Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1844-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

[redacted]

Submission 1845

Share Your Thoughts on Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1845-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Mr Joseph M Palsulich

[redacted]

TORRANCE TRANSIT

Submission 1846

Share Your Thoughts on Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1846-1

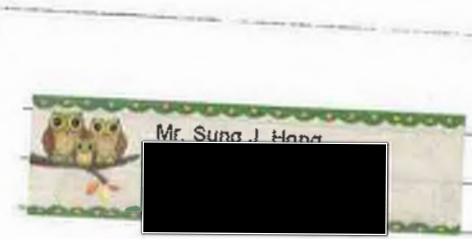
Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:



TORRANCE TRANSIT

Submission 1847

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1847-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Linda Zelik
[redacted]

Submission 1848

Share Your Thoughts on Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1848-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Kathy H. Ujiiye

Address: [redacted]

Phone:

Email:

Submission 1849

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1849-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

[redacted]

Submission 1850

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1850-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

[redacted]

Submission 1851

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1851-1

Additional Comments on the Draft Environmental Impact Report:

Name: Kielty

Address: [redacted]

Phone:

Email:

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1852

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1852-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Mr. & Mrs. William B. Campbell

[redacted]

Submission 1853

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1853-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I Agree with Torrance City Council
Approve Route.
This has Taken To Long already!

Name: JackLynn Miller Madoni

Address: [redacted]

Phone:

Email:

1853-2

Submission 1854

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1854-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

I teach at Vistamar School in El Segundo and would use this daily to commute.

Name: JENNIFER SILVER

Addres: [redacted]

Phone:

Email:

Submission 1355

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1855-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: JUDY / Bob JUNE

Address: [redacted]

Phone:

Email:

Submission 1856

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1856-1

Additional Comments on the Draft Environmental Impact Report:

looks like the most reasonable option. Cost, and maintenance considered.

Name: Carol Campbell

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1856-2

Submission 1857

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

No This would be an eye sore down the BLVD 1857-1

Additional Comments on the Draft Environmental Impact Report:

This Plan is the leat expen sive and least disruptive.

Name: Mary Hileman

Address: [redacted] 1857-2

Phone:

Email: [redacted]

Submission 1858

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1858-1

Additional Comments on the Draft Environmental Impact Report:

Name: Patricia Westfahl

Address: [redacted]

Phone:

Email:

Submission 1859

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1859-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: ZLATAN SEHOVIC (ARCHITECT)

Address: [redacted]

Phone: [redacted]

Email: [redacted]

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1860

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1860-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

We needed this years ago. Hurry up & get it done.

Name: Nancy Brocks

Address: [redacted]

Phone: [redacted]

Email: [redacted]

1860-2

Submission 1861

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1861-1

Additional Comments on the Draft Environmental Impact Report:

There needs to be adequate security to prevent crime & homeless & mentally impaired people on the system.

Name: Maureen Wilson

Address: [redacted]

Phone [redacted] 1861-2

Email: [redacted]

Submission 1862

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1862-1

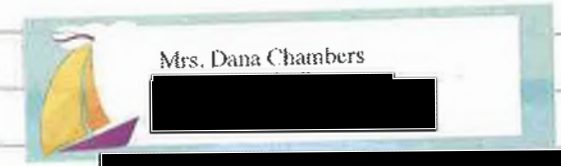
Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:



Submission 1863

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1863-1

Additional Comments on the Draft Environmental Impact Report:

Name: KEIKO KONO

Addres[redacted]

Phone:

Email:

Submission 1864

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1864-1

Additional Comments on the Draft Environmental Impact Report:

Do the planners really think underground + overhead projects are earthquake safe?

Name: Jennie Valdez

[redacted]

1864-2

Submission 1865

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1865-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 1866

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1866-1

Additional Comments on the Draft Environmental Impact Report:

This is great news for folx who don't drive and need accessible transportation. Thank you!

Name: Kristen Papac

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1867

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1867-1

Additional Comments on the Draft Environmental Impact Report:

Name: Celia Caampued

Address: [redacted]

Phone:

Email:

Submission 1868

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1868-1

Additional Comments on the Draft Environmental Impact Report:

Name: Gary E. Kaloostian

[redacted]

Submission 1869

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

X Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1869-1

Additional Comments on the Draft Environmental Impact Report:

SIMPLEST & MOST COST EFFECTIVE. THE OTHER TWO ARE TO COMPLEX & WILL COST $$$

Name: Harry A. Bellows III

[redacted]

1869-2

Submission 1870

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1870-1

Additional Comments on the Draft Environmental Impact Report:

Name: Michael Goguen

[redacted]

Submission 1871

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1871-1

Additional Comments on the Draft Environmental Impact Report:

Name: Maurine Swilley

[redacted]

Submission 1872

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1872-1

Additional Comments on the Draft Environmental Impact Report:

Name: HAROLD JASON

[redacted]

Submission 1873

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1873-1

Additional Comments on the Draft Environmental Impact Report:

Name: Samuel Gnerre

[redacted]

Submission 1874

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1874-1

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

Submission 1875

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1875-1

Additional Comments on the Draft Environmental Impact Report:

Name: Carol Hallsabe

[redacted]

Submission 1876

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1876-1

Additional Comments on the Draft Environmental Impact Report:

Name: John Warren

[redacted]

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1877

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1877-1

Additional Comments on the Draft Environmental Impact Report:

Name: David Oster

[redacted]

Submission 1878

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1878-1

Additional Comments on the Draft Environmental Impact Report:

WE AGREE WITH COUNCIL REC.
NO REASON NOT TO USE LEAST
EXPENSIVE & MOST LOGICAL OPTION.

Name: BILL & FRAN ARROWSMITH

[redacted]

1878-2

Submission 1879

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1879-1

Additional Comments on the Draft Environmental Impact Report:

Linda Jung

[redacted]

Submission 1880

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1880-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: BEVERLY A BURTON

[redacted]

TORRANCE TRANSIT

Submission 1381

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1881-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: DANELLE BEREH

[redacted]

Submission 1882

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1882-1

Additional Comments on the Draft Environmental Impact Report:

How can South Afford this

Name: FAZLUL CADER

[redacted]

1882-2

Submission 1883

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1883-1

Additional Comments on the Draft Environmental Impact Report:

Name: Randy & JoAnn Hart

[redacted]

Submission 1884

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1884-1

Additional Comments on the Draft Environmental Impact Report:

Name: Kerry Croucier

[redacted]

Submission 1885

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1885-1

Additional Comments on the Draft Environmental Impact Report:

Name: SAM MARTECHO

[redacted]

Submission 1886

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1886-1

Additional Comments on the Draft Environmental Impact Report:

What is your plan for "END OF LINE HOMELESSNESS"?

Name: JOANN TRIPP - MikeTripp

[redacted]

1886-2

Submission 1887

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1887-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Gail Serrano Vasquez

[redacted]

Submission 1888

Share Your Thoughts on
Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1888-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Address:

Phone:

Email:

TORRANCE TRANSIT

Submission 1889

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

- ☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade
- ☐ Trench Option
- ☐ Hawthorne Option

1889-1

Additional Comments on the Draft Environmental Impact Report:

Name: Chris Jam

[redacted]

Submission 1890

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1890-1

Additional Comments on the Draft Environmental Impact Report:

Name: Arlene Dubas

[redacted]

Submission 1891

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1891-1

Additional Comments on the Draft Environmental Impact Report:

Name: Kit Chan

[redacted]

Submission 1892

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1892-1

Additional Comments on the Draft Environmental Impact Report:

I ENJOY TORRANCE TRANSIT. I OWN A CAR, BUT I OFTEN PREFER THE BUS LINES. PLEASE MAKE SURE THE NEW PROPOSAL INCLUDES HANDICAPPED ACCESS; INCLUDING THE USE OF BLIND MICRO DOTS ON SIDEWALKS, NON TOUCH RESTROOMS, BLIND TRAFFIC SIGNALS! BABY BOOMER POWER!!!

Name: Tomi J. Kawasaki

I SUPPORT VETERANS

Address: [redacted]

Email:

1892-2

TORRANCE TRANSIT

Submission 1893

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1893-1

Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Mr. Leonard Zak

Address: [redacted]

Phone:

Email:

Submission 1894

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1894-1

Additional Comments on the Draft Environmental Impact Report:

THIS OPTION APPEARS TO BE THE MOST ECONOMICAL AND FASTEST WAY WITH THE LEAST DISRUPTION TO TRAFIC.

Name: DENNY HALLMARK

[redacted]

1894-2

Submission 1895

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1895-1

Additional Comments on the Draft Environmental Impact Report:

Name: PETER GREGORIS

[redacted]

TORRANCE TRANSIT

Submission 1896

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1896-1

Additional Comments on the Draft Environmental Impact Report:

Name:

Ms. Michele Urbina

Address: [redacted]

Phone:

Email:

Submission 1897

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1897-1

Additional Comments on the Draft Environmental Impact Report:

Name: Shohreh Zareh

[redacted]

Submission 1898

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1898-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Ms. Ann Clark

Address: [redacted]

Phone:

Email:

Submission 1899

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1899-1

Additional comments on the Draft Environmental Impact Report

What action/s will be made to reduce air pollution during this construction? Also was research completed on if this metro will be better or worse for our air quality? Is Torrance doing this because they will receive money? If so how will that money be spent? I'd rather we spend money on cleaning up our city that has gone down hill in the last several years. I'm concerned this line will further destroy our once beautiful spacious clean quiet suburb city.

1899-2

1899-3

Name *

Heather Albright

Submission 1899

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1900

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1900-1

Additional comments on the Draft Environmental Impact Report

Name *

X

Submission 1900

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1901

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1901-1

Additional comments on the Draft Environmental Impact Report

The most efficient and cost effective way is elevated metro right of way

1901-2

Name *

Hanif Haji

Submission 1901

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1902

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1902-1

Additional comments on the Draft Environmental Impact Report

Name *

Oluyinka Sorunke

Submission 1902

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1903

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1903-1

Additional comments on the Draft Environmental Impact Report

None

Name *

John Usui

Submission 1903

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1904

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1904-1

Additional comments on the Draft Environmental Impact Report

Name *

Robert Jung

Submission 1904

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1905

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1905-1

Additional comments on the Draft Environmental Impact Report

Name *

Brandon Folkman

Submission 1905

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1906

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1906-1

Additional comments on the Draft Environmental Impact Report

Name *

Samantha Folkman

Submission 1906

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1907

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

Why add any rail or other transportation for people on this route ???? Look how bad the traffic is now in the train crossings for existing tracks !!!! and now you would triple or more of the problems for a PEOPLE train !!!??? Look at the big buses now doing the same routes in that area. You might see a maximum of 10 people riding the buses NOW !! Some have only 3 or 4 people on them going down Hawthorne Blvd and other streets !!!!!!!!!!!!!!!! 1907-1

Now you want to destroy those neighborhoods and cause a terrible traffic scene from Manhattan Beach Blvd and all other east & west bound streets to the south, that are already backed up 3 or 4 blocks because of the freight trains crossing!!!!!!!!!!!!!!!!!!!

Have you done any studies of these trafic problems going on now for years ???????

How the hell are you going make $$$ with this project ???

What kind of idiots are we dealing with here ???? What kind politions would even think of this idea ??? Are they the ones that are going to be making $$$ fromthe contractures involved ??? 1907-2

PLEASE STOP THIS STUPID PLAN AND GET THE INSTIGATORS A MENTAL HEALTH EXAM 1907-3

!!!!!!!!!!!!!!!!!!!

Submission 1907

Name *

Ralph

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1908

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1908-1

Additional comments on the Draft Environmental Impact Report

Would prefer no rail station coming into Torrance.

1908-2

Name *

Christine Tokunaga

Submission 1908

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1909

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

Additional comments on the Draft Environmental Impact Report

I grew up in Torrance and I am presently a Redondo Beach resident. Based on family members who tried Public Transit from the South Bay to nearby cities. I am against Light Rail in the South Bay. 1909-1

Name *

Cynthia Kringen

Submission 1909

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1910

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [x] Hawthorne Option

1910-1

Additional comments on the Draft Environmental Impact Report

Current alignment on existing rail may be easier from an infrastructure perspective, but from a catchment and commuter base, makes little sense. While the Hawthorne option does not fix this, it does present additional opportunities to add additional stops along Hawthorne outside of the Galleria, and add value to the community and development along the Green Line as it doesn't exist only in current rail lines that run behind residential communities.

1910-2

Name *

Isaac Ng

Submission 1910

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1911

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1911-1

Additional comments on the Draft Environmental Impact Report

Name *

Mahesh Tyagi

Submission 1911

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1912

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1912-1

Additional comments on the Draft Environmental Impact Report

Name *

Rajani Patel

Submission 1912

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1913

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1913-1

Additional comments on the Draft Environmental Impact Report

Please keep costs and disruption down.

1913-2

Name *

Vinh cam

Submission 1913

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1914

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1914-1

Additional comments on the Draft Environmental Impact Report

Name *

Lori Bowker

Submission 1914

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1915

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1915-1

Additional comments on the Draft Environmental Impact Report

Name *

Daniel Bowker

Submission 1915

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1916

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1916-1

Additional comments on the Draft Environmental Impact Report

Name *

Ellen Tran

Submission 1916

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1917

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1917-1

Additional comments on the Draft Environmental Impact Report

Name *

Cynthia A Lim

Submission 1917

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1918

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1918-1

Additional comments on the Draft Environmental Impact Report

Name *

Sam

Submission 1918

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1919

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1919-1

Additional comments on the Draft Environmental Impact Report

Name *

Rachel LaCoe

Submission 1919

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1920

Share Your Thoughts on Extending Light Rail to Torrance!

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1920-1

Additional comments on the Draft Environmental Impact Report

The proposed project connects with the bus line at Redondo Beach to make it easier for those with less resources and for the disabled to transfer. There would be less congestion on Hawthorne. Also the bus station has a police substation and parking. The Hawthorne station has none of those options. We should stick to the original plan.

1920-2

Name *

Melissa Brymer

Submission 1920

Address *

[redacted]

Email *

[redacted]

Phone

This form was created inside of TBWBHL.

Google Forms

Submission 1921

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1921-1

Additional comments on the Draft Environmental Impact Report

Hawthorne boulevard is already congested. Please do not add disruptions to the flow of traffic on this boulevard.

1921-2

Name *

Potato Jim

Submission 1921

Address *

[redacted]

Email *

[redacted]

Phone

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Google Forms

Submission 1922

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

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- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1922-1

Additional comments on the Draft Environmental Impact Report

Name *

Frank Putz

Submission 1922

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

Submission 1923

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1923-1

Additional comments on the Draft Environmental Impact Report

The proposed project takes advantage of the current right of way and at grade tracks. It is sensible and the most cost effective solution.

1923-2

Name *

B Stacy

Submission 1923

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1924

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1924-1

Additional comments on the Draft Environmental Impact Report

Name *

Rebecca Poirier

Submission 1924

Address *

[redacted]

Email *

[redacted]

Phone

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Submission 1925

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [ ] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [x] Trench Option
- [ ] Hawthorne Option

1925-1

Additional comments on the Draft Environmental Impact Report

As a torrance resident, I dont want this light rail in the city!! Why are we given 3 options of it actually happening? Where is the option to choose NOT to accept it?

1925-2

Name *

Marian Eskander

Submission 1925

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1926

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1926-1

Additional comments on the Draft Environmental Impact Report

What's the plan for police coverage especially at end of line? Torrance is a model city...let's have a model solution to this problem (homeless/crime) we've seen in other areas of the Metro.

1926-2

Name *

Linda Holliday

Submission 1926

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1927

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1927-1

Additional comments on the Draft Environmental Impact Report

Name *

Cheng-Wen Huang

Submission 1927

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Submission 1928

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1928-1

Additional comments on the Draft Environmental Impact Report

Most of my sympathies go to Redondo Beach / Torrance residents who will feel the huge impact. No, NO, riders should disembark in residential areas! They deserve a secure and sturdy sound barrier as those who are too close to freeway are given during new construction.

1928-2

Name *

Jenifer Roberts

Submission 1928

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

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Google Forms

TORRANCE TRANSIT

Submission 1929

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1929-1

Additional Comments on the Draft Environmental Impact Report:

Name: Lauren Faith Niro

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1930

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1930-1

Additional Comments on the Draft Environmental Impact Report:

Hurry Up!

Name: Linda HORNBECK

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Submission 1931

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1931-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: JOHN R. CARTER

Address: [redacted]

Phone: [redacted]

Email:

Submission 1932

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1932-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: FRANK YANAI

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Submission 1933

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☑ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1933-1

Additional Comments on the Draft Environmental Impact Report:

Should fix the roads first!

Name: James C. Reidy

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Submission 1934

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1934-1

Additional Comments on the Draft Environmental Impact Report:

Use existing tracks on Redondo Side !! Thank you!

Name: Lilia Lucero [redacted] 1934-2

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1935

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1935-1

Additional Comments on the Draft Environmental Impact Report:

Name: SALLY MATSUMOTO

[redacted]

Submission 1936

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1936-1

Additional Comments on the Draft Environmental Impact Report: Inan increasingly car based infrastructure, public access transportation such as this is vital for the future.

Name: Gus Mesch

[redacted]

1936-2

Submission 1937

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1937-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: THOMAS & CHERYL JENAHAN

[redacted]

Submission 1938

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1938-1

Additional Comments on the Draft Environmental Impact Report:

Name: Douglas A. Lowder

Address: [redacted]

Phone:

Email:

TORRANCE TRANSIT

Submission 1939

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1939-1

Additional Comments on the Draft Environmental Impact Report:

Name: Dorcas HUANG

[redacted]

Submission 1940

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1940-1

Additional Comments on the Draft Environmental Impact Report:

I took the blue line to LA years ago and after that experience I swear I would never take transit again, even if I was allowed to carry. This is a total waste of taxpayer money.

Name: Richard Astin

[redacted]

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1941

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1941-1

Additional Comments on the Draft Environmental Impact Report:

Name: R. PARKE

[redacted]

Submission 1942

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option 1942-1

Additional Comments on the Draft Environmental Impact Report:

Name: Mr. Kenneth E. Darr

Address: [redacted]

Phone:

Email:

Submission 1943

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☗ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1943-1

Additional Comments on the Draft Environmental Impact Report:

Name: BRYAN GRIESENOW

[redacted]

Submission 1944

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1944-1

Additional Comments on the Draft Environmental Impact Report:

Name: BRUCE PETTINGALE

[redacted]

Submission 1945

From: Patrick Healy [redacted]
Sent: Tuesday, March 14, 2023 3:37 PM
To: GreenlineExtension
Subject: Quashed Opinion

Dear Los Angeles County Metropolitan Transit Authority,

From the very beginning I have felt that my voice was not being heard, so I have been reluctant to participate in this discussion. From the very beginning I have been concerned about an obviously biased (prejudiced) electorate violating the rights of landowners and developers. Metro has been down this road before, trying to appease the Pitchforks and Torches Mob, with some very inferior, unsatisfactory, and substandard results. Just look at what happened in Pasadena. I know resident landowners don't like being told what can or can be done with their land, so I find it slightly disingenuous of them to be telling the landowners of the Right-of-Way what they can or cannot do with their property. In Redondo Beach, resident vitriol has been inflamed by special interest group(s), political action committee(s), and social welfare organization(s) strictly for political opportunism. 1945-1

In my opinion and in my opinion only, I feel that if it isn't broken then why fix it? "Plan A" should be utilizing the Right-Of-Way connecting with Redondo Beach's new transit center. Going down Hawthorne Blvd. should only be considered if "Plan A" develops some unsustainable problems. I have personally, stood on the C-Line (Green Line) Platform and I couldn't even see Hawthorne Blvd. from that vantage point. I was faced with the sheer impossibilities of the Hawthorne Blvd. plan. One dealbreaker for me was having to build an additional transit station on the Hawthorne Blvd. side of the South Bay Social District which is not even in Redondo Beach. Personally, I believe that there is a certain amount of xenophobia considering the Olympics and racism considering that the light rail system more than likely will result in making Redondo Beach more accessible to more ethnic groups. 1945-2

While I was standing on the Green C-Line Platform I did notice the high voltage power lines though, and where the high voltage power lines went, all the way to the coast. I immediately thought of an opportunity for the Los Angeles County Metropolitan Transit Authority. If Metro could convert to gondolas instead of Light Rail in the coastal regions, it might help to mitigate the environmental impacts making it easier to expand the Metro transit system in the coastal regions. If Metro would consider adopting gondolas, the gondolas could follow the path of the Power Lines all the was to the coast, helping to mitigate traffic concerns for not only commuters in Redondo Beach, but also their neighboring Hermosa Beach, which share the street adjacent to the power line corridor, Herondo. In my opinion, it's a once in a lifetime opportunity to extend the Metro transit system all the way to the coast. Redondo Beach used to have a Red Car making it possible for residents living in Redondo Beach to work and play in downtown Los Angeles, utilizing gondolas in the coastal regions would bring back more opportunities for Redondo Beach and

Hermosa Beach commuters. Believe you me, it is extremely difficult to get to the 405 and the Harbor Freeways in the morning, it takes forever.

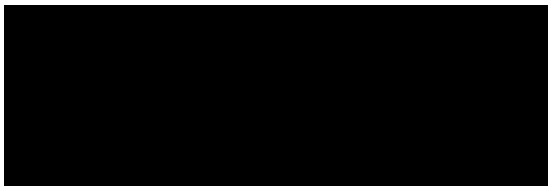
One advantage to switching to gondolas in the coastal regions is that whatever activities of land use that are currently being utilized in the Power Lines Corridor could for the most part continue because the gondolas are in the air, only the gondolas' support towers would take up space on the ground. One more thing that I like about using gondolas as an alternative mode of transportation, even if it is only as a method of getting to the Light Rail Line, is that they're constant, quiet, and less damaging to the environment than the Light Rail Trains. Also, it is easier to clean gondolas in case of another pandemic breakout and easier to take one gondola compartment off-line in case of exposure or police incident without shutting down the whole operation or a train, until the proper authorities can investigate the single compartment. It would be less troublesome for commuters.

In Redondo Beach, there is trepidation of homeowners and business owners along the Right-Of-Way because they are adjacent to the Rail Line. Actually, this was music to my ears, because Metro could ease their concerns by offering those homeowners a buyout if the Right-Of Way "Plan A" Plan is intolerable for them. Metro could offer Redondo Beach Homeowners above market value for their homes, tear the homes down and replace them with more affordable housing units; possibly getting some assistance from the State for Metro's efforts.

1945-3

Now I know, nobody is talking about using gondolas to help mitigate environmental impacts of the C-Line (Greenline) Extension Plan, so my letter will probably fall on deaf ears, but thank you Metro for the opportunity for at least getting my opinion heard.

Patrick Healy



Silvia Jacobs

From: [redacted]
Sent: Tuesday, March 14, 2023 2:29 PM
To: Communications; Ben.Allen@sen.ca.gov; Holly J. Mitchell; info; Garth Meyer; Tyler Evains; Eleanor Manzano; Al.Muratsuchi@asm.ca.gov; GreenlineExtension
Subject: Public Comment Green Line Damages to Resident Health and Property Values

CC: Redondo Beach City Council

Peer-reviewed research clearly demonstrates that intermittent noise from rail causes various serious cardiovascular and other impacts including chronic stress. Blue Zones, a program that BCHD has spent millions of dollars supporting, clearly states that chronic stress is the "silent killer" and leads to health damages. 1946-1

In addition, peer-reviewed research demonstrates that train noise can also damage property values. This should come as no surprise and can also be seen from property value analysis. RBMC 10-2.2502 Planning Commission Design Review states as a purpose of the statute that it will "serve to protect property values." Projects that decay property value are in violation, such as the Green Line proposed project using the existing freight right-of-way. 1946-2

As such, the DEIR of Metro is defective and must be reanalyzed to include non-compliance with the RBMC and the many health impacts. 1946-3

Vehicular Noise Pollution: Its Environmental Implications and Strategic Control
DOI: 10.5772/intechopen.85707
"All types of noise altogether affect the same irrespective of the sources and cause headache to the high blood pressure and other heart diseases. Some noise types like aircraft and train noise also has the negative effects on property prices."

Submission 1947

From: Holly Osborne [redacted]
Sent: Tuesday, March 14, 2023 10:23 AM
To: GreenlineExtension
Cc: Bonstead, Tyler R.
Subject: Questions on DEIR Presentation Package compared to DEIR document

Dear Metro:

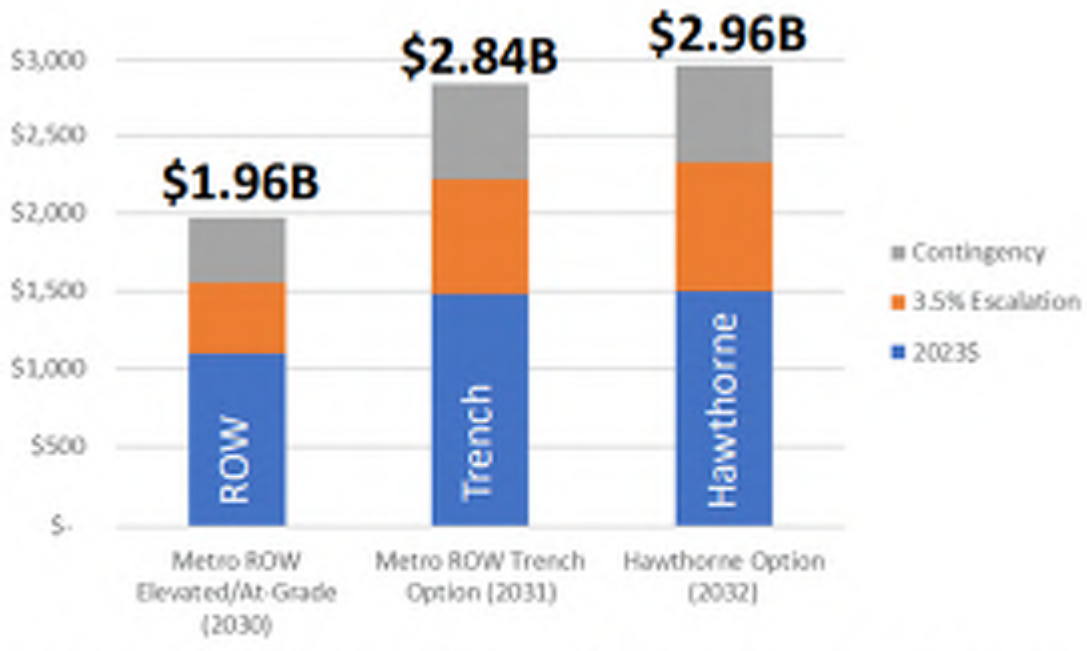
Your presentation package on the DEIR presents some material **which is not in the DEIR, but which should have been.** I am specifically referring to the **Cost Charts** and **Ridership Summary.**

You have supplemental materials, which you incorporate into your presentation package on these two topics**.**

However, your presentation is incomplete (as is the DEIR).

1. Cost Charts. (Reference: CLGET Cost Estimates Summary.pdf)

Metro has presented the following cost chart at every DEIR hearing:

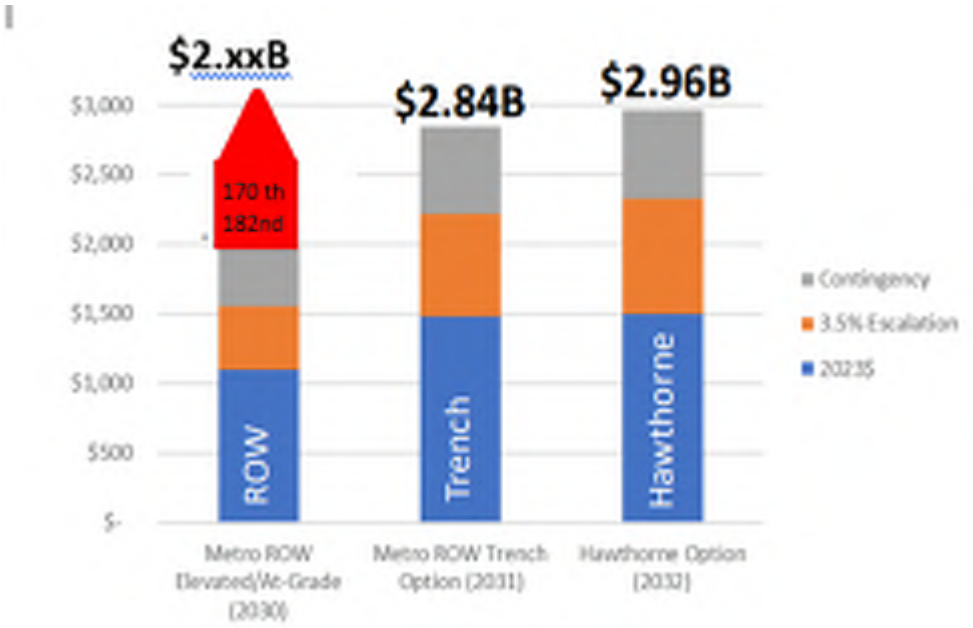


- Estimates are based on **midpoint for construction**, which varies:
  - 2030 – Metro ROW Elevated/At-Grade (Proposed Project)
  - 2031 – Trench Option
  - 2032 – Hawthorne Option
- Midpoint for construction includes BNSF & Utility Relocation.
- Accuracy range is the same of all alignments.

This draws immediate attention to the "Proposed Project" Option on the Metro ROW because of its supposed cheaper cost.

But what Metro has not presented are the **two additions** to the "Proposed Project" discussed in the DEIR. These are the **170th and 182nd grade separated alignments.** See Figure ES-15 in the Executive Summary, as well as section **4.4-3 "170th/182nd Grade-Separated Light Rail Transit Alternative "** on page 4-27.

If the costs associated with these two changes were added to the Program Project option, then the "Proposed Project" costs (with those two options) would rise up closer to the level of the Trenched ROW and the Hawthorne Blvd Option. **Thus, the cost differential between the projects would not even be a factor.**



1947-1

It was repeatedly mentioned in the walking tours conducted by your engineers that the Hawthorne Option compared to the ROW option with mitigations **would result in roughly equivalent costs, with the Hawthorne option taking less time to build.**

Please modify the presentation charts to more accurately reflect this information.

2. Ridership. (Reference: CLGET Ridership Summary Report.pdf; DEIR page 3.1-6)

1947-2

The word "ridership" is mentioned 40 times in the DEIR, but nowhere are any ridership numbers given. Ridership is specifically mentioned in the Draft EIR which says the first of Metro's top 5 goals is to "**Increase transit ridership** and choice." *(see list on page 3.1-6)*

To get actual figures, one must resort to the "Ridership Summary Report."

The summary report mentions "trips on project," and "new riders"

Extracted from Table 3-1. Year 2042 Average Weekday Project Boardings, User Benefits and Congestion Relief Summary for C Line Extension Project Build Alternatives

Submission 1947

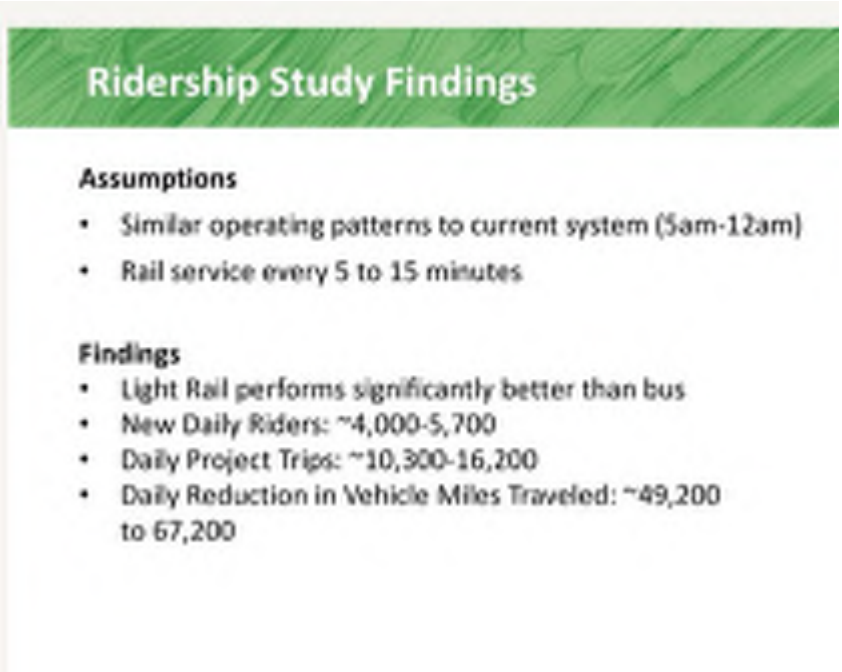
Build Alternatives	Metro ROW			Hawthorne Option		
Operating Scenario	C-1	C-2	C-3	C-1	C-2	C-3
Trips on Project	10,348	11,579	12,812	14,203	15,648	16,251
New Riders	4,077	4,694	5,086	5,101	5,497	5,710

(The Configurations C-1, C-2 and C-3 refer to possible connections to the K line)

It is clear that the Hawthorne option has more riders. (This is true for all configurations. For example, Compare Hawthorne C-1 (**5101**) to Metro ROW C-1 (**4077)**

During the walking tours, the increase in Ridership for Hawthorne was repeatedly mentioned, and the amount of increase was stated as roughly 20%.

Yet, here is how you reported it in your briefings: No distinction between Hawthorne and the ROW:



1947-3

Your **presentation charts do not reflect the increased ridership on Hawthorne at all**.
Please update your presentation charts to show this difference.

Also, include this information in the DEIR.

Respectfully submitted,

Holly Osborne, P.E.

Submission 1948

From: Jennifer L. Dodge [redacted]
Sent: Wednesday, March 15, 2023 11:56 PM
To: GreenlineExtension
Cc: HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov
Subject: Comment on Draft DEIR - Metro Green Line

Please add this comment to the DEIR.

I own a townhouse unit located at [redacted] Redondo Beach, CA. It is part of an 18-unit townhome complex right next to the ROW. I have lived here for over 20 years since these units were built in 2000. The long freight train would come by regularly/daily when I first moved here, but I bought my unit with the understanding that the Alameda Corridor was being built and the bulk of the freight train traffic would be diverted there. That happened in 2003. There are now just one or two short freight trains that run along the ROW each day.

I understand that if Metro chooses the ROW, it will locate its two tracks in addition to the freight track, with three tracks total, and the freight track will be moved just 25 FEET from our complex. **This is truly unacceptable and completely unsafe.** The right-of-way is simply not sufficiently wide to accommodate three tracks and keep residents on either side of the ROW safe. The soil is unstable; there are pipelines running underneath the tracks; and the noise would be a **significant and unavoidable** and permanent impact to those who live here. 1948-1 1948-2

Moreover, my unit has already sustained damage from the vibration of the freight train over the past 20 years that will only worsen with three tracks on the narrow right of way. I have attached a photo here: 1948-3

I implore you to locate the Green Line extension down the middle of Hawthorne Blvd. where the Red Car used to run. This is a commercial corridor that makes the most sense for the businesses located there; in fact, the owner of the South Bay Galleria property (to become the Social District) has voiced its support for the Green Line down Hawthorne. Please make the right decision here that will impact the least number of residents in the area and locate the Green Line down the middle of Hawthorne in the elevated position. 1948-4

Jennifer Dodge

--
Law Offices of Jennifer L. Dodge Inc.
2512 Artesia Blvd., Suite 300D
Redondo Beach, CA 90278
T: 310.372.3344

F: 310.861.8044
C: 310.890.7922

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Submission 1949

From: Ray Hollar [redacted]
Sent: Wednesday, March 15, 2023 3:40 PM
To: GreenlineExtension
Subject: DEIR Question: Section ES.6 Areas of Controversy

How did the topic "Changes to street parking" get on the Areas of Controversy list in section ES.6?
What threshold was passed for parking to get on this list?
What Areas of Controversy were raised but not put on the DEIR list?

1949-1

Ray Hollar

From: Ray Hollar [redacted]
Sent: Tuesday, March 14, 2023 11:43 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Re: DEIR Questions: Median Parking Utilization, Mitigation ... Re: Third Try ... Re: Second Try ... Fwd: Hawthorne Blvd Option Parking Impact Assessment Questions

Metro,
Thank you for your fast reply.
I hope can you understand that, from my point of view, by failing to put the 20 parking space loss forecast for the Hawthorne Blvd median into perspective, you have shown a feature of the Hawthorne Blvd option in the worst possible light, much worse than it really is. And you did not bury it somewhere in the 1008 pages of the DEIR, but put it in the Executive Summary, page ES-13.
You could have said "we forecast 20 of 83 parking spaces available in the Hawthorne Blvd median would be lost."
Or, including Hawthorne Blvd on-street and side street available parking as defined in the Transportation Summary, you could have said, "we forecast 20 parking spaces available in the Hawthorne Blvd median would be lost compared to a total of 310 parking spaces available on Hawthorne Blvd."
And you could have said, current utilization of median parking is less than 50% during weekday business hours. I have counted utilization of every category, individually, of Hawthorne Blvd parking in Lawndale during weekday business hours to be less than 50%, including parking on business property premises, whose capacity you did not report. And even with all of that, there are numerous opportunities to replace or otherwise compensate for those lost parking spaces.

So by failing to put those 20 parking spaces into perspective, you gave reason for the City of Torrance, the SBCCOG, and anybody who opposes the Hawthorne Blvd option, a high profile talking point.

1950-1

Those are my comments.

Here are my DEIR questions.

Why did you put the forecast loss of 20 Hawthorne Blvd median parking spaces into the Executive Summary when you knew that was a small percentage of total Hawthorne Blvd parking available, about 6.5%, not including commercial property parking?
What threshold criteria did you use to decide that was worthy of inserting into the DEIR, then into the Executive Summary section?
Having included that loss there ...
Why did you not include the total number of parking spaces in the median?
Why did you not include the total number of parking spaces on Hawthorne Blvd?
Why did you not include the number of parking spaces on commercial property along Hawthorne Blvd?
Why did you not include any utilization data of Hawthorne Blvd parking in the median, on the street, on the side streets, or on the commercial properties?

Ray Hollar

-----Original Message-----
From: GreenlineExtension <GreenlineExtension@metro.net>
To: Ray Hollar [redacted]
Sent: Mon, Mar 13, 2023 1:41 pm
Subject: RE: DEIR Questions: Median Parking Utilization, Mitigation ... Re: Third Try ... Re: Second Try ... Fwd: Hawthorne Blvd Option Parking Impact Assessment Questions

Parking is not considered an environmental impact under CEQA. As such, it is described as part of the project design in the Draft EIR, but not analyzed as an impact area to be mitigated. Metro understands that parking is an important topic for communities, and discusses it as part of a separate report on our project website, called "Transportation Detail Report" available here - https://www.dropbox.com/sh/nn9qo1wix6ror76/AADbOr4ALT84gESOXN7RRLHsa/Non-CEQA%20Reports%20and%20Information?dl=0&preview=CLGET+Transportation+Detail+Report.pdf&subfolder_nav_tracking=1.

Metro will continue to look for ways to minimize parking loss as part of the project design once the Metro Board selects a Locally Preferred Alternative.

From: Ray Hollar <[redacted]>
Sent: Monday, March 13, 2023 4:19 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: DEIR Questions: Median Parking Utilization, Mitigation ... Re: Third Try ... Re: Second Try ... Fwd: Hawthorne Blvd Option Parking Impact Assessment Questions

I appreciate that your designers tried to minimize impact to Hawthorne Blvd median parking. That said,
How did loss of parking spaces get elevated into the Executive Summary, item ES.6, as one of the "Areas of Controversy?"
If it is such a concern, why did you not propose any mitigation measures (of which there are many)?
Why did you not report the number of median parking spaces available (83) in the DEIR? I think this helps put the loss of 20 spaces in perspective.

1950-2

Upon further review of your response below, how can you claim that median parking "does tend to be highly utilized" if you did not perform utilization counts?
I have performed utilization counts, during weekday business hours, and utilization tends to be about 35 spaces, less than half the 83 spaces available. I would not consider that "highly utilized."
The pandemic was over, practically, last year, well before the DEiR was published. Why didn't you perform counts to resolve this "area of controversy?"

Ray Hollar

-----Original Message-----
From: GreenlineExtension <GreenlineExtension@metro.net>
To: Ray Hollar [redacted]
Sent: Thu, Jan 26, 2023 1:26 pm
Subject: Re: Third Try ... Re: Second Try ... Fwd: Hawthorne Blvd Option Parking Impact Assessment Questions

Mr. Hollar:

Thank you for your email. The Draft EIR and other project materials, including summaries of public outreach events and comments, ridership information, cost estimates, frequently asked questions, real estate needs, urban design, traffic and parking are available on the project website at metro.net/clineext.

To help support the Draft EIR, a project StoryMap has been developed to provide more information on the project. To view the EIR, alignment maps and project information, please visit https://storymaps.arcgis.com/stories/d7e05c37de87474e8f523738af8dc556

As for your specific question on the Hawthorne Blvd Alternvietive, we also counted 83 spaces in the median of Hawthorne Blvd in that area, and per the Draft EIR's transportation chapter (3.1) we show needing to remove approximately 20 spaces permanently for the Hawthorne Option (all will likely be closed at times during the construction process). We did not do parking utilization counts due to the pandemic, but in general, the median parking does tend to be highly utilized, often by employees, since you can park there longer than 2 hours with a permit.

Here are links to the above reference sections of the DEIR

It's in the transportation chapter --
https://www.dropbox.com/sh/nn9qo1wix6ror76/AADN7qTl4rAEzCMp2jupzmHea/2023%20Draft%20EIR/DEIR%20by%20Chapter/CLGET%20DEIR%203.01%20Transportation.pdf?dl=0

CLGET DEIR 3.01 Transportation.pdf

Shared with Dropbox

www.dropbox.com

Here is the transportation detail report as well:

https://www.dropbox.com/sh/nn9qo1wix6ror76/AADv3EqZ-R_egTj_i2QHddjJa/Project%20Reports%20%26%20Information?dl=0&preview=CLGET+Transportation+Detail+Report.pdf&subfolder_nav_tracking=1

If you have specific questions we invite you to explore our website and attend our public meetings.

Public Hearing 1: Lawndale, Wednesday, February 15, 5:30-8:30 p.m. Lawndale High School, Centinela Valley Center for the Arts, 14901 S Inglewood Ave, Lawndale, CA 90260

Public Hearing 2: Virtual, Thursday, February 16, 11 a.m. –1 p.m., Zoom link: https://us02web.zoom.us/j/89536786223 Phone: 833.548.0282 (toll-free). Meeting ID: 895 3678 6223

Public Hearing 3: Torrance, Tuesday, February 21, 5–8 p.m., Torrance Cultural Arts Center Toyota Meeting Hall, 3330 Civic Center Dr. Torrance, CA 90503

Public Hearing 4: Redondo Beach, Wednesday, February 22, 5–8 p.m., Redondo Beach Performing Arts Center, 1935 Manhattan Beach Blvd, Redondo Beach, CA 90278

Submission 1950

Public Hearing 5: Saturday Hearing, Saturday, February 25, 10 a.m. – 1 p.m., Lawndale High School, Centinela Valley Center for the Arts, 14901 S Inglewood Ave, Lawndale, CA 90260

Each hearing will include an open house during the first hour, followed by a presentation and an opportunity for the public to comment.

Thanks and we look forward to having your involvement in this process.

Green Line Team

From: GreenlineExtension <GreenlineExtension@metro.net>
Sent: Wednesday, January 18, 2023 9:30 AM
To: Ray Hollar [redacted]; GreenlineExtension <GreenlineExtension@metro.net>
Subject: RE: Third Try ... Re: Second Try ... Fwd: Hawthorne Blvd Option Parking Impact Assessment Questions

Yes, someone will get back to you on January 26th when the document becomes available with this information.

GLET Team

From: Ray Hollar [redacted]
Sent: Tuesday, January 17, 2023 11:29 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Third Try ... Re: Second Try ... Fwd: Hawthorne Blvd Option Parking Impact Assessment Questions

Thank you for your reply of sorts.
Please notice that I asked this question last October, so would you please answer this question now so I do not have to fish for it in a giant DEIR report I fear I will have difficulty getting?
Ray Hollar

-----Original Message-----
From: GreenlineExtension <GreenlineExtension@metro.net>
To: Ray Hollar <[redacted]>
Sent: Tue, Jan 17, 2023 10:16 am
Subject: Re: Second Try ... Fwd: Hawthorne Blvd Option Parking Impact Assessment Questions

Thank you for the email. We will have all this information in the environmental document that comes out later this month.

CLET Team

Submission 1950

From: Ray Hollar [redacted]
Sent: Wednesday, January 11, 2023 9:35 PM
To: GreenlineExtension <GreenlineExtension@metro.net>
Subject: Second Try ... Fwd: Hawthorne Blvd Option Parking Impact Assessment Questions

Please respond.

-----Original Message-----
From: Ray Hollar <[redacted]
To: greenlineextension@metro.net <greenlineextension@metro.net>
Sent: Mon, Oct 24, 2022 8:49 pm
Subject: Hawthorne Blvd Option Parking Impact Assessment Questions

Metro Representative,

I have been a homeowner in Southwest Lawndale for 36 years.
I have attended many Metro C (Green) Line extension meetings going back to a meeting at William Green School in South Lawndale ,c.2011.
Recently, in a Metro C Line Extension presentation, I saw a presentation chart entitled "*Hawthorne Blvd Option*."

Elevated/At-grade: Looking south between 170th St and 171st St
> Metro is studying ways to limit the reduction of median parking
(*A conceptual drawing of the elevated train is shown)*

Some Hawthorne Blvd median parking is available starting about 163rd Street running south until just north of 171th Street. I count 83 spaces.

Have you counted utilization of these median parking spaces?
How many of those median parking spaces do you think you can preserve as part of the elevated Hawthorne Blvd C Line extension option?

Thank You
Ray Hollar

Submission 1951

From: Marg Alexander <[redacted]
Sent: Wednesday, March 15, 2023 8:05 PM
To: GreenlineExtension
Subject: Opposition to Metro's Plan to Align the C Line/ Green Line Along the ROW in Redondo Beach

Margie Alexander
[redacted]

To Whom It May Concern:

I am an eighty-year-old resident at Breakwater Village, a senior complex in Redondo Beach. I am writing to let you know of my concerns regarding Metro's plan to align the C Line/Green Line along the ROW which places the light rail adjacent to our complex.

According to the DEIR, the light rail will have a significant impact on our complex. The vibration and pollution from the continual passage of trains will greatly impact our health, the structural integrity of our building and the value of our property once Metro allows trains on the ROW that will traverse the rails every six to twelve minutes for twenty hours out of the day. 1951-1

Of even greater concern is the existing irreparable sinkhole on Ruxton and effect of construction and the vibration from the continuous running of high-speed trains in an area with significant soil instability. Even more alarming is the fact that this construction will be located right next to multiple pressurized liquid petroleum lines that occupy the ROW. What will be the impact of moving and adding two tracks between the Breakwater Village complex and the digging of a trench behind the complex? 1951-2

What is Metro's reasoning with this situation? This all smacks of a callous disregard for the lives of others, particularly the senior citizens of Redondo Beach. What quality of life can we expect here at Breakwater where the majority of us, have our life savings invested in our properties? What about the health of the over three hundred senior citizens residing at Breakwater Village? What about the dangers inherent in moving the utilities from the Right of Way? 1951-3

Additionally, drug use is rampant on Metro trains. Since January, 2023, twenty two people have died on Metro buses and trains, mostly from suspected overdoses — more people than all of 2022. Serious crimes — such as robbery, rape and aggravated assault — soared 24% last year compared with the previous year. Even before the pandemic, ridership in the region was never as high as in other big-city rail systems. Metro needs to focus on the safety of their current ridership before spending taxpayer dollars to extend the C Line/Green Line. Seniors cannot safely ride the Metro. What will Metro do to ensure safety of ridership on the C Line/Green that has not been done on the current Metro trains? 1951-4

So many questions, and as I see it few viable answers from Metro. I implore you to take action to prevent this disaster to the senior citizens at Breakwater Village in Redondo Beach, and oppose the routing of the C Line (Green) on the existing Metro ROW. 1951-5

Sincerely yours,

Margie Alexander

"Be yourself. Everyone else is already taken." - Oscar Wilde -

Submission 1952

From: Janice Tanabe [redacted]
Sent: Thursday, March 16, 2023 8:34 PM
To: GreenlineExtension
Cc: HollyJMitchell@bos.lacounty.gov; JButts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject: C-line (Green) DEIR Public Comments

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

Chapter: LAND USE AND PLANNING does not adequately address the impact with regard to the ROW and the Redondo Transit Center. How will riders be funneled when departing the train? Will it be into the local neighborhood? How will moving and adding 2 tracks be handled between Breakwater Village/Condon Ave. with steep embankments? Moreover, how will the impact of the trench under 182nd with southern transition points behind the homes be resolved? 1952-1

I have observed that there is no room to accommodate another rail between Breakwater Village/Condon. A trench under 182nd is impossible.

Thank you for your attention to this matter.

Janice Tanabe
Breakwater Village Seniors with a Mission

Submission 1953

From: [redacted]
Sent: Thursday, March 16, 2023 2:19 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; k_mitchell7@mac.com
Subject: Stakeholder DEIR Response - HazMat

Dear Metro and Metro Board of Directors,

I am a homeowner sharing property line on the west side of the ROW corridor, Firmona Ave just south of 182nd St. This is of UTMOST IMPORTANCE for my husband and myself -

SAFETY:

Is squeezing 3 rails into narrow corridor with passengers riding in close proximity to liquid petroleum fuel tankers 12-25' away from densely occupied housing, above 7 highly pressurized petroleum pipelines rounding a curve ever "safe"? 1953-1

Does this federal regualtion apply to impacted residents as well as commuters? 1953-2

HazMat chapter pg 2:

3.9-1.1 Federal Regulations

Hazardous Materials Transportation Act (49 United States Code Section 5101 et seq. and 49 Code of Federal Regulations Parts 101, 106, 107, and 171-180)

The Hazardous Materials Transportation Act regulates the transportation of hazardous materials. The objective is to provide adequate protection against the risks to life and property inherent in the transportation of hazardous materials in commerce, by improving the regulatory and enforcement authority of the Secretary of Transportation.

Especially after we learned rail regulations had been relaxed federally as we hear there've been 34+ derailments and/or crash incidents in the past 2 months.

Thank you for your attention to this matter,

Monique Negrete-Mitchell
[redacted]

Submission 1954

From: Gianna M [redacted]
Sent: Friday, March 17, 2023 4:23 PM
To: GreenlineExtension
Cc: mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net
Subject: ROW Resident DEIR Response - Biology

From: Gianna M <[redacted]

Subject: ROW Resident DEIR Response - Biology
Date: March 17, 2023 at 4:16:02 PM PDT
Cc: anajarian@glendaleca.gov, fdutra@cityofwhittier.org, firstdistrict@bos.lacounty.gov, HollyJMitchell@bos.lacounty.gov, jdupontw@aol.com, FourthDistrict@bos.lacounty.gov

My name is Gianna Mitchell, and I have been a resident in Redondo Beach my entire life, and have lived on the ROW for more than a decade and still continue to do so. In my many years of living here, I have noticed a few things left out of Metro's Environmental Impact Report draft.

I am referring to the families of great horned owls and red tailed hawks that live along the ROW, in the park behind my house (El Nido Park). Both of these species of birds have been living here for years and are crucial in our local ecosystem for keeping the population of gophers, mice, and rats in check, and construction on the ROW would drive them away completely.

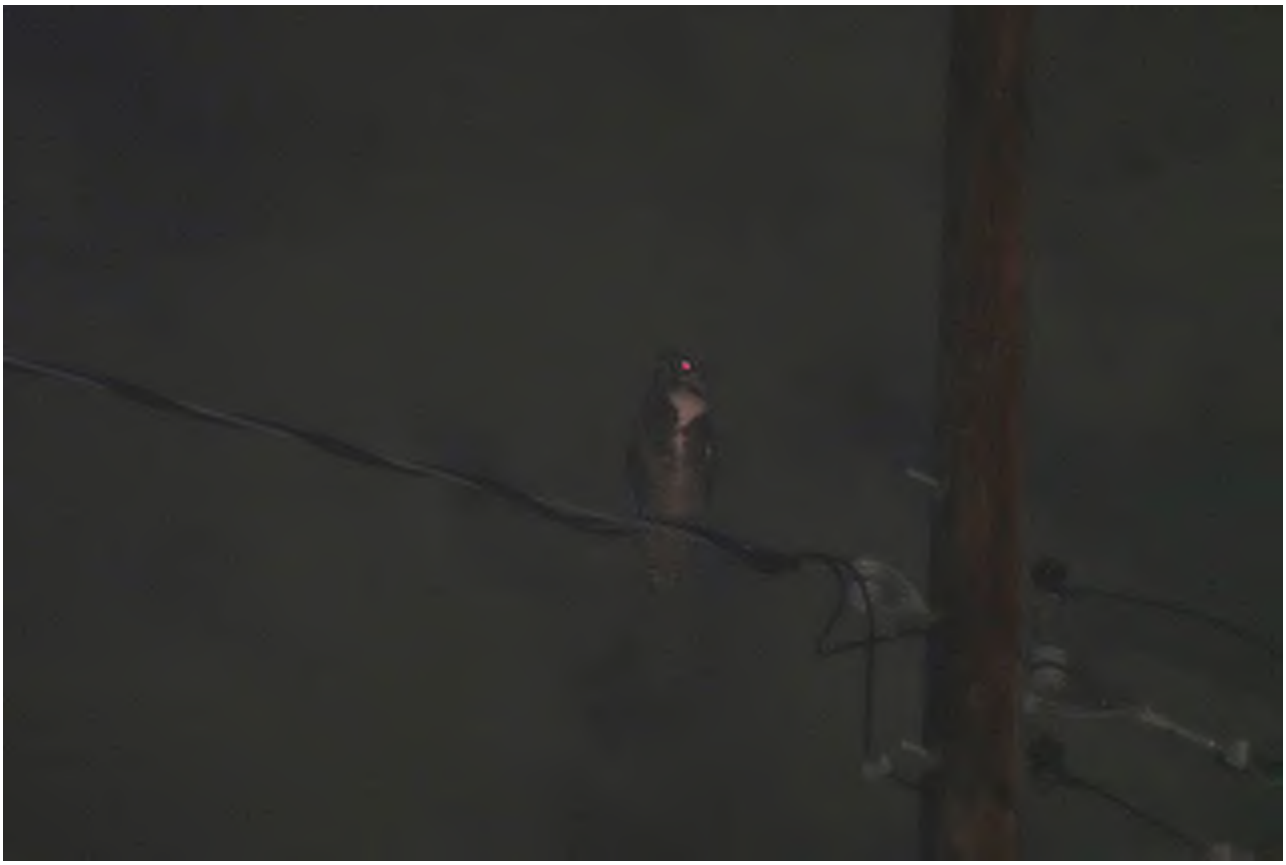
1954-1

Without these birds, the population of these and other prey animals would skyrocket, leaving the door open for other predators such as coyotes, which pose a danger to pets and small children.

Attached is a picture of one of these owls in my backyard, as well as an article detailing a similar situation in Hermosa Beach, albeit with a different species of owl.

https://abc7.com/owls-nest-hermosa-beach-tree-trimming-protected-species/12595972/

Submission 1954



From: Janette Kurth [redacted]
Sent: Sunday, March 19, 2023 12:58 PM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; FourthDistrict@bos.lacounty.gov; GreenlineExtension; Dierking, Mark; dierkingmark@yahoo.com; Niki MITCHELL; Tom Kurth
Subject: WHO IS EVER GOING TO WANT TO TRAVEL ON THESE DEATH TRAPS

DON'T BUILD *THE GREEN LINE* ***EXTENSION TO TORRANCE.*** METRO IS DELUSIONAL IF THEY THINK THIS IS WORLD CLASS TRANSPORTATION. ***THESE ARE DEATH TRAINS. YOU HAVE NO SECURITY ON YOUR TRAINS. YOU ARE JUST TRANSPORTING HOMELESS, CRIMINALS AND DRUG USERS INTO OUR COMMUNITIES.***
PEOPLE HAVE BEEN SHOT, STABBED, ROBBED, RAPED, A 70 YEAR OLD MAN SET ON FIRE AFTER A CRAZY WOMAN DOUSED HIM WITH FLAMMABLE FUEL. 1955-1

https://www.foxnews.com/us/los-angeles-metro-shootings-assaults

Drug use is rampant in the Metro system. Since January, *22 people have died on Metro buses and trains*, mostly from suspected overdoses — more people than all of 2022. Serious crimes — such as robbery, rape and aggravated assault — soared 24% last year compared with the previous.

"Horror." That's how one *train operator* recently described the scenes *he sees daily*. He declined to use his name because he was not authorized to talk to the media. 1955-2

YOUR EMPLOYEE'S EVERYDAY EXPERIENCE AND OBSERVATION

Earlier that day, as he drove the Red Line subway, **he saw a man *masturbating* in his seat and several people whom he refers to as "sleepers," people who get high and nod off on the train.**

"We don't even see any business people anymore. We don't see anybody going to Universal. **It's just people who have no other choice [than] to ride the system, homeless people and drug users."** 1955-3

Commuters have abandoned large swaths of the Metro train system. Even before the pandemic, ridership in the region was never as high as other big-city rail systems. ***For January, ridership on the Gold Line was 30% of the pre-pandemic levels, and the Red Line was 56% of them. The new $2.1-billion Crenshaw Line that officials tout as a bright spot with little crime had fewer than 2,100 average weekday boardings that month.*** 1955-3

The video @metrolosangeles doesn't want you to see. A montage of crimes mostly from 2021. Both @LASDHQ and @lapdhq say this is not a daily occurrence but illustrates just how crime has escalated over the years. @KFIAM640 @GaryandShannon @johnandkenshow

https://vimeo.com/701346094 <Copy and paste and see these attacks for yourself the numerous attacks and shootings

LA riders bail on Metro Trains amid 'horror' of deadly drug overdoses, Matthew Morales smokes fentanyl on the Red Line in the Metro subway leaving MacArthur Park on Feb, 28.

The transit agency's head of security has said she will be asking the 13-member board — that includes Mayor Karen Bass and the county supervisors — to expand the agency's force of nearly 200 in-house transit officers, some of whom are armed and enforce fare evasion and code of conduct violations. And the board will soon decide whether to continue contracts with the Los Angeles Police Department, the Los Angeles County Sheriff's Department and the Long Beach Police Department, or come up with another way to secure the system. 1955-4

Some board members and social justice advocates have argued for less policing on the system, saying that racial profiling targets many passengers. ARE YOU KIDDING. IF THEY ARE DOING THE CRIME, THEY NEED TO BE CAUGHT, ARRESTED AND PROSECUTED. THAT IS HOW YOU REDUCE CRIME. THAT IS HOW YOU PROTECT THE PASSENGERS.

Violent crimes have jumped on the Metro system 36% this year, the Los Angeles Times reported, with *aggravated assaults, rapes and homicides* rising for the second consecutive year. Some of the crimes have generated publicity because of the brazenness of the alleged attackers amid a rise in homelessness and loitering on transit lines.

In January, a homeless man attacked Sandra Shells, a 70-year-old emergency room nurse who was near a bus stop at Union Station when she was pushed to the ground and hit her head, authorities said. 1955-4

The uptick in violence has led to a standoff between the MTA and Los Angeles County Sheriff Alex Villanueva, who announced last week that he would withdraw his deputies from transit patrol suites by July 1 unless his department is given sole authority to provide such services on buses, trains and stations.

UNTIL METRO PUTS SECURITY ENFORCEMENT ON BOARD THESE DEATH TRAPS, NO ONE IS GOING TO WANT TO TRAVEL ON THESE DEATH TRAINS. AND NONE OF THE 1,200 HOMEOWNERS OF LAWNDALE AND NORTH REDONDO BEACH WANT THESE DEATH TRAINS RUNNING THROUGH OUR BACKYARDS along the ROW.

IF YOU HAVE TO BUILD THE EXTENSION, PUT IT *ELEVATED DOWN HAWTHORNE BLVD 2e ALIGNMENT* 1955-5 **REGARDLESS OF COST. DO THE RIGHT THING. NONE OF YOU WOULD WANT THIS FEET FROM YOU PROPERTY WITH 30 PLUS OIL TANKERS DERAILING DOWN ON YOUR HOUSES.** 1955-6

SINCERELY JAN KURTH

Submission 1956

From: Marie Puterbaugh <[redacted]>
Sent: Friday, March 17, 2023 12:04 PM
To: GreenlineExtension
Subject: Comment

I moved here from DC, which had a robust Metro. While I am excited, that Los Angeles is trying to do the same thing, yesterday's Los Angeles Times article gave me pause.

I live in Redondo Beach. I think before expanding everything should be done to make sure that the metro is safe. The article pointed out how the metro has become a haven for drug users.

I was born in New York City, and did not have a car in DC. I am not afraid to use public transportation but Los Angeles is so different. My comment is before expanding please make sure the current metro is safe. Los Angeles is such a unique city. While people do you want to use mass transportation it will not be a success, unless they feel safe doing so. If the Los Angeles Times article was accurate, it seems a better use of money would be to clean up the current system as it is, and get more riders prior to expanding. Unless that is done, it seems like expansion without riders is only going to be more disruptive. 1956-1

Once people feel safe, riding the metro, I do suggest the lease disruptive option for residents. In other cities, the metro is close to living areas, but there are definite protections in place to ensure that those who live close or not unduly disturbed.

Thanks,

Marie Puterbaugh

Submission 1957

From: María Clara Redondo Ripoll <[redacted]
Sent: Friday, March 17, 2023 1:25 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; Mayor@CityofInglewood.org; Supervisor Janice Hahn (Fourth District); Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com
Subject: Yes to Metro by Hawthorne Location

Hello everyone,

I live in 182nd Pl and Firmona, I was reading the DEIR Draft, an when it comes to environmental impact Hawthorne is the better option, also it would take less time (2029-2035 vs 2027-2035 by our street) it has less air quality sensitive receptors and less daily haul loads, I would think this will help you save money. Yes we love the idea of public transportation but not in our backyard especially when we're dealing with the freight train already, and that train will drive by 1-2 times a day, the metro would be passing by ALL DAY. In my street we have old retired couples and young families with babies so please don't make us deal with noise and vibrations when there are other better options. 1957-1

Thank you,
Maria Savage

Submission 1958

From: RightOfSay/RBQoL <[redacted]>
Sent: Friday, March 17, 2023 2:29 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #5

After having a chance to review the Draft Environmental Impact Report, please consider the following as our fifth DEIR group response for the record. We are responding in joint installments submitted by group members. This installment is regarding Vibration.

When the freight train passes by on its once per day round trip, the several liquid petroleum tankers are full of jet fuel on the trip north, get emptied at their destination and returns headed south after dropping the fuel off. The jet fuel is highly flammable, and so would be the emptied tankers. 1958-1

The DEIR states the "proposed project", both ROW alignments, would require shifting the freight to the west bringing it 7 - 25 feet closer to residential properties on the west side of the ROW. What are the safety protocols to guarantee no more structural damage will occur to our homes with the added wear and tear of 200 - 300 new commuter trains over 20 hours per day? 1958-2

There is very significant seismic vibration as the train passes daily. Glasses, dishes, bottles, shake and move toward the edge of the shelves. They have to be moved back. Walls shake both indoor and outdoor showing cracks from wear and tear, artwork moves and either falls or needs adjusting. A heated chemical bath in a crock pot rattles vigorously. See video which clearly demonstrates this happening, link here: https://youtu.be/OtvWR7xzcYM

The DEIR states:
3.6-4.1.1 Construction Impacts
Significant and Unavoidable Impact. The Proposed Project would be located in a fully built-out urban environment and construction activities would occur in close proximity to sensitive land uses, including residences, parks, religious uses, and schools throughout the corridor, and may occur during daytime or nighttime hours. Construction of the Proposed Project would take place over the course of approximately five years.It is anticipated that several construction phases would occur simultaneously along the Proposed Project alignment, accommodating activities requiring lengthy construction times such as utility relocation. 1958-3

Construction of the Proposed Project would take place over the course of approximately five years.

VdB in vibration definition as taken from MetroCouncil.org:

Level: Vibration is expressed in ***vibration decibels*** *(VdB). The level of vibration represents how much the ground is moving. The threshold of human perception to LRT and freight rail vibration is approximately 65 VdB and annoyance begins to occur for frequent events at vibration levels over 70 VdB.* 1958-4
According to well documented studies, we have known geology issues of loose dirt, sand, silt and sandy clay which raises concerns that vibration from the proposed construction is highly risky to surrounding buildings. More significant seismic vibration activity coupled with longevity of construction, then subsequent frequency of operations activity 20 hours per day will most certainly be unbearable to residents and puts the infrastructure of our homes at risk.
Table 3.6-12 demonstrating the higher than predicted vibration levels that are well above the defined level of over 70. This plus 20 hours per day light rail every 5 - 12 minutes cannot be allowed. 1958-5

Table 3.6-12 Measured Train Pass-by Vibration Levels at 50 feet

Date	Time	Location	Train Consist	Ground Type	Train Speed (mph)	Measured Level (VdB)	Predicted Level (VdB)	Level Difference	Comment
11/18/20	11:37 AM	Condon Ave	2+40	Flat	20	75.9	76.7	0.8	Good Agreement
11/18/20	3:04 PM	El Nido Park	2+12	Berm	20	89.0	76.7	-12.3	Higher than predicted
11/19/20	12:45 PM	El Nido Park	2+17	Berm	20	91.5	76.7	-14.8	Higher than predicted
11/1/20	2:55 PM	Condon Ave	2+8	Flat	21	76.5	77.1	0.6	Good Agreement

Source: AECOM, 2020

1958-5

There is confusion in the DEIR about "inconsistent (vibration) readings" at El Nido Park. That happened because the earlier northbound tankers are full of liquid petroleum (flammable), then later on the trip back south the tankers have been emptied so the weight difference would cause different levels of vibration.
It's stunning to us that there isn't even a question about this risk. The threat it poses can't be proven. Metro would be rolling the dice at our communities' peril. The only real mitigation is to build the elevated profile on Hawthorne Blvd.

1958-6

Too much humanity is at stake. Please take this to heart and decide accordingly. Thank you for your attention to this matter.

Respectfully,

Redondo Beach and Lawndale members of Right of Say/RBQOL

Submission 1959

Mike

02/08/2023

We have two gas stations that look like—that are in the crosshairs of this property. I've emailed greenlineextension@metro.net and asked if our two stations would be affected via eminent domain or whatnot and I keep getting a bounce back on the email as undeliverable. Can someone call me, and I'll tell you what the two stations are they're both in Inglewood. I'm at [redacted]. This is Mike I'm calling from Huntington Beach, but we own some gas—two gas stations that look like they might be impacted by the Los Angeles County Metropolitan Transportation Authority Draft Environmental Impact Report Executive Summary. Thank you.

1959-1

Submission 1960

From: Ray Hollar <[redacted]>
Sent: Saturday, March 18, 2023 8:49 PM
To: GreenlineExtension
Subject: DEIR Section 3.3-2.3 Aesthetics Impact

Metro Green Line Extension DEIR: Proposed Project [ROW trains] would Degrade Lawndale "Visual and Aesthetics"

Per DEIR Section 3.3-2.3, “The Project [ROW trains] and Options may have a significant effect on visual and aesthetics if they would:

a. Have a substantial adverse effect on a scenic vista;
b. Substantially damage scenic resources, including but not limited to, trees …”

The DEIR concludes, “There are no scenic vistas or other public vistas within the RSAs [resource study areas],” (Section 3.3-3.1.) and “No Impact” to Visual and Aesthetics, A and B (Table ES-2). These conclusions are false.

The impact by "The Project" ROW trains should have been scored as being “significant.” From the ROW in Lawndale, especially this time of year with clear skies and sun low in the south, one can see the beautiful snowcapped San Bernardino Mountains, the San Gabriel Mountains, the Santa Monica Mountains, and my two favorite landmarks in all of LA, the Hollywood Sign and Griffith Park Observatory: what’s more scenic than that? Walls along the ROW and especially the elevated ROW train section from 159th street to 165th street would obscure those scenic vistas of those who live by and walk along the ROW. The scenic vista provided by our beautiful pine trees, many as tall as 65 feet, cannot be replaced by numerous 10 foot trees. But the impact would be more than that. The ROW trains would consume our sense of openness along the ROW, closing us in like prisoners of progress, degrading our quality of life. Forever. Come visit us in Lawndale and see.
Say No to the Metro ROW trains.

1960-1

1960-2

Ray Hollar, Lawndale Homeowner for 36 years

From: Kylee Kirby-smith [redacted]
Sent: Saturday, March 18, 2023 4:41 PM
To: GreenlineExtension
Subject: A message from lawndale

Hi there. My name is Kylee and I have lived in lawndale my whole life, that's 30 years this summer, and I'm asking you to vote no on extending the railway through lawndale. I grew up on these streets and have great memories exploring lawndale and am now raising a little one in a small house on 160th only two houses down from the tracks. I even went to high school in this area, at Environmental Charter, so I am knowledgeable of the detriments this project could have on our local environment while also respecting the need for public transportation. 1961-1

We take daily walks down the lovely green space and I get to watch my toddler explore nature so close to home. The train comes by twice a day and my son runs to me so we can drop everything we are doing to go out and watch it pass. This rail way is our backyard and I do not support the green line being extended through it. Lawndale deserves better! 1961-2

Alternative 2e is a forward thinking option to advance lawndale businesses and put our name on the map. Please vote to pass the railway through hawthorne blvd; do not destroy the only green space we have! NO ON ROW! 1961-3

Sent from my iPhone

Submission 1962

From: Janice Tanabe [redacted]
Sent: Saturday, March 18, 2023 4:57 PM
To: GreenlineExtension
Cc: HollyJMitchell@bos.lacounty.gov; JButts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; Firstdistrict@bos.lacounty.gov; jdupontw@aol.com
Subject: C-Line (Green) DEIR Public Comments

Dear Metro,

Please add my comments below expressing my concerns with the DEIR.

The Chapter on Biological Resources does not adequately address the severe impact on the only open space close by namely El Nido Park. Its an oasis in this densely populated area. The train will pass next to the park and put stress on the park's birds and small mammals. It will also disturb family and group gatherings to celebrate significant occasions. 1962-1

Thank you for your attention to this matter.

Jan Tanabe
Breakwater Seniors with a Mission

Submission 1963

From: Colleen Villegas [redacted]
Sent: Saturday, March 18, 2023 12:35 PM
To: GreenlineExtension; Sheridan, Georgia; Dierking, Mark; anajarian@glendaleca.gov; JDUPONTW@AOL.COM; fourthdistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; hollyjmitchel@bos.lacounty.gov; kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; nfo@timsandoval.com; ThirdDistrict@bos.lacounty.gov; Mayor Robert Pullen-Miles; DReidLawndale@aol.com; JHOLawndale@aol.com; PKLawndale@aol.com; bsuarez@lawndalecity.org; nils.nehrenheim@redondo.org; todd.loewenstein@redondo.org; christian.horvath@redondo.org; zein.obagi@redondo.org; laura.emdee@redondo.org; councilmember.yaroslavsky@lacity.org
Subject: Metro Greenlineline Extension

March 15, 2023

Dear Metro and Metro Board Members,

This is my final letter for the public record. I urge you to put the Metro on Hawthorne Boulevard rather than the (ROW) Right Of Way where it will destroy the lives of so many. I say this for the following reasons.

Vibration and Noise: The DEIR says the noise and vibration will be significant and unavoidable. Our homes were not built to withstand the vibration of up to 300 trains per day. This could damage their foundations. Also, the noise during construction, which will take several years, and after has the potential to harm the health and wellbeing of the residents. Studies link several health concerns to living near high levels of noise pollution. Some of these include, (NIHL)noise induced hearing loss, high blood pressure. Heart attack, asthma, chronic stress, anxiety. Children risk impairment in memory, attention and reading skill.
https://education.nationalgeographic.org/resource/noise-pollution/ 1963-1

Soil conditions: The geology along the ROW is not suitable for a Metro. There are numerous old gas lines running through it. These would have to be moved to make room for the Metro. Also, routine maintenance caused a large sink hole over a year ago that damaged homes and has yet to be fixed. The combination of the soil conditions and the serious hazard of moving old gas lines in a heavily populated area makes Hawthorne Boulevard a much better option**.** 1963-2

Quality of Life: There are numerous problems with the ROW option. They include the potential for structural issues from vibration, gas line dangers, soil problems, the disruption of wildlife living along this green space, but the most important reason to put the Metro on Hawthorne Boulevard is the impact on human life. The risk of potential harm to the hundreds of families living in the area, some only feet from the Metro is too great. Many of the health risks are irreversible. You can not put a price on human life. 1963-3

For the health and wellbeing of the people of Lawndale and Redondo Beach, please consider putting the Metro along Hawthorne Boulevard. Thank you for your consideration in this matter.

1963-4

Colleen Villegas

[redacted]

Submission 1964

From: Armando Vicente [redacted]
Sent: Saturday, March 18, 2023 8:22 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; hollyjmitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; JDUPONTW@AOL.COM; Mayor@cityofinglewood.org; paul.krekorian@lacity.org; info@timsandoval.com
Subject: Metro Green C Line Extension

Hello,
I am writing to let you know what I think about this Metro plan. My whole family is definitely against this plan of going through the ROW. We own property on Condon Avenue in Lawndale between 170th and Artesia. 1964-1
This Metro plan of cutting through our peaceful and quiet community, separating the western and eastern parts of the community, is out of line. We would have commuter trains speeding by, on average, every 6 minutes daily. The excess noise and vibrations for those adjacent to the rail lines, especially for my family home, would destroy our peace and tranquility both during construction and after. 1964-2
I think that logically, a better way to serve the community transportation needs and get a greater percentage of the South Bay population to use public transportation is by the use of shuttle buses. Environment friendly, variety of sizes of shuttle buses, the flexibility of changing of routes to meet the varieties of needs. 1964-3
I personally used to park and ride the Silver Line from Harbor Gateway station to work. I had to drive to the bus station because the Artesia Boulevard bus schedules did not coincide.
In conclusion, increase bus circulation and NO to the ROW. 1964-4
Thank you.

Submission 1965

From: Waldron, Jessalyn <JWaldron@bos.lacounty.gov>
Sent: Monday, March 20, 2023 11:25 AM
To: Ana Maria Vicente; An, Ara
Cc: GreenlineExtension
Subject: RE: No to Metro Green Line to go down the ROW

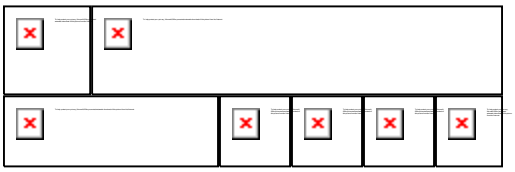
Hello Ms. Ana Maria Houck,

I am confirming receipt of your email. I am also looping in my colleague Ara An who covers Lawndale for Supervisor Holly J. Mitchell.

To ensure your comment is captured for public comment, I am including the email for Metro as well. If you have additional comments, please direct them via the channels below:

- Email: greenlineextension@metro.net
- Phone: 213.922.4004
- Mail: Attn Mark Dierking, Metro One Gateway Plaza, Mail Stop: 99-13-1, Los Angeles, CA 90012

Best,
Jessalyn Waldron (she/her)
Deputy of Constituent Engagement
Office of Supervisor Holly J. Mitchell
P: (213)974-2222 | **E:** jwaldron@bos.lacounty.gov



From: Ana Maria Vicente [redacted]
Sent: Saturday, March 18, 2023 9:16 PM
To: Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>
Cc: Waldron, Jessalyn <JWaldron@bos.lacounty.gov>
Subject: No to Metro Green Line to go down the ROW

CAUTION: External Email. Proceed Responsibly.

Dear Supervisor Holly Mitchell:

My name is Ana Maria Houck and I am a resident of Lawndale. I live on Condon Ave with my family and the freight tracks are right behind our house. The freight tracks are bordered by houses on both sides. Metro wants to add a second set of tracks but THERE IS NOT ENOUGH ROOM. In addition, there are high pressure petroleum pipelines. Metro has not said anything about relocating these hazardous oil pipelines and has said nothing about which residents' property will be taken. Metro only says that the ROW boundaries are "preliminary". The ROW boundaries have been there since the 1965-1

1980s. Metro should know that there is not enough room. In repeated public briefings, Metro says they do not "anticipate" taking private properties. If that were so, then the figure should be able to be drawn accurately. 1965-1

Please help me protect my family and our home. We've done so much to make it a beautiful place, planting trees, growing fruit, and encouraging the bird wildlife to thrive (mainly mourning doves). We love where we live and do not want our way of life to be upended. I hope to get pregnant by summer and I'd like to raise my unborn child in this home, which until now has been a quiet and safe haven.

Thank You,

Ana Maria Houck
Lawndale Resident

Submission 1966

From: Sirley Cuevas [redacted]
Sent: Sunday, March 19, 2023 6:22 PM
To: GreenlineExtension
Subject: Choose Hawthorne Blvd for the Metro C Line / Green Line Extension

I oppose the Metro going through Lawndale's ROW because you will be moving 7 high pressure pipelines that may cause an explosion. You are dismissing our concerns of this in the DEIR and saying that this is deemed "less than significant". Please think of all the residents that you will be impacting if something goes wrong during the movement of the pipes and the risk of many lives & homes being destroyed. I would like for this project to go down Hawthorne Blvd. corridor. 1966-1

Thank you,
Sirley Cuevas
Lawndale Resident

Submission 1967

From: RightOfSay/RBQoL [redacted]
Sent: Sunday, March 19, 2023 5:39 PM
To: GreenlineExtension
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org
Subject: DEIR Community Response Series from Right of Say/Redondo Beach Quality of Life Installment #6

Dear Metro and Metro Board of Directors,

After having a chance to review the Draft Environmental Impact Report, please consider the following as our fifth DEIR group response for the record. We are responding in joint installments submitted by group members. This installment is regarding Overall SAFETY.

As a lot of us are homeowners who share property lines on the west side of the ROW corridor, we have grave concerns for our safety, to our health, our property and our persons.

SAFETY:
Is it even possible to guarantee that crowding THREE rails into a narrow corridor in between 1,100 homes and with passengers in such close proximity to liquid petroleum fuel tankers 12-25' away from densely occupied housing above 7 highly pressurized petroleum pipelines at some points rounding a curve and others 30 feet above occupied trenched light rails "safe"?

Please refer to federal guidelines which pertain to impacted residents as well as light rail passenger commuters.
HazMat chapter pg 2:
3.9-1.1 Federal Regulations
Hazardous Materials Transportation Act (49 United States Code Section 5101 et seq. and 49 Code of Federal Regulations Parts 101, 106, 107, and 171-180)
The Hazardous Materials Transportation Act regulates the transportation of hazardous materials. The objective is to provide adequate protection against the risks to life and property inherent in the transportation of hazardous materials in commerce, by improving the regulatory and enforcement authority of the Secretary of Transportation.

1967-1

There have been numerous derailments and/or crash incidents daily in the past 3 months. We have since learned rail regulations had been relaxed federally on an incremental basis due to the rail industry lobby.

We are strongly urging Metro and the Metro Board of Directors to deeply consider the safety of the highly impacted 1,100 households between Lawndale and Redondo Beach.

1967-2

Thank you for your attention to this matter.

Right of Say/Redondo Beach Quality of Life Coalition
"Still Growing In Numbers"

Submission 1968

From: Nancy Skiba [redacted]
Sent: Sunday, March 19, 2023 1:19 PM
To: GreenlineExtension
Subject: Green Line Extension Project

Please construct the Green Line on Hawthorne Boulevard, for residents' sake and to make the trains more conveniently located for shoppers on Hawthorne Boulevard and nearby stores. 1968-1

The proposed alternative in residential areas would be very unfair to home owners and residents, who would suffer the noise/soot/vibration of frequent passenger trains
running behind their homes. It is a known fact that lots of vibration can damage homes. The constant flow of passenger trains close to homes would negatively affect quality of life for families
living so many feet from the trains. I can tell you that a lot of soot and dirt gets kicked up by passing trains, 1968-2
because I used to rent a storage unit which was adjacent to train tracks in the area of Inglewood Avenue and Manhattan Beach Boulevard. The storage facility was quite dirty from black soot and dust thrown up by the passing trains, even inside the locked storage rooms. No one's nice homes should be at risk, and no one should have the noise and dirt and rumbling of trains 24/7 outside their back yard.

In addition, if there is a train derailment there would be very serious harm to residents, and this has been shown recently in the derailments which have been in the news. Please please locate the Green Line on Hawthorne Boulevard. Imagine if a derailment occurred how many families would be affected. 1968-3

Due to proximity of shopping locations on Hawthorne and nearby roads, it will increase your ridership and spare the poor residents and their homes. Underground placement would be helpful
but most of all, it would serve everyone best if the Green Line is not built close to homes. In addition, there 1968-4
are crimes which occur at the light rail stations and inside the light rail cars. Families need to be protected from harm and crime as well. Please help to make this a safer and more effective Green Line Extension.

Sincerely,

Nancy Skiba

Submission 1969

From: MIKE KIM [redacted]
Sent: Sunday, March 19, 2023 3:58 PM
To: GreenlineExtension
Subject: No on ROW

Hello,

Los Angeles Metro, I am highly concerned with Metro's plan to build the C line extension along the Metro owned ROW due to the numerous gas pipelines going along it and the risk of explosions during construction. 1969-1

In light of recent freight railway catastrophes please look deeper into the Hawthorne Blvd route option. 1969-2

respectfully,
Michael Kim

Submission 1970

From: Mark Nelson (Home Gmail) <[redacted]
Sent: Sunday, March 19, 2023 7:45 PM
To: GreenlineExtension; Eleanor Manzano; Holly J. Mitchell; CityClerk; eharbison@lawndalecity.org; communications@bchd.org; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov
Subject: Metro DEIR Comments

CEQA COMMENTS ON METRO'S DEFECTIVE DRAFT EIR FOR GREEN LINE EXTENSION

The following comments demonstrate that there is **substantial evidence** (CEQA guidelines section 15384a) of damages and regulatory noncompliance by Metro in the Green Line extension using the freight right-of-way. This conclusion is based on Redondo Beach Municipal Code (RBMC), evidence from Beach Cities Health District's multimillion dollar investment in Blue Zones and other peer-reviewed studies as cited by the National Institutes of Health (NIH) research findings. 1970-1

1. Project alternatives that use the existing freight right-of-way violate RBMC 10-2.2502 (Planning Design) 1970-2
2. Project alternatives that use the existing freight right-of-way violate RBMC 4-24.301 (Noise) 1970-3
3. Project alternatives that use the existing freight right-of-way create health damages 1970-4
4. Project alternatives that use the existing freight right-of-way damage child development 1970-5

These comments and damages that are demonstrated with substantial evidence must be included in the Final EIR, adjustments must be made to project, and no use of the freight right-of-way can be selected by Metro without non-compliance with RBMC and damages to both adults and generations of children. 1970-6

[1] GREEN LINE ALTERNATIVE ALONG THE RIGHT-OF-WAY VIOLATES RBMC 10-2.2502

There is **substantial evidence** that the proposed Green Line preferred option in the existing freight right-of-way, coupled with planned 24/7/365 intermittent operation violates Redondo Beach Municipal Code (RBMC) 10-2.2502 Planning Commission Design Review (PCDR). The RBMC PCDR states that it's purposes include: "protect property values" and "ensure compatibility" with the existing neighborhoods. Clearly, 24/7/365 rail operations are not consistent with the existing residential neighborhoods. Peer-reviewed research has found that rail damages surrounding property values, thereby failing compliance with RBMC. 1970-7

Peer-reviewed research demonstrates that train noise can also damage property values. This should come as no surprise and can also be seen from property value analysis. 1970-8

Vehicular Noise Pollution: Its Environmental Implications and Strategic Control
DOI: 10.5772/intechopen.85707
"All types of noise altogether affect the same irrespective of the sources and cause headache to the high blood pressure and other heart diseases. **Some noise types like** aircraft and **train noise also have negative effects on property prices**."

[2] GREEN LINE ALTERNATIVE ALONG THE FREIGHT RIGHT-OF-WAY VIOLATES RBMC 4-24.301

There is **substantial evidence** that the proposed Green Line preferred option in the existing freight right-of-way, coupled with planned 24/7/365 operation violates Redondo Beach Municipal Code for noise generation. The noise receiving zoning from the proposed alternative in Redondo Beach would be predominantly residential, with a maximum, not to exceed nighttime noise limit of 65dBA and daytime limit of 70dBA (presumed ambient level plus 20 dBA. 1970-9

4-24.301 Maximum permissible sound levels by land use categories

"No person shall operate, or cause to be operated, any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level when measured on any other property to exceed: …the noise standard of the receiving land use district plus twenty (20) dB for any period of time

[3] GREEN LINE ALTERNATIVE ALONG THE FREIGHT RIGHT-OF-WAY VIOLATES DAMAGES HEALTH

There is **substantial evidence** that the proposed Green Line preferred option in the existing freight right-of-way, coupled with planned 24/7/365 intermittent operation will increase the risk of death and illness of nearby residents from chronic stress according to the Beach Cities Health District's multimillion dollar Blue Zones project research, findings, and other peer-reviewed studies and publications. 1970-10

Lessons from the Blue Zones

https://www.ncbi.nlm.nih.gov/books/NBK298903/

"… widen its main street and raise the speed limit, which, Buettner [Blue Zones CEO] said, creates stress, danger, noise pollution, and air pollution." Obviously 24/7/365 train activity exceeds a widened main street's negative health impacts as stated by Blue Zones.

How Stress Makes Us Sick

https://www.bluezones.com/2019/05/how-stress-makes-us-sick-and-affects-immunity-inflammation-digestion/

"…this stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks in offspring."

Stress is Often Referred to as the "Silent Killer"

https://www.bluezones.com/2012/03/maximize-health-and-longevity-using-these-stress-management-strategies/

"… causes many harmful, often overlooked effects … pain and strain … sleep habits … physical suffering … headache, upset stomach, or back pain … stress can reduce the ability of your immune system"

Even the Metro Threat to Build in the Freight R-O-W Shortens Lives of Residents

https://www.bluezones.com/2020/10/fighting-chronic-stress-from-current-events-you-are-not-alone/

"Although people often underestimate the influence of the mind on the body, a growing catalog of research shows that high levels of stress over an extended time can drastically alter physical function and affect nearly every organ system."

Metro Will Destroy the Blue Zones Solution of Home Sanctuary for Generations

https://www.bluezones.com/2012/05/create-a-sanctuary-in-your-home/

Blue Zones recommends creating a quiet calm home sanctuary which cannot be accomplished with 24/7/365 noise that creates stress and violates RBMC. 1970-11

How living near a railroad can harm your health: From chronic stress to an increased risk of cancer, scientists say that constant exposure to trains takes a toll on the human body

https://www.nationalgeographic.com/science/article/health-risks-living-near-railroads-east-palestine-trains

National Geographic discusses how rail creates noise and increased risks that create chronic stress and health damages. 1970-12

Effects of Exposure to Road, Railway, Airport and Recreational Noise on Blood Pressure and Hypertension

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8431620/

Transportation noise can induce annoyance, sleep disturbance with awakening, cognitive impairment, physiological stress reactions, endocrine imbalance and cardiovascular disorders 1970-13

The Effect of Aircraft, Road, and Railway Traffic Noise on Stroke – Results of a Case–Control Study Based on Secondary Data

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6122263/

For railway noise, there was a positive linear exposure–risk relation: Per 10 dB the stroke risk increased by 1.8% for railway traffic noise. The maximum risk increase of 18% for railway traffic noise was found in the exposure category ≥65 to <70 dB. NOTE 65-70 dB is modest for rail, along with accompanying vibration. 1970-14

Transportation Noise and Risk

https://ehp.niehs.nih.gov/doi/10.1289/EHP11248

Transportation noise exposure is believed to be detrimental to human health through stress reactions with activation of the hypothalamic–pituitary–adrenal axis, followed by increased levels of stress hormones. In addition, nighttime noise exposure can impact sleep quality and duration, which are crucial for physiological and mental restoration. 1970-15

A study of self-reported health problems of the people living near railway:

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7114011/

Noise ... can cause both auditory and nonauditory health effects. Nonauditory effects of noise can cause tinnitus, headache, auricular plenitude, dizziness, and gastric, visual, sleep, and mood disorders, endocrine imbalance, and cardiovascular disorders. 1970-16

[4] GREEN LINE ALTERNATIVE ALONG THE FREIGHT RIGHT-OF-WAY DAMAGES CHILD DEVELOPMENT

There is **substantial evidence** that the proposed Green Line preferred option in the existing freight right-of-way, coupled with planned 24/7/365 intermittent operation will damage the development of residents' children from chronic stress according to the Beach Cities Health District's multimillion dollar Blue Zones projects research and findings. 1970-17

How Stress Makes Us Sick

https://www.bluezones.com/2019/05/how-stress-makes-us-sick-and-affects-immunity-inflammation-digestion/

"…this stress can be chronic, due to a specific situation … exposure to stress in early life can alter the normal development … resulting in increased sensitivity to stress and lifelong health risks…"

Cc: Lawndale, Redondo Beach, and Torrance Councils and Planning Commissions as a Public Comment

Submission 1971

From: Jiri Samuel [redacted]
Sent: Sunday, March 19, 2023 5:14 PM
To: GreenlineExtension; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.co; FourthDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; TrirdDistrict@bos.lacounty.gov; fdutra@cityfwhittier.org; info@timsandoval.com; paul.Krekorian@lacity.org
Subject: Extension Metro line thru Lawndale

Hello,
We are against Metro extension thru Lawndale. Lawndale community is very old and most houses are older without air-condition. For years people here were enjoying in hot weather ocean breeze . Most time during day and night open windows , with 200 trains coming thru close to houses that will be impossible with the noise. 1971-1
Jiri Samuel
168th Street
Lawndale

Submission 1972

From: Jiri Samuel [redacted]
Sent: Sunday, March 19, 2023 4:50 PM
To: GreenlineExtension
Subject: Unstable ground for the project

Hello,
As a resident of Lawndale ,I am strongly against the project to extend Metro line thru Lawndale. Lawndale houses are on sand/clay ground and 200 trains per day will make a vibration, specially danger to the houses near the track. A lot houses were builded in 1940-1950 and vibration will damage the structures. 1972-1
JIRI SAMUEL
168th Street
Lawndale

Submission 1973

From: Kurth Family [redacted]
Sent: Sunday, March 19, 2023 10:24 AM
To: anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jdupontw@aol.com; Kathryn@bos.lacounty.gov; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; FourthDistrict@bos.lacounty.gov; GreenlineExtension; Dierking, Mark; dierkingmark@yahoo.com; niki77@verizon.net; tkurth711@icloud.com
Subject: NO BUILD OR ELEVATE GREEN LINE EXTENSION DOWN HAWTHORNE BLVD ALIGNMENT 2e HAVE SOME HUMANITY

***********NO ON THE ROW EXTENSION OF METRO GREEN LINE *********** 1973-1

After having a chance to review the Draft Environmental Impact Report, please consider the following as our fifth DEIR group response for the record. We are responding in joint installments submitted by group members. This installment is regarding Vibration.

When the freight train passes by on its once per day round trip, ***the up to 32 (THIRTY TWO) liquid petroleum tankers*** *are full of jet fuel* on the trip north, get emptied at their destination and return headed south after dropping the fuel off. [redacted] ***The jet fuel is highly flammable*** [redacted], and so would be the emptied tankers. 1973-2

The DEIR states the "proposed project", both ROW alignments, would require shifting the freight to the west bringing it ***7 - 25 feet closer to residential properties on the west side of the ROW***. ***The tracks are currently elevated 25 feet above my property on FISK COURT.***

[redacted] **DERAILMENT** [redacted] **IS POSSIBLE WITHOUT ANY SUPPORTING WALL.** What are the safety protocols to guarantee no more structural damage will occur to our homes with the added wear and tear of 200 - 300 new commuter trains over 20 hours per day? 1973-3

There is very significant seismic vibration as the train passes daily. Glasses, dishes, bottles, shake and move toward the edge of the shelves. They have to be moved back. Walls shake both indoor and outdoor showing cracks from wear and tear, artwork moves and either falls or needs adjusting. A heated chemical bath in a crock pot rattles vigorously. See video which clearly demonstrates this happening, link here: https://youtu.be/OtvWR7xzcYM

The DEIR states:

3.6-4.1.1 Construction Impacts

Significant and Unavoidable Impact. The Proposed Project would be located in a fully built-out urban environment and **construction activities would occur in close proximity to sensitive land uses, including residences, parks, religious uses, and schools throughout the corridor, and may occur during daytime or nighttime hours. Construction of the Proposed Project would take place over the course of approximately five years.** It is anticipated that several construction phases would occur simultaneously along the Proposed Project alignment, accommodating activities **requiring lengthy construction times such as utility relocation.** 1973-4

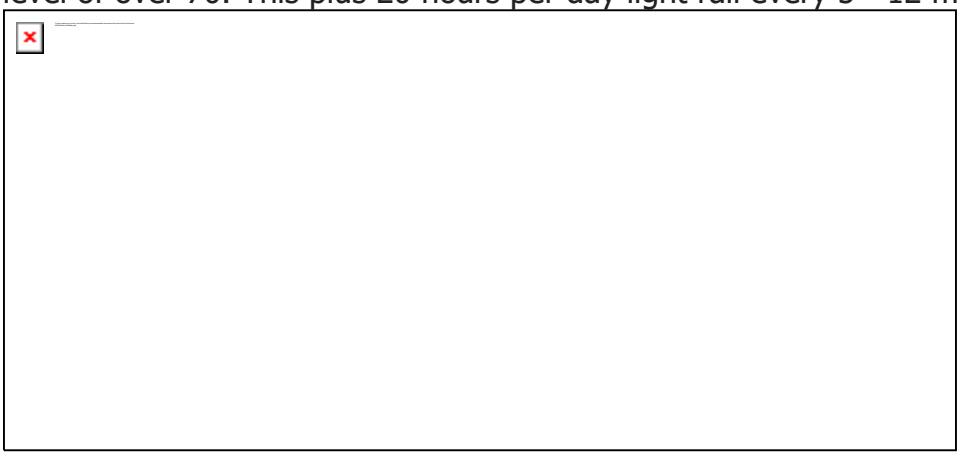
Construction of the Proposed Project would take place over the course of approximately five years.

VdB in vibration definition as taken from MetroCouncil.org:

*Level: Vibration is expressed in **vibration decibels** (VdB). The level of vibration represents how much the ground is moving. The threshold of human perception to LRT and freight rail vibration is approximately 65 VdB and annoyance begins to occur for frequent events at vibration levels over 70 VdB.*

According to well documented studies, we have known geology issues of loose dirt, sand, silt and sandy clay which raises concerns that vibration from the proposed construction is highly risky to surrounding buildings. More significant seismic vibration activity coupled with longevity of construction, then subsequent frequency of operations activity 20 hours per day will most certainly be unbearable to residents and puts the infrastructure of our homes at risk. 1973-5

Table 3.6-12 demonstrating the higher than predicted vibration levels that are well above the defined level of over 70. This plus 20 hours per day light rail every 5 - 12 minutes cannot be allowed. 1973-6



There is confusion in the DEIR about "inconsistent (vibration) readings" at El Nido Park. That happened because the earlier northbound tankers are full of liquid petroleum (flammable), then later on the trip back south the tankers have been emptied so the weight difference would cause different levels of vibration. 1973-7

It's stunning to us that there isn't even a question about this risk. The threat it poses can't be proven. Metro would be rolling the dice at our communities' peril. The only real mitigation is to build the elevated profile on Hawthorne Blvd.

Too much humanity is at stake. Please take this to heart and decide accordingly. Thank you for your attention to this matter.

Respectfully, Jan Kurth
AND
Redondo Beach and Lawndale members of Right of Say/RBQOL

Submission 1974

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the below survey.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay.

- [x] Proposed Project: Metro Right-of-Way Elevated/At-Grade
- [ ] Trench Option
- [ ] Hawthorne Option

1974-1

Additional comments on the Draft Environmental Impact Report

Name *

Michael F Cowan

Submission 1974

Address *

[redacted]

Email *

[redacted]

Phone

[redacted]

This form was created inside of TBWBHL.

Google Forms

Submission 1975

From: Jake Divine [redacted]
Sent: Sunday, March 19, 2023 8:19 PM
To: GreenlineExtension
Subject: C-LINE / Green Line Extension

Dear Metro,

I have been a Lawndale homeowner for over 45 year, I have grave concerns for my community's safety, health, and security.

SAFETY:
Is it even possible to guarantee that crowding THREE rails into a narrow corridor in between 1,100 homes and with passengers in such close proximity to liquid petroleum fuel tankers 12-25' away from densely occupied housing above 7 highly pressurized petroleum pipelines at some points rounding a curve and others 30 feet above occupied trenched light rails "safe"? 1975-1

Please refer to federal guidelines which pertain to impacted residents as well as light rail passenger commuters.
HazMat chapter pg 2:
3.9-1.1 Federal Regulations
Hazardous Materials Transportation Act (49 United States Code Section 5101 et seq. and 49 Code of Federal Regulations Parts 101, 106, 107, and 171-180)
The Hazardous Materials Transportation Act regulates the transportation of hazardous materials. The objective is to provide adequate protection against the risks to life and property inherent in the transportation of hazardous materials in commerce, by improving the regulatory and enforcement authority of the Secretary of Transportation.

There have been numerous derailments and/or crash incidents daily in the past 3 months. We have since learned rail regulations had been relaxed federally on an incremental basis due to the rail industry lobby. 1975-2

We are strongly urging Metro and the Metro Board of Directors to deeply consider the safety of the highly impacted 1,100 households between Lawndale and Redondo Beach. 1975-3

Thank you for your attention to this matter.

James Divine
Robyn Ramsey

Submission 1975

Kelly F

02/10/2023

Hello, my name is Kelly F. I own property in Torrance not too far from the green line where you are extending. But one of the things that—I got your brochure "Next Stop More Rail in the South Bay, C Line Green Metro." Okay, I appreciate that. But you failed to send a map of where this is going to go. This is for us seniors that need to have visuals. Not what you are going to do, but what you are going to do with the map. Failed on that score. Are you going to eliminate the railroad tracks or what? Are you going to use them? What are you going to do? Give us the map. Get smart. Thank you. 1975-1

Jay Gould

02/12/2023

Yeah, I'm calling about that Metro line. I went to my first meeting in 2002, when you guys proposed, started this thing and you guys got the land from behind my property. I had a lease out here. You guys took the land from us. Being around the railroad tracks. Which you stole. It should have been given to us that's it. The railroad let's start right there. Well ever since you guys started there and then in May, we had a meeting in 2010, and you guys said you were, we voted—170 people voted no build. No build. No build. I know you don't, you've been tormenting me causing me major stress in my life. And my name is Jay Gould. You know who I am. And you guys have been causing major stress in my life. I'll talk to my lawyer about suing you guys and now you're still saying you're going through with this thing. This is a ridiculous proposal, put it behind a bunch of houses. I want to be compensated, or buy my property off so I can go somewhere else. So I can go somewhere else. You are dirty. You guys are nasty, you're wrong people and your board members never show up to the meetings. Why can't they just show up for the meetings? No, he keeps going to Mark and all those quacks out there. There's something wrong with you guys. You know, can somebody call me back? Yeah, because I need to talk to you guys. Now, you're going to have more meetings and more meetings, and we don't want it. What part of we don't want it don't you understand? If anything, it should go down Crenshaw or Crenshaw will work, and Torrance wants it, and you gave them money.

1976-1

1976-2

1976-3

1976-4

1976-5

Submission 1977

Jay Gould

02/12/2023

Did you put me through that again? I wasn't finished talking. Listen, listen. You guys are crazy. Bringing a train close to people's houses like that. Just the train that is here now already vibrates the house to death, and it's only twice a day. What's wrong with you guys? You know? As soon as Mark—Mark is going to retire pretty soon, and he's going to leave the state anyway. He didn't give a[redacted] about anybody. What's wrong with you guys? You guys are idiots. You know what? Payback's coming.

1977-1

Mark Car

02/14/2023

Yes, I would like to talk to the board members on this. It seems like common sense would say, you wouldn't take it down to the back of residential area. You take it right down Hawthorne Boulevard. And I don't know why you're going down the railroad track there. Evidently you must be paying somebody off. I don't understand what's going on, but the commonsense thing would be down Hawthorne Boulevard or if they don't want it down there, we go down Crenshaw because it's all refinery and everything down there. To your other play. Please let me know why your—the people there are stupid, because I need to know why stupid people are running this place. Please give me a call back. It's Mark Car. And I don't understand it. What's wrong with you guys that you would do something like that? Is it because you don't like people or you're stupid? I haven't figured out exactly what it is but there's something seriously wrong, but I'd like to talk to a board member and ask them how they would like to come down to the back of their house. And I would like to know, you know, are there—are the people along that line that are right on the line all the way the houses getting a kickback? Or what are they getting? Are they getting money? Then I would understand it if they're getting money and maybe you guys don't know how. If they're not, it's the wrong move. Please inform me and call me back or get me in touch with a board member. My name is Mark Car. Thank you.

1978-1

1978-2

Submission 1979

Stable

02/23/2023

Hi, this is Stable at [redacted]. I hear there's a meeting tonight. I didn't get it on the flyer, but Redondo Beach? I want to know if that's true. 5:00 to 8:00. And, I have property just two doors from the line in Lawndale, and I'm looking at getting the quieter proposal. I want to send messages to that nature or speak. Thanks. [redacted].

1979-1

Submission 1980

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1980-1

Additional Comments on the Draft Environmental Impact Report:

Name: TERESITA C. GONZALES

Address: [redacted]

Phone [redacted]

Email: [redacted].COM

Submission 1981

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1981-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Lyudmila Gurevich

Address: [redacted]

Phone: Torrance, Ca 90505

Share Your Thoughts on Extending Light Rail to Torrance!

Submission 1982

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

1982-1

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report:

Name: Anne & Steve Granick

Address: [redacted]

Phone: [redacted]

Email:

Submission 1983

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☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1983-1

Additional Comments on the Draft Environmental Impact Report:

Name: Ralph Giordano

Address: [redacted]

Phone: [redacted]

Submission 1984

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1984-1

Additional Comments on the Draft Environmental Impact Report:

Name: Ricardo Gonzalez

Address: [redacted]

Phone:

Email:

Submission 1985

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☒ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1985-1

Additional Comments on the Draft Environmental Impact Report:

Name: R. YANASE

Address: [redacted]

Submission 1986

Share Your Thoughts on Extending Light Rail to Torrance!

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

1986-1

Additional Comments on the Draft Environmental Impact Report:

Name: Ana Sofia Chappeton

Address: [redacted]

Phone:

Email:

Submission 1987

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As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1987-1

Additional Comments on the Draft Environmental Impact Report:

Why wouldn't you want transit to improve service to Torrance homes and [illegible]

Name: Grant Glazebrook

Address: [redacted]

Phone: [illegible]

Submission 1988

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1988-1

Additional Comments on the Draft Environmental Impact Report:

Name: Jason MacDonald

Address: [redacted]

Phone:

Email: [redacted]

Submission 1989

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *[Check one or more boxes]*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☒ Hawthorne Option

1989-1

Submission 1990

CITY OF TORRANCE
TRANSIT DEPARTMENT

Kim Turner
Transit Director

310-618-6245
kturner@TorranceCA.Gov

March 27, 2022

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance (DEIR) Public Comments

Dear Ms. Sheridan,

In an effort to educate, inform, and engage our residents, businesses and important stakeholders about the C-Line Extension to Torrance and the three (3) options that were studied in the DEIR, the City of Torrance sent out mailers and conducted online surveys to gather comments. Below is a summary of the 1,203 total comments and responses that we received:

- 79.47% of the comments support the Proposed Project: Right-of-Way Elevated/At-Grade;
- 6.57% of the comments support the Trench Option;
- 5.65% of the comments support the Elevated Hawthorne Blvd Option; and
- 8.31% of the comments do not support project at all and/or provided miscellaneous comments.

1990-1

There are some common themes found in the comments we received:

- Concerns about crime and the unhoused on or at L.A. Metro properties; 1990-2
- Concerns about increase in costs of the project with the Trench Options and Elevated Hawthorne Blvd. Option; 1990-3
- Impact to businesses and homes on Hawthorne Blvd. for the Elevated Hawthorne Blvd. Option; 1990-4
- The need for completing the project as soon as possible; 1990-5
- Improving First-Last-Mile Connections; and
- Improving connectivity between buses and rail. 1990-6

We look forward to the incorporation of these comments into the Draft EIR when completed. We have enclosed a copy of all the comments received.

Should L.A. Metro need to contact the City of Torrance please do not hesitate to contact David Mach at 310.781.6974.

Sincerely,

Kim Turner

Kim Turner, Director
Torrance Transit System

Enclosure:

A. City of Torrance - C-Line Extension to Torrance Public Comments Mailers
B. City of Torrance - C-Line Extension to Torrance Public Comments Online Surveys
C. City of Torrance – Signatures of Support for the Proposed Project: Right-of-Way Elevated/At-Grade

Submission 1991

From: Sheridan, Georgia
Sent: Tuesday, April 25, 2023 4:51 PM
To: Bonstead, Tyler R.; Zhao, Doreen; Salcido, Elenna
Subject: DEIR Comments on Figures 3.2-5 and 3.2-10 (OSB Q. No. 1)

****This e-mail is from outside STV****

See email below from Holly Osborne.

Georgia Sheridan, AICP
Senior Director, Mobility Corridors
LA Metro
[redacted]

metro.net | facebook.com/losangelesmetro | @metrolosangeles
We provide excellence in service and support.

From: Holly Osborne <[redacted]>
Sent: Sunday, February 26, 2023 3:23 AM
To: GreenlineExtension <GreenlineExtension@metro.net>
Cc: Brandy Forbes <brandy.forbes@redondo.org>; tyler.bonstead@stvinc.com <tyler.bonstead@stvinc.com>; Ted Semaan <ted.semaan@redondo.org>
Subject: DEIR Comments on Figures 3.2-5 and 3.2-10 (OSB Q. No. 1)

Dear Metro:

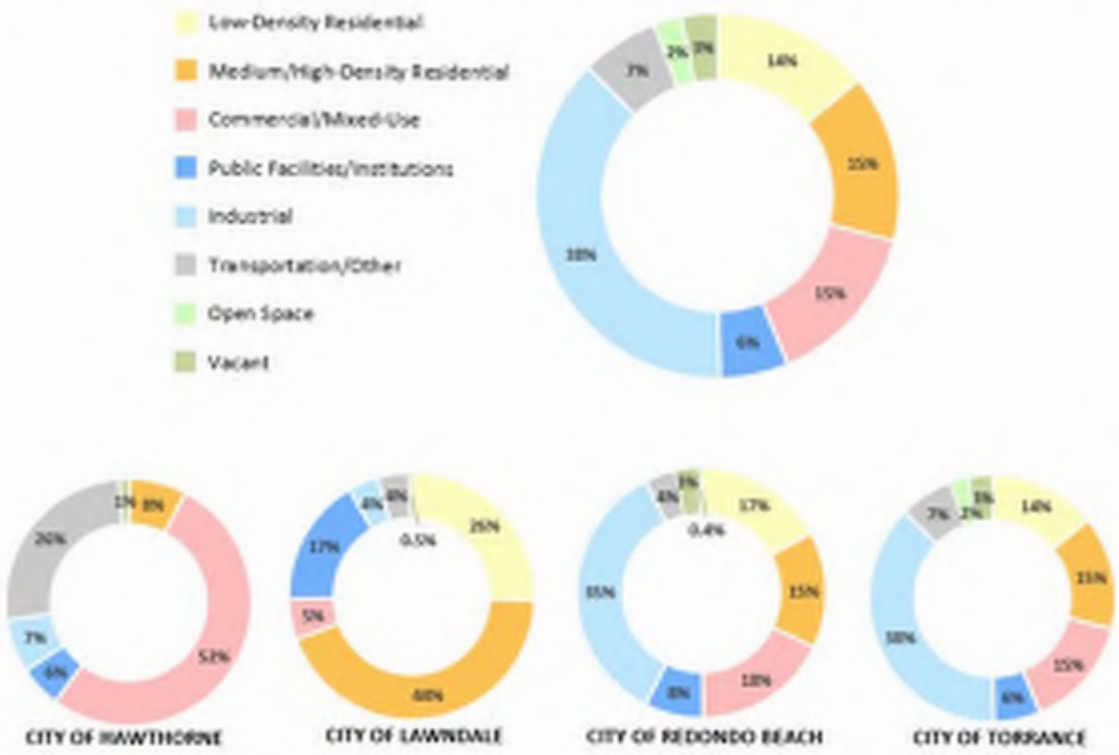
Problem: Figures 3.2-5 and 3.2-10 in the DEIR appear to be in error. (See below)
Action: Fix the figures, **and provide total acreage information on each city. (**Correct discussions on figures as necessary)
Impact: Inaccurate figures can lead to inaccurate conclusions. These figures should be corrected before you make decisions; and corrected figures might lead to follow-up questions. (Time should be provided to the originator of the question for that.)

Discussion:

I have the following questions on Figures 3.2-5 and 3.2-10..

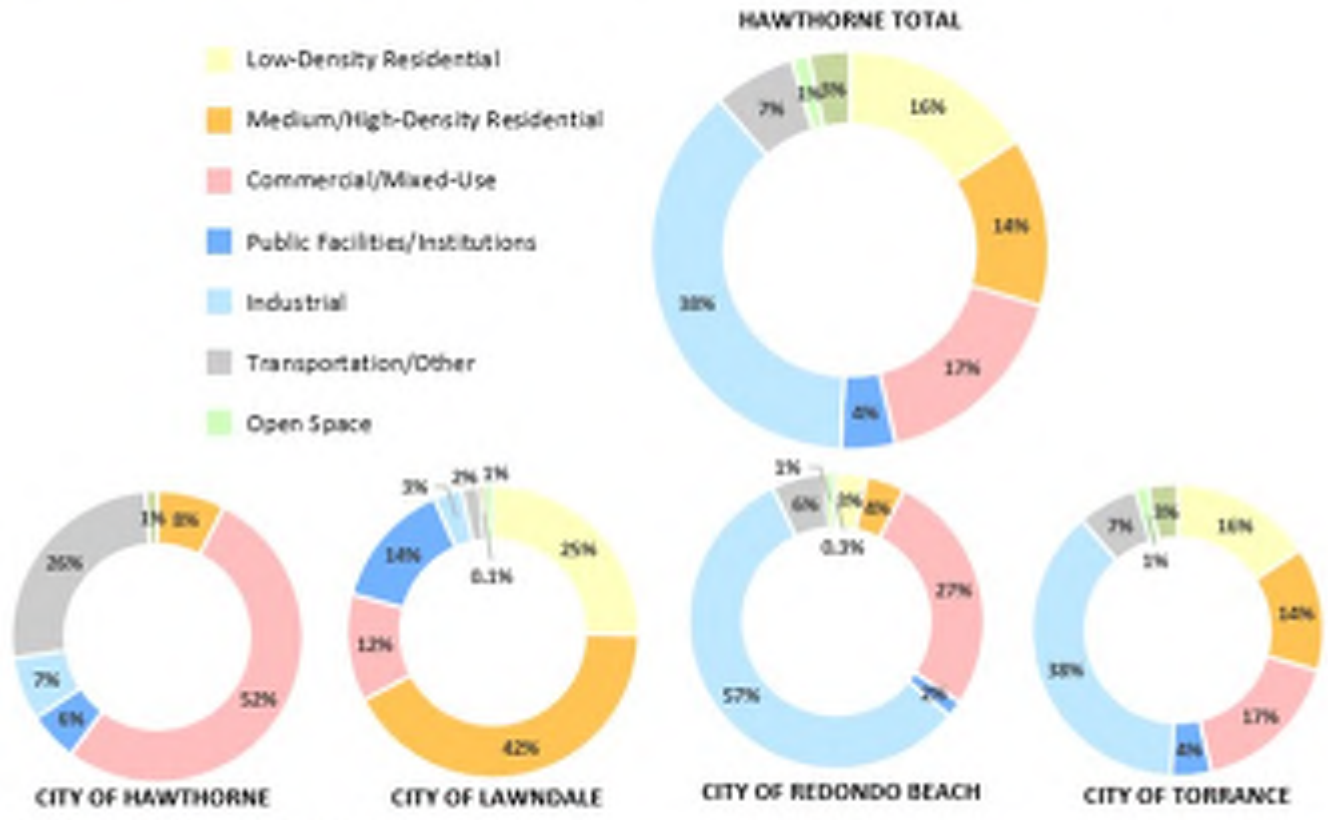
1) **What are the exact total acreages for each city of Hawthorne, Lawndale, Redondo and Torrance?** It seems peculiar to me t**hat the figure for the city of Torrance (4th figure on right) is exactly the same as the figure which professes to be the percentages for the combined region (larger figure on to**p). 1991-1
(This occurs in Both Figures 3.2-5 and 3.2-10.)

Figure 3.2-5. Proposed Project and Trench Option – Percentage of Existing Land Uses in Resource Study Area



Source: SCAG, 2020; STV,2022
Note: Percentages may not add up to 100 due to rounding.

Figure 3.2-10. Hawthorne Option – Percentage of Existing Land Uses in Resource Study Area



Source: Source: SCAG, 2020; STV,2022
Note: Percentages may not add up to 100 due to rounding Redondo Beach (Marine) Station

2) So, is the figure for Torrance really the one on the extreme right, or the one on top, or neither?

1991-2

Respectfully submitted,

Holly Osborne, PE.

Submission PH 1

PH 1: ARMANDO VICENTE

My name is Armando Vicente, and I'm here to say that I am all in favor of the Hawthorne alignment. And mainly because that is the one that makes most sense. It is more appealing, more modern looking. It costs almost the same as the trench and the proposed stations. According to your map, the station on the Hawthorne alignment is going to be in the South Bay Galleria, in front of it, I suppose. That makes the most sense to me because there is bus lines already existing there. And I believe they just finished building a Metro bus line station behind the Galleria, so they all interconnect. The other one on the ROW, whether it is trench or whatever it is, is going to be way at 182nd Street. It will be next to a park where there is birds and there's children and people walking their dogs. It doesn't make no sense to put a station there.

PH 1-1

PH 2: JOSH STANDIFER

Josh Standifer. My address is …….That is one of the areas where it's going to be a grade 20 feet from my property line. One of the things that I don't believe you have addressed with trying to take the only green piece of land we have left in our city and turn it into this where everyone is walking their dogs. PH 2-1

And you know what we also do -- it's a natural organism in relationship with the homeless community that can only tent maybe five to six at a time across the span of a mile. The minute that you isolate it from people accessing it, we will have an influx of tent cities in that area that you block off.

The first day I bought my house and it was on the market, two days later when we were renovating, I had ten homeless people that broke into that house. I can't imagine how many people would have been banded together to go squat if your station was built through our neighborhood. And not to mention that we have a ton of people who own outside cats that have grown used to a 15-mile-per-hour freight train that happens four times a day, not a 30- to 65-mile-per-hour train that happens every 6 to 15 minutes. PH 2-2

Don't build it. Go to Hawthorne. We don't want you in our city. And we remember Vanderbilt. We remember the names like Rockefeller. And this is not the age of railroad barons anymore. It's 2023. PH 2-3

PH 3: CRAIG ST JOHN

Hey, Mark. You know me. Craig St John, President of Westwood Building Materials on Inglewood Avenue and Manhattan Beach Boulevard. I would like, first of all, to give you a compliment. I do appreciate Metro working with us trying to go around this. Though, I get your Draft EIR, and we 11 find a little kicker there talking about taking 10 feet 12 off our property on Manhattan Beach Boulevard and Inglewood Avenue. We addressed that. Hopefully we take care of that.

PH 3-1

Personally, as my first -- and people out here in Lawndale. I'm surprised there's not more people out here. I bet you neighbors would get out here.

Personally, I do not think we should do something that is a waste of money. I am waiting to get an answer from any of you guys about your ridership, whether it's gone up, down, sideways. I read the newspaper, and Metro says your ridership has dropped. I don't know where you get your ridership numbers from.

PH 3-2

I have been to your meetings. Originally, you showed us a station there. A station that showed little black dots telling me each one was 5,000 people rode the bus at the two stops. And I said, "Really?" That one stop that you have right there hasn't even been there for fifteen years. Oops. So I don't know where you get your numbers, but anyway, that is my personal opinion.

As far as Westwood, I hope you guys go overhead if you do the ROW, which I think you are going to do. Because I think Hawthorne is just a dog and pony show for everybody. You are going to go with the ROW.

PH 3-3

I hope for the traffic sake those that travel Inglewood Avenue and Manhattan Beach Boulevard in the last month and a half knows how the traffic has been that being trenched. You will have that road congestion for six years. So please take it overhead. Do the work at night and not during the day.

PH 3-4

PH 4: KEVIN MITCHELL

Kevin Mitchell. Hello. I'm a homeowner on the ROW. I purchased my house in 2007 understanding the train line would -- it typically would have a roundtrip of one a day back and forth. So that has been our experience for 15 years now. The push by Metro to bring the C Line behind our homes changes this dramatically. What we have learned now is the trains are running from 4:00 a.m. to midnight every 6 to 15 minutes every day of the year. The road neighborhoods are primarily worker class, homeowners who would be assaulted by years of heavy construction and an infinite amount of train cars filled with noise and vibration that would essentially destroy any peace time we have outside the current freight schedule. PH 4-1

The mitigations like trench and elevated train positions have been proposed. It does not address the fact that this is a huge industrial encroachment into what are now peaceful, residential neighborhoods. Thank you. PH 4-2

PH 5: JOHN SCHREIBER

So as I go to these meetings over the year, I ask every Metro official can you name one benefit to the City of Lawndale and everyone just gives me a blank stare Because you can't name one positive impact on our city. We don't get a station. We don't get increased ridership to us. We don't get increased access to any train stations. We get all the negative impacts and none of the positive. And not one of you can ever tell me this is a good project for Lawndale.

PH 5-1

Going down the ROW you are destroying our way of life. You are destroying our homes. And I'll get more specific to the Draft EIR because that's what you asked. But you were asked would the project substantially damage or increase sources included but not limited to trees. For the ROW you stated there is no impact. I don't know how you can possibly say that. The ROW is the most scenic, peaceful place in Lawndale. We use this green space by the community. In a community that is very park poor. In fact, it is one of the most park poor cities in all of the South Bay. So I don't know how the Draft EIR can say that taking away the ROW would have zero impact on natural resources.

PH 5-2

I also didn't see you address hazards and hazardous materials. You are moving a freight train full of petroleum within 15 feet of some people's backyards. What happens if that train derails further down the line in El Segundo? What would happen if that train derails, tipped over and dumps petroleum in people's backyards? You saw what happened in Ohio, hazardous materials from trains? People has to evacuate for miles. You do not address that anywhere in the EIR.

PH 5-3

Finally, one minute is totally inadequate for us to address you guys. We are all here tonight. One minute is a BS amount of time. I think you need to change the amount of time.

PH 5-4

Submission PH 6

PH 6: CHELSEA SCHREIBER

I have a lot of questions. This will take a little more than a minute. My first question is about the trees. How will the project replace the trees that have been on the road for many years and been established there way longer than we have been alive? Will it be cut down? How will that be impacted? How will home values next to the ROW be impacted? I heard multiple times that home values will go up, but I cannot see how that is possible. I don't know. PH 6-1

I would also like to have you specifically identify projects similar to this in LA County. I'd like to know how other communities have fought and won against you. And I would like to know the contact information for those people so we can kick you out of our area. PH 6-2

How many homes will be impacted by the Hawthorne option versus the ROW option? And my most important question is: What are the health related environmental impacts that will impact families that live next to the railway? You have addressed sound but no long-term health concerns, cancer, asthma, et cetera. PH 6-3

I have a 4-month-old and a 4-year-old, and they spend most of their time in our yard, which butts up against the rail. Will they have health concerns later in life because they play in our yard while the Metro is being built? What's going to happen to them? To the people who are working on this project, would you allow your family to live next to this? PH 6-4 PH 6-5

PH 7: LENA PULLEN

Hello, my name is Lena Pullen, and I live in the City of Lawndale, and I am a parent. I have three daughters, and I asked my three daughters: If they built a Metro rail through the City of Lawndale, through Torrance, would you ride it? They said, "No." I said, "Why not?" "I don't feel safe."

PH 7-1

None of the women feel safe on this Metro rail. They feel like they will get killed, raped or stabbed by the homeless people who are going to turn it into their homes.

And the City of Lawndale has nine schools in their school district on both sides of the city on Hawthorne Boulevard. How are parents supposed to get their kids back and forth to school every morning if there is a Metro rail running from 4:00 a.m. to midnight, five to six minutes every day, 365 days and seven days a week? And what if there is a fire? Firefighters, EMTs, police how are they supposed to help people? And the Lawndale High School, how are we supposed to get our kids to the high school if they are doing construction on the Metro rail?

PH 7-2

No build. You can go down Prairie. You can go down Western. You can go down Crenshaw. You do not have to go through Hawthorne Boulevard. You can go down through Manhattan Beach, Hermosa Beach, Palos Verdes. Stay out of the City of Lawndale.

PH 7-3

PH 8: ERIC HERMELIN

Hi. My name is Eric Hermelin. I'm a 25-year homeowner in Redondo Beach adjacent to the right-of-way. And I note that there is predicted to be, assuming it goes to the trench or right-of-way or even on Hawthorne, significant construction, noise and vibration for at least five years and possibly longer. I guess for the trench is longer. And even after it's built, there would be significant noise on the right-of-way. PH 8-1

And for those reasons, I am in favor of the Hawthorne route as there is already currently heavy traffic most of the day and at night, and I think it would be less impact to residences in both Redondo and other cities. Thank you. PH 8-2

PH 9: BARRY OGLE

My name is Barry Ogle. We have lived in our house since 1963 right-of-way in Redondo Beach. I'm a retired BNSF conductor remote control engineer. We do the same thing as regular engineers. We just don't leave them and kick them to the curb. And someone brought up about the chemicals. And, yes, that can happen. And I know the chemicals we run up and down the Harbor Line. I ran it for many years. PH 9-1

I also approve of the Hawthorne Boulevard where you do not have to do a lot of soil compacting and such as where it's up on the right-of-way at Grant Avenue. You just had to go in there and rebuild the ground around the retirement home that is built up there on the other side of the right-of-way to the west of it. And you had to come in and put up some type of clay asphalt up there as well to keep the right-of-way from sliding into our neighbor's backyard already. PH 9-2

And you did not address to me in 2018 when I went to one of these local community get-togethers why you didn't look at the right-of-way on Normandie Avenue that comes right into Torrance up Del Amo Boulevard, which would bypass a lot of residential and come right into your train station -- rebuilt station on Crenshaw at Del Amo mall. It would be very little difference. PH 9-3

PH 10: ANGELICA VICENTE

Hello. So I have two major concerns. Mainly because I am a property homeowner on the strip where the ROW is going through 170th and Artesia. The main concern that I just confirmed today looking at the plan is that those that own property there might actually have to give up part of their small, tiny backyard to this project. So that's a major impact on residence living on that street. Property value is going to go down.

PH 10-1

I mean, I just bought a house there 10 years ago, and to think I would have to think about do I have to sell before construction starts or before a decision is made by Metro? So just things to think about when you are thinking between the ROW and Hawthorne. Another major concern for us is the wall. I mean, if it is going to be even closer to us, is it going to go higher? Is it going to block natural light? Is it going to be earthquake proof if it is going higher?

PH 10-2

And then the train tracks, they have always been very respectful, the BNSF, but I heard that you will move them even closer to us. So vibration, noise -- I mean, we can already feel a little bit of a rattle on our second floors, but now with the train even closer and the chemicals they carry even closer to us. There is also gas lines and petroleum lines running through the back of our homes.

PH 10-3

PH 10-4

So this affects all this community in the surrounding area. There is schools. There is families that need to cross that intersection on 170th to get to the school. Those living on the Westside are going to be kind of cut off from getting to Hawthorne quickly. So it's a huge disruption to the Lawndale community if going down the ROW. I don't see why disrupting otherwise a quiet neighborhood rather than go down a commercial street that is pretty wide, but there are other concerns with Hawthorne as well.

PH 10-5

PH 11: RHONDA HOFMANN GORMAN

Since I know the other two are going to address what my feelings are. I am going to share with all of you just tonight when I walked into this room -- I am from Lawndale, and I sit on a committee with the mayor of the City of Lawndale. Speaking on behalf of the City of Lawndale with Metro and tonight is the first time I heard that we were only going to get one minute to speak. And I am appalled. And I just went up and said at least 3 to 5 minutes was needed by each one of you, and you all should have that kind of time. So, again, that's the kind of respect that Lawndale gets from Metro. PH 11-1

The other piece I will say is Lawndale for 30 years has maintained the same stance that we always will. We are against this thing. Not down the ROW, not down Hawthorne Boulevard. We don't want it, period. And what they are not telling us is there is an option to do nothing. That is the option we want. PH 11-2

I ask every single one of you get on the phone, e-mail. The voting members of the Metro Board, share your comments of not bringing it through Lawndale. We do not want it. We do not need it. We do not need the homeless and the Disney park that you are going to plan around it if it goes down the ROW for our homeless to encamp in. Thank you. PH 11-3

PH 12: TED HOFMANN

Thank you. I'm not a speaker, and I certainly need more than a minute just to get my thoughts together. But the chart that's up there and the chart out in the vestibule, it shows three options. It doesn't show five options or six options that I see in the environmental impact report. There is no project alternative. It is right here in the environmental impact report. No project alternative would avoid many of the constructions and operational impacts identified for the proposed project. PH 12-1

Now I'm watching the clock.

Also, there is the high frequency bus alternative that is environmentally superior. Let me read that. "Therefore, the HFB, the bus alternative, is the environmentally superior alternative as it would avoid or reduce all impacts to a less than significant level." PH 12-2

That is not even up there. Out there there is a sign that says in spring the Board will be voting on the options and it shows three options. These people are being told there is only three options.

We personally have property. I'm against all of it, but I'm certainly against the Hawthorne Boulevard off ramp as it actually goes over our property. The train rails are over our property. Thank you. PH 12-3

PH 13: DORIS HOFMANN

My name is Doris Hofmann. My family has lived in the City of Lawndale since 1927 on the same piece of property. Right now we are right next to the San Diego freeway. The train is going to go right over one of my houses there next to the San Diego Freeway. I'm concerned about property values. Can anybody hear me? Thank you. I just want to make sure I am speaking loud enough.

PH 13-1

I'm especially concerned about the property values, not only for my property but for every other piece of property in the City of Lawndale, even on the east side of Hawthorne Boulevard. We do not need to have our property values dropped anymore.

The bus is running up and down Hawthorne Boulevard empty. There might be six or seven people on those great big, long, double buses. We do not need a train. We can't even fill a bus. The people that ride the train are the ones that are -- do not have homes. They are looking for a home. They use the train for a home.

PH 13-2

If you do use the train and you get off, you have to walk back to a bus stop to go where you want to go. So why not take the bus in the first place? I see graffiti. I see trash. I see all kinds of problems that we do not need in our City of Lawndale. Thank you.

PH 13-3

We have been fighting this problem, by the way, you guys, since 2008 when my husband was the mayor. He died in 2013. We have fought this problem before.

PH 14: ROBERT PULLEN MILES

Ladies and gentlemen, tonight I rise in opposition to this project in general. We don't need it. We don't want it.

PH 14-1

Can we say that together? We don't need it. We don't want it. We don't need it. We don't want it. I rise in opposition to this project along the ROW because it would adversely affect all the families, 400 units, along the ROW. In particular, the environmental concerns along the ROW is the only green belt in our city, so I rise in opposition against that.

PH 14-2

I also rise in opposition against this project because it will negatively affect our economic engine in the City of Lawndale. You are talking about one of our greatest economic engines of Westwood Builders. One of our top producing tax revenues. It will adversely affect them as well, so I rise in opposition against that.

PH 14-3

Redondo Beach will benefit from this project. Torrance will benefit from this project but not Lawndale. Take it through Redondo Beach. Take it through Torrance. Take it down Crenshaw Boulevard. Whatever you need to do to get there, where you are going, but don't bring it to Lawndale.

PH 14-4

No alternative should be adopted. More buses should be used. I use to be on one of the Metro Boards, so I know you can do more buses to get your objective met. Thank you for your time.

PH 15: PAT NICHOLS

Good evening. I am Pat Nichols, and I am representing Breakwater Village. We are a senior community of 191 units, approximately 300 people. And I am concerned about the quality of life. The only thing that was significant on all the different areas was the noise of the operation on the ROW. I question how it could be not significant in the trench because all along Redondo Beach it's the same as the ROW. So if it is going to be significant for the ROW, then it should be significant for the trench.

PH 15-1

Also, we are senior citizens who have worked our whole lives to purchase something that would give us a tranquil and pleasant place to live. I question if that would continue after the Metro. Many of us -- most of us are on fixed incomes. We will no longer be able to open our windows because our bedroom windows are approximately 50 feet from the current railroad. I can wave to the conductor from my bedroom window. It is right there. I don't need the noise. If I have to close my windows all the time, then our air conditioning and everything will increase.

Also, we are having problems with the foundation of our building at this time with the railroad going right directly by. What do you think will happen when the Metro comes?

PH 15-2

PH 16: DENISE

Hi. I'm Denise, everybody. And so I am trying to fight for everybody in here, and this is what I have: Will the project result in an inadequate emergency access? And the DEIR says for the ROW the effect is less than significant, so I need to know the answer for that? Why can't you have it now so everybody knows? So we know where we are standing. Give me the answer. Every six minutes.

So what are we supposed to do if it's backed up? What is going to happen to everybody? We have an older community there. Some of them cannot even speak English. What do we do? I will give it to somebody else.

PH 16-1

PH 17: ANDREW WANG

Hi. I just came to this meeting because I wanted to learn more about this project and it sounds pretty interesting to me. And I just figured that probably for this project I think the right-of-way trench option is probably the most feasible option to me. And that is just because at least that would -- because I figure how it works and that it does go along with the Redondo Beach station and it doesn't cross the street at Grant, and that's about it.

PH 17-1

RICK GOULD: I'm speaking for all my family. My daughter was raped on the train. I'm speaking for her. That's a crime what you guys are doing. You know it is a crime. This is a crime. And the last estimates for how to build the train, they are a lie. You know you made the first one, got it through so it could go back down behind all those people. Those other two lines are overestimated, overdone and elaborated so that you guys can do what you want. PH 18-1

Build it in our city. Do it. But build it the way we want it, not the way you want it. You do not get to do that. You are destroying my family. My family is in Lawndale. You are destroying our lives. You destroyed my daughter's with your train. You destroy everything you have. Do not do it here.

You paid $360 million on building that tower in LA that is a Metro tower, but you won't spend the money here. I don't care. Spend it. Charge us. That land was ours. We leased that land in 1946. I have the paperwork here. You stole that land from us. You stole it. You went and bought it from Metro and you took it, and now you just want to destroy our lives.

And you know, Mark, I like you, but you know what, the problem is they are destroying my life. They are destroying my daughter's life. They are destroying my wife's life, and you have destroyed us.

And if you come down through there, we have nothing to say. You guys are just going to do what you want. You are going to kill every one of these citizens here. And they could be doing something better tonight. They can be with their families. And you keep bringing these meetings up. I have 25 years of meetings with you guys.

Submission PH 19

PH 19: JOSH STANDIFER

My main point is that we have been tricked and these reports -- it's not a matter of whether or not there is damage. It's the threshold of damage that's allowable by an administration that allows the project to go forward. And I happen to be at one of the residences where the train will be above and at grade. And it will be 20 feet from where I am raising my children -- going 65 miles an hour -- every four to six minutes. The hardest part about this also is that if they block it off -- the first day I bought my home, I had ten homeless people break into it. The minute that these go up there will be a wall sitting back there breaking. The homeless will be sitting right there. I believe Hawthorne Boulevard is the more sensible choice, stops with me and where it will be observed by municipal powers.

PH 19-1

PH 19-2

PH 19-3

MARIA FRANCIS: I live in Lawndale, and I just -- I don't want the train going through my -- close to my house. It'll be a block away. And I think it's -- I don't want all that construction. I don't want all the noise. I think it's a public transit, it should be more in a public area. I think it should go down Hawthorne. I would prefer it. Deeply, deeply prefer to go down Hawthorne Boulevard. I think more people see it and will be able to jump on and off the Metro. That's it. That's my comment.

PH 20-1

PH 21: MARVIN FRANCIS

Hi. My name is Marvin Francis, and I just wanted to say that I would prefer that the Metro to go down Hawthorne Boulevard. Because I feel like there would be too much of a disruption through the neighborhood near Condon, which is a neighborhood. I understand they are saying that it would be less money to go through the residential area, but I feel like the construction would be tremendous on the neighborhood. The noise of the train running almost 24/7 would be an issue as well. PH 21-1 PH 21-2 PH 21-3

And I just think it would disrupt the neighborhood too much. I don't think the residents realize we have construction going right now at one of the intersections near Manhattan and Inglewood Avenue. It's horrible traffic, and it's a lot of delays. And I think it should go down Hawthorne Boulevard. Thank you. PH 21-4

PH 22: TOM WOOGE

My main concern is the neighborhood, the residential neighborhood that's bounded by Hawthorne and Inglewood or Artesia and Manhattan Beach Boulevard. Our public park, the William Green Park. And the elementary school, it's in the center of the block. Common in almost every super block that you put a school in the middle because you could cross the street without getting killed.

But this -- two of those options, the trench and at grade, cut off one third of the neighborhood from the park and so you have to go all way north to looks like 162nd to cross and come all the way back down to get to the park, which is pretty far. Or you have to go all the way south to the crossing and come back up to the park, which is very far. You have to drive your kid to elementary school or have them take a kind of concentrated route to get back to where they should have been able to walk through easily.

PH 22-1

PH 23: FRED SADEGH

So my name is Fred. I am currently the business owner at the corner of Inglewood and Manhattan Beach where the street-level Blue Line plan is going through. This will definitely impact our business and the land. Our suggestion is instead of having at -- there are two businesses there, instead of having the two businesses and having to relocate, our suggestion is to go with the green elevated plan that goes through South Bay Galleria because there is already train track there that runs all day so the noise and, I guess. It would be easier to build there, and the noise is already there so it wouldn't really affect what's going on at this point.

PH 23-1

PH 24: ABBY SAHJARI

I am the landlord of the property on the corner of Inglewood and Manhattan Beach Boulevard. I have been talking to a couple people at this meeting at this point right now. And they told me they have three options and do not affect my property and they said are going to relocate me. It's going to be very hard because the businesses have been established since 1990. I don't think if we moved out from that area, it's going to help us. There is a car wash, a body shop, and a mechanic shop and it's been there since 1990. I really want to go to the third option with the Green Line, if that's possible.

PH 24-1

PH 25: KHELA GUIRUIS

It's really going to be living on Condon Avenue by the crossing and by Condon. Three houses away from there. There is a gate. We hear the noise from the train all day long. And when the train passes by, there is always -- we hear the horn on it. It's not pleasant for us, really for us. It's taking any of -- it's the people more increase, and taking our privacy away because it will be too close to our houses and we have children. I am scared for people going back and forth and we would not like to have anything additional in our area. It's way too much.

PH 25-1

PH 26: SAFAA GUIRUIS

We just live close when the train, like, passes by, we can see the driver. And they can hear the train litter, towering sliders. So we hear the noise like the horn. If anything else is added to this, we might sell the house. If there's an option to go the other way, Hawthorne Boulevard, that would be great. That would be really great. PH 26-1

PH 27: LENA PULLEN

I don't understand why the Metro Rail has to come through the city of Lawndale. There are other boulevards the Metro Rail can go down. There is Perry Boulevard, Crenshaw Boulevard, Western Boulevard. They can go through other cities like Hermosa Beach, Manhattan Beach, Palos Verdes. On the Metro Rail, women will not ride it. They don't feel safe riding the Metro Rail. The homeless will ride the Metro Rail and kill, rape, and stab the women on the Metro.

PH 27-1

PH 27-2

And the city of Lawndale has nine schools in the school districts on both sides of Hawthorne Boulevard. How are the parents supposed to take their kids to school every day? How will firefighters, EMTs, and police help the people who need help if the Metro Rail is running seven days a week, 365 days a year, every five to six minutes from 4:00 p.m. to midnight? Property values will go down. Our quality of life will go down. Bells and whistles every day. And it's just terrible. I will vote for no project. No build.

PH 27-3

PH 27-4

PH 28: ANGELICA VICENTE

I am Angelica Vicente and I have a real concern with the line going through the street of Artesia and 170 because I am a homeowner and that whole block will be severely affected. Talking to the engineer and the real estate property experts, they are saying they might have to actually tear down into our property. And it's just a concern because of loss of property value and earthquake concerns. Like, are the walls earthquake proof and safe? The train tracks are closer to our house, so that's a concern because of vibration. We already have existing vibrations and the train goes slow. Now with the Metro train going about 60 miles per hour daily, that's another concern. And just railing and stuff falling. I mean, again, the earthquake. We have petroleum lines, gas lines going through there. Warning signs everywhere, sign 170.

PH 28-1

PH 28-2

PH 28-3

PH 28-4

PH 29: ARMANDO VICENTE

My name is Armando Vicente. I am here to speak against the idea of having the option of going through the right-of-way where the existing rail line is right now. According to paperwork that I have seen, that train is going to be passing by every five to six minutes from 4:00 a.m. all the way up to probably midnight. Seven days a week. 365 days a year. The noise factor is what I'm objecting to. Having the railway going through there that often with that amount of noise will affect our quality of life. That's my main concern. Thank you.

PH 29-1

PH 30: BRANDON VICKERS

So, I guess, the thing that I like, I like this project. I want it to happen. I have been a member of the community. I have been living in Lawndale for 20-plus years at this point. I really like the proposal of taking a street-level path option through the neighborhood in the existing track. I think it's going to offer the most amount of gain for the community without disrupting anymore changes, right. I heard a lot of people talking about traffic conditions on Hawthorne, right, cry me a river. But along the street-level paths with the existing tracks, I think because I see working into the plan the ability to, like, keep it as quiet as possible. While adding walkable and bike paths gives the community the most amount of gain to have. To have, like, to have bike and walkable paths those stations between South Bay, the Redondo Beach station.

PH 30-1

I think knowing the proposed station or the Hawthorne build is near the front of Hawthorne, right there near Artesia in front of the Galleria and the other one can be right here behind the mall, the Redondo Beach train station. That walk from Manhattan right to Redondo -- to the mall is about ten to fifteen minutes no matter what. It's a difference in time. Whether it is downtown Hawthorne or takes those existing paths and the existing train tracks, so I think it would be much better to take this street-level path option, whatever you guys call it.

PH 31: SHAUN MOORE

Good morning, Metro, and everybody on the -- Shaun Moore, City Manager with the City of Lawndale. I just have a few comments. They are general in nature. First and foremost, as the council, we had a meeting last night and concerns for the residents. We prefer that there be no project, just want to specify that. We have great concerns with this project and its environmental impact on the city. PH 31-1

We looked over the document in general and all the alternatives. We feel the document is insufficient. It does not address -- it has inadequate CEQA analysis. There is a CEQA scale issue going on here because this is part of the greater regional planning for Metro. We looked at your master planning, so we have concerns with that.

But we feel that the document missed the mark, and this is not to attack staff, but just the document itself. It didn't -- the potential, significant environmental impacts on the environment for aesthetics, traffic, noise, vibration, land use, planning, air quality, greenhouse gases, utility, energy, public services. There are also deferred mitigation measures and a faulty ridership study. Those are just some of our general comments. PH 31-2

I want to thank Metro and everyone for attending and their comments last night as well.

PH 32: JONATHAN SHULTZ

I'm sure I will send an e-mail as well because I just started briefly looking over the Draft Environmental Impact Report. But the thing that stands out to me the most is this is the ES.4, the significant and unavoidable impacts. The thing that stands out to me the most here under the proposed project, one, I think is kind of misleading in some categories. And under the first thing, under the proposed project, it says, "Noise (construction and operation.)"

This is the only place where I see "operation" as like a significant impact, and you have to realize operation is going to be forever. This is running through the middle of a neighborhood, and we should keep any of this noise to a commercial area where it is already noisy and the vibration.

I think it is misleading just because the trench option leaves out the fact that it does come out of the ground south of 170th at some point. And there are three blocks of residential area on that side at least and probably another three blocks on the other side of Artesia. And in this report it is just kind of saying that the construction is the impact, and I don't think that is the case.

PH 32-1

PH 33: GEORGE GALE

Hi. This is George Gale, and I'm Kim's husband. I am a resident here in Redondo Beach on Fisk Lane.

Now, as it exists now, the track is going right through a bunch of backyards in the Redondo Beach area of right-of-way. Now, as it exists now, you know, you have freight trains already operating right above gas lines, underground gas pipelines, which is already risky to me. Especially in the vicinity where you have this track going right down people's backyards. PH 33-1

I want to know how Metro is going to construct our existing gas pipelines and also deal with the existing sinkhole issue as well. But there are gas pipelines already existing on a high track, a track that is above backyards that already carry corrosive materials just with the BNSF lines as it exists now. PH 33-2

So you will add two more tracks over existing gas pipelines going through people's backyards. Not only do you have the devaluation with the noise and the 192 times proposed for this Metro link to travel a day, so it will destroy property values, but there is also a physical threat to the residence with the gas lines and the derailment issues. I'm just wondering how this environmental report -- you know, what they say about this issue. I'm very interested to hear the answer. Thank you. PH 33-3 PH 33-4

PH 34: RAUL MORATTO

Hi. Good morning, Metro. Thank you for holding this meeting. My name is actually Raul Moratto. I'm a resident on 165th between Inglewood Avenue and Condon.

So this will actually -- and I'm speaking from just a residential person. I'm not really familiar with everything that is going on, you know, such as environmentally, but I am a resident. And I do believe this will impact a lot of people along this plan that you guys are considering to make.

The walkway that we have now is the only one that we have here that we use on a daily. You know, I take my kid out there to play baseball, walk my dogs, stuff like that. And everything will be stripped away if this plan goes through to go around Condon. PH 34-1

I believe, if possible, it would be better to go down Hawthorne Boulevard. Not only would it bring more awareness to the ride-and-share and just people who travel Hawthorne Boulevard, but it would also bring more awareness to the small businesses, which will help impact the economy in Lawndale as it is. PH 34-2

So I hope you guys go a different route and do not strip away our, you know, our walking path because we do use it. We love it, we enjoy it, and we want to preserve it for future generations who want to come and live here. Thank you very much. PH 34-3

PH 35: ED HOFMANN

Hi. My name is Ed Hofmann. So I'm a resident in Lawndale, and my option, according to what you showed, was no project at all. Right now we have infrastructure already for option -- what they told me last night in the fourth chapter of your EIR that, yes, they have considered buses from the Redondo Beach Station to the Redondo Beach Station.

If we have to take and have a system like this, that is my preference. We've already got the ROW. We've already got the bus station. We've already got the light system. We've already got everything in place. In fact, if you use this plan, I think you can have it implemented in six weeks instead of doing all this building and all these things where ridership is not real important.

PH 35-1

Because I can sit at Spires on Manhattan Beach Boulevard and see the MTA buses on Friday night, 5:00 o'clock to 7:00 o'clock running, with only five and six people on it. So why are we building this multibillion dollar ridership system when it is not needed?

PH 35-2

PH 36: AMY LACOE

Okay. The thing about going down Hawthorne Boulevard is -- well, let's face it, that is going to affect everything from Sepulveda Boulevard on the south far up into, you know, Marine and everything else with all the construction that would go down Hawthorne Boulevard. PH 36-1

The other thing about this is that you still have people within -- it might not be going through a backyard, but in terms of somebody's windows, there are places, apartment buildings and there are homes that are nearly on the corner of Hawthorne Boulevard. So to me what it's doing is you are going down and using a more expensive option because Lawndale is a poorer community and probably would not fight it as successfully. And that is the way I feel. That Hawthorne Boulevard is an option just because Redondo Beach does not want it and Torrance and what have you. That's it. PH 36-2 PH 36-3

PH 37: KIM

Yes. I just had a question about the -- I don't know if you are familiar, but there are state and federal laws that protect the owls that live in the trees. I'm sure you have heard of the recent story in Hermosa Beach of the homeowner that won the fight against the City. A lot of people, as you, do not realize that there are federal and state laws that protect the owls and other endangered animals as well as plants.

PH 37-1

Those are all currently on the tracks. We have pictures of owls right here across the street behind our homes. Putting in those tracks would be illegal because that would be endangering -- putting those owls in great danger.

So, yeah. Do your homework there. There is no discussion in going any further through putting it into the residential neighborhoods. There is also nowhere else where you have a train going through just residences. There is one down -- I believe down in San Bernardino or that area that we were discussing. There is one around a couple of homes. But we are talking hundreds of homes, families, children.

PH 37-2

We are earthquake country. We have derailments. It makes no sense to put people, homes, property, and babies and children at risk to put a light rail in that nobody is going to ride. Thank you.

PH 37-3

PH 38: MARIANNA CARLTON

Thank you so much for the opportunity. I grew up and went to Hawthorne High, and I am a resident of Redondo Beach. I am also a youth public transportation advocate. I am very optimistic about the idea of a project like this. I just noticed that there seems to be a missed opportunity to provide additional access to businesses along the route. There are very few stops proposed, and there just seems to be a lot of missed opportunity for many businesses along Hawthorne Boulevard that struggle. The idea of bringing more folks through and providing more access to those businesses, stimulating the local economy, I'm not sure that this report really took that into account.

PH 38-1

PH 38-2

PH 39: MIKE GALLIN

Thank you. My name is Mike Gallin (phonetic). I am a long-time resident, born and raised in South Bay. Looking at these options, to me, clearly, the Hawthorne Boulevard option is the one that should really be pursued. One thing I do not think the EIR does is to weigh the impact on the number of residents that the alternate route is impacting directly, being directly behind all of those residents. PH 39-1 PH 39-2

Running down Hawthorne Boulevard where the historical lines had run before, which is why the median is so wide, is clearly an indicator of where the new lines should go.

And I think a couple of other people talked about dumping all of those people onto Hawthorne Boulevard will greatly enhance those businesses. To me, it just seems like a much less environmentally impacting construction and impacts on much fewer residents. PH 39-3

PH 40: RAY HOLLAR

This is Ray Hollar, homeowner in southwest Lawndale near the freight train right-of-way, also known as ROW, for 36 years.

For an untouched topic, the DEIR says the impact by the ROW train on scenic vistas or state scenic highways is less than significant. I think the DEIR has overlooked this. I walk the ROW almost every day. And this time of year especially, I can see the beautiful snowcapped San Bernardino Mountains, the Santa Monica Mountains, and my two favorite landmarks in all of LA, the Hollywood sign and Griffith Park Observatory. What is more scenic than that?

PH 40-1

Walls along the road, especially the elevated ROW train section from 159th Street to 165th Street, would obscure those scenic vistas. I think the impact by the ROW should have been scored as being significant regarding aesthetics.

But it's more than that. The ROW train will consume our sense of openness along the ROW, holding us in like prisoners of progress, degrading our quality of life forever. Please say no to the Metro ROW train. Come visit us in Lawndale. This is Ray Hollar.

PH 40-2

Submission PH 41

PH 41: ED HOFMANN

I'm back. Wow. Again, I'm still for no project. I used to be a person who rode the Green Line when it first opened. And some of the problems they had on the Green Line is that the trains did not run on time, and then when there was a problem, they would shut the trains down and put us on a bus to take us to some place else to either put us on the train or whatever our destination was. PH 41-1

I don't know if you have heard about some of the problems at the Galleria. So you are running trains right through the Galleria. So what are you going to take and do? PH 41-2

My opinion, again, is not covered. You are pushing your three agendas, not the agenda that should be pushed, which is no project. But on the other hand, running buses -- and I'm talking a 12-person bus, a 13-person bus, more of a shuttle than a van, or a van, and not a big hundred-foot-long bus that you guys have between the two stations. Because they will end up on buses anyway if something happens to the light rail. Thank you. PH 41-3

PH 42: LAMA BARIKHAN

Hi. So thank you for this presentation today. I'm much more informed at this point of what's going on, and I would like to also express my -- that I do not vote for Metro City. Because basically -- I mean, I am a resident of Lawndale, basically on Marine Avenue. And I would like to say no, again, because of the unwanted noise and the construction that is going to be around Lawndale city.

PH 42-1

Basically, the vibration, like you mentioned before, and the noise and all of these unwanted issues. And on top of that -- I guess, that is basically it.

I just like the idea. I mean, I would have to dig more into that, but I mean, the bus is like another one mentioned. Mr. Hofmann mentioned that would solve the dilemma, and there is no actual need for Metro to be here. I would have to dig more into that myself, but I kind of liked his input on that too.

PH 42-2

PH 43: SAMSUNG

Hi. Again, I just want to thank everyone for speaking, for you guys, again, you know, just giving this presentation. And, again, I just want to emphasize the disruption that it is going to cause all along 162nd through 170th and furthermore.

You know, you guys are the gentlemen and the ladies that are going to take this presentation to get the final draft. And please keep in mind that the path that we have here is useful. We use it. You know, kids grow up using it. You know, neighbors have planted swings on trees. So just keep that in mind.

PH 43-1

We do not have much in the City of Lawndale. It is a very small city compared to Redondo Beach and Torrance, and I know those cities don't want anything disrupting them. You know, we are a lower income zip code compared to them. So it would kind of suck if we get, you know, the wrong side of the stick on this.

But, again, just think of all the future families, all the future generations, and you know, that would be it. Thank you again.

PH 44: LAMA BARIKHAN

It's more of a -- did you mention the house like the real estate market or housing? You mentioned something regarding a proposal that will come in 2024; is that correct what I understood? Like how is it going to affect the market? That will be it. Thank you.

PH 44-1

Submission PH 45

PH 45: KIM

I just wanted to bring up the fact that if the train is coming by 192nd almost 200 times a day past these homes, these homes were not built to withstand all of that going by all day, not just the vibration. But just foundations of homes, as you know, are not built to withstand something like that. That is not what we agreed on when we purchased these homes. PH 45-1

So having it go down Hawthorne is obviously the common sense way of doing it. And these days common sense is not such a common sense thing anymore, or common thing; right? So I just want to state that for the record for my whole block here for people who cannot call you. Thank you. PH 45-2

PH 46: MIKE GALLIN

Just one more thing I did want to add. You know, I talked about mitigating noise, and saw where it said grease the wheels of the train. I work in El Segundo, and those trains go by all the time, and they don't grease them every day. So, you know, I think it's a little bit inaccurate to say that, you know, because they are going to grease the wheel that's going to mitigate the noise of the squeaky wheels. The reality is it won't completely mitigate it. So in my eyes that is probably more of a significant impact than it is a mitigable one.

PH 46-1

But I think that is something that should be considered especially where it is more approximate to the residents as opposed to down on Hawthorne Boulevard.

PH 47: BECKY SITTON

Hi. Thank you. I will be quick. I just have been mostly listening. I do not live in the area, but have -- I'm representing a business. You all invited me to this.

But, you know, just looking at -- so I guess I'm a stakeholder.

But anyway, looking at the routes and kind of following along on this, I am trying to understand the differences. But long story short, I understand the residents' concerns. And looking at the Hawthorne route, that one to me makes the most sense also because it is already in a commercial area. It would probably benefit the businesses. And it does not seem to be your preferred, but I can see why because of the cost. PH 47-1

So I can see why you all do not want that one, but everyone probably does. Or nothing. I understand a lot of people do not want anything. But that one seems to make a lot of sense, but it's, obviously, the most costly for you. So that was my only comment.

PH 48: NANCY CLINE

Hi. Thank you for allowing me to speak.

I'm a homeowner in Torrance 10 houses down off of Hawthorne and 177th in that little residential area, which is a very nice little area. And my thought on this is -- and I've been in this area for about 25 years now. And my thought on this is with all this money that is going into this project, ruining down Hawthorne is just something I am totally against.

PH 48-1

You already have the train track on the west side of Hawthorne, and I just think that they should allocate the money they are going to spend on this project into improvements in Torrance, Lawndale and Redondo. The homeless, the streets, all the signs up in the sky, the wires. I mean, I just think there is other forms of improvement that they can allocate this money to. I'm against it riding down Hawthorne, and that is my opinion.

PH 48-2

PH 49: KIM

Yes. I went down yesterday right in front of the light rail, which is in El Segundo, and you can hear it right here. This is how it sounds. Here you go. (Video playing)

So you can hear it squeaking. So hopefully you can hear that. The wheels are absolutely rusted out, so as it goes around the bend, you can hear it squeaking. And I'm sure if you guys lived right here and you are on a Zoom call with your business like we are right now, you do not want to hear that in the background; right?

The future and the wave of the future is telecommuting, people working out of their home, which is what we do, a lot of people do. You are taking Zoom calls. You got this thing going on from 4:00 in the morning to midnight. There is no way that people can run their own businesses from their homes, have babies sleeping, people that are sick living in their homes.

PH 49-1

You know, it's insane. So it is very squeaky and very loud, and it is not going to be an option to put behind these homes here through Lawndale, Redondo Beach, Torrance.

So there you go. That's how it sounds. And that is hearing it from my cell phone on a video. Thank you for your time.

PH 50: RUPESH

So I'm about -- let's call it four or five houses over from the freight train that currently exists. How would you compare the sound of the light rail to the freight train? I guess I am just mainly concerned about noise and then frequency of the, you know, back and forth transport. Because right now we have the freight train, which is twice a day, and it is fairly loud, but I feel like this will be a lot more frequent. And I'm a little concerned about it.

PH 50-1

PH 51: ED HOFMANN

Hi, there, again. I'm glad you are addressing the noise issue or at least talking about it. I live in Lawndale. I'm about four blocks from the train crossing at Manhattan Beach Boulevard.

Now, the train crossings start at about 162nd and the trains start blowing their horns at 162nd, 161st, 160th, all the way until the time they get to Manhattan Beach Boulevard. I understand it is a safety consideration. But when that train starts blowing its horn, even though I am four blocks away from it, it sounds like that train is coming straight through my living room. And sometimes it gets so bad you think you have to duck and start looking for where the train is coming -- you know, trying to be silly -- that it is off the track.

PH 51-1

So when they are talking about 192 trips across Manhattan Boulevard per day, and the building and everything happening, noise is a great consideration. Thank you for giving me this time.

PH 52: KIM

Yes. Thank you. I would just like to close in saying that I myself and most of my neighbors are not against light rail at all. We are against light rail going through our -- behind our houses in the right-of-way. And I just want to make a note of that. It is just a really bad idea for many, many reasons. PH 52-1

And I was just informed by my neighbor about five minutes ago that there was a meeting in Hawthorne with you guys and there was a man -- obviously, people are passionate about this. It's stressing people out. It's taking a toll on their health. And evidently, a man collapsed in the middle of the meeting yesterday.

You know, you can't take your money with you when we all die. This is just an example of it. Everything is not about money. It is about people and us being a community and helping each other out.

So take that into consideration. You have someone that is collapsing because he is so passionate about keeping his community with families and keeping it safe and protected. Thank you.

PH 53: RUPESH

Hey, there, again, yeah, I guess just -- the more I look into this, the more concerned I get as a resident. And I see the cons far outweighing any sort of pros. So I don't know how to prevent this sort of thing or propose an alternative route, but, you know, as a Lawndale resident, this concerns me. I'm not really excited about having to deal with construction and all the things that are going to come with this project.

PH 53-1

PH 54: TED HOFMANN

Okay. Sorry. I was unable to get unmuted. I'm -- regarding the closing comments, I would just like to remind this board -- or I'm sorry -- Metro, you guys, that you are going to be making a recommendation to the Metro Board about which option is the best. I have not heard -- I'm just not hearing people from Lawndale saying they are looking for a Metro rail to come through Lawndale. Almost every single person is saying they do not want Metro rail coming through Lawndale. At this point, I would hope that your organization would recommend to the Metro Board that is going to be voting in the spring that the best option is no option.

Also, regarding Jay last night, 15 minutes after the ambulance left the Centinela Performance Art Center, 15 minutes later they had not made it to Manhattan Beach Boulevard yet because of a simple lane closure on Inglewood Avenue on Redondo Beach side. They were stuck in traffic. I sat there for about six lights. The ambulance was just ahead of me and they were stuck there. So with just a simple lane closure they could not get him to the hospital. I cannot imagine what it would be like to put up with construction for five years. Thank you.

PH 54-1

PH 55: KEVIN MCKENZIE

Yes. I just wanted to say thank you. I know that this is a super difficult process. There are a lot of options that will anger a lot of people. I live in northwest Torrance, and I greatly appreciate the work that you are all doing. There are people who are very much looking forward to public transit, I being one of them.

I really look forward to the day that we can go to the airport without having to drive and clog up traffic. I work just north of the airport, and I cannot wait to commute via light rail. So there are a lot of people out there that are very supportive of this, and I hope that you don't all take it as everyone is negative. So thank you.

PH 55-1

PH 56: RAY HOLLAR

This is Ray Hollar. Thank you very much, again, for your presentation and the opportunity here. Part of the reason why I am completely uninterested, besides all the negatives there, the construction and all the noise that would happen and during operation of 192 trains per day. But also because I would not use it. The reason I would not use it is because I take the Torrance bus from the corner of Inglewood Avenue and Artesia. It costs a dollar. That is how I get to the airport, and I get there and back. So I will not walk down for either train. PH 56-1

And, secondly, I visit -- I have medical specialists down in Torrance, and I can take the same Torrance No. 8 bus, and it's a quarter for seniors. There is no upside whatsoever for me. I know it is not just about me, but I don't think anyone is going to use it. Thank you for hearing my comment. PH 56-2

PH 57: AMY LACOE

I guess the only thing that I had to add on this is, again, it does seem like the only reason that this thing is going down Hawthorne is because people that live along the existing track and already know how noisy it is don't want it. Therefore, I just want to make a point here that I -- I don't even know how many houses there are along Hawthorne Boulevard that are just as close as they are along the ROW. But it's just a matter of who you are bothering, not that you are bothering people, but it's a matter of who you are bothering. So I will just put it there.

PH 57-1

And, again, I think I will -- I'm not interested in either one. I am interested in no rail because I don't think there is anybody that wants it. And I will just leave it that way.

PH 58: TRABER SCHROEDER

Hi. I've got something prepared, a statement here real quick, so I will go very quickly. I just want to say thank you very much for bringing this meeting and your efforts getting this built and getting community comments on this.

I'm here today to express my support for this entire project and for the Metro plans in the South Bay. I am a commuter and officer worker here in Torrance, and I want as many alternatives as possible to not being exposed to dangerous car traffic. Easy access to transit is vital to traffic reduction, economic opportunity, economic activity and improved safety and quality of life. PH 58-1

The current transit is not long enough. It needs to be connected in every way possible to the surrounding community, making the last mile of the transit stations more accessible to as many people as possible. It is vital to making the system convenient to use and the project a success. So I believe this project should include much more extensive sidewalks, projected bike lanes and bike parking along its entire length.

As a commuter and pedestrian I find it endlessly frustrating that it takes so long to build transit in human-centered communities but we continue to build and expand inhuman freeways and roads seemingly every year. As a taxpayer, I don't really care how much it costs. Build all of it. Nobody complains about dirty cars or traffic congestion, and nobody complains about how much it costs to build roads or freeways. So I support this project in its entirety. PH 58-2

PH 59: PAM COMBAR

Hello. Forty-six-year resident of Torrance. I am really hoping that you decide on the Hawthorne option. Do you really want any of the many, many risks if it goes on ROW for the 1000-plus homes? Already there is a two-and-a-half-year-old unfixed sinkhole inside Weston Place Townhomes. There are extensive soils, alluvial deposits, unstable ground, which, in essence, are clay deposits, soot, loose dirt and sand. There is fundamental damage to the housing developments already and the inaccessible properties. Thank you.

PH 59-1

PH 59-2

Submission PH 60

PH 60: NATHAN KOLLER

Really do not have much to say, just overwhelming support. I've lived in Torrance all my life and am really just looking for the freedom to choose how I want to get to work. It takes me 15 minutes by car, an hour by bus, so I'm really just looking for any alternative. PH 60-1

PH 61: BILL LINGAR

Hi. I'm Bill Lingar. I'm a teacher in Redondo Beach, but I live in Torrance. As a resident that would like to use the Metro more because we will have more access because of the new lines that are going to be built, I am really concerned about the need for some changes to security on the trains right now in order to increase ridership. And I know personally myself and others that I know are concerned about the security on the trains primarily through the Blue Line and some other areas that we would like to go.

PH 61-1

Smoking of marijuana, selling of items, riders that go on the train without paying and never seeing security on the trains. So if we want to grow the trains in general, and this line is growing the trains, I think security needs to be addressed. I do not see that in your impact reports at all. That is my comment.

PH 62: KIMBERLY GILLEN

Hello, everybody. I just want to speak regarding the EIR sound, lubrication, and vibration. I was just in El Segundo. They have a new light rail that they put in there. It is brand-new. The wheels are all rusted, and it's very loud. (Video playing) PH 62-1

I went on there and I counted about six people on there. The ridership is very low, especially among women and children because of security, as someone else mentioned. And where is -- a lot of people want to know where are you going to take this? PH 62-2

A lot of issues with the sinkholes and pipelines. As you can see on the news, there are derailments happening everywhere. And if you have freight train and light rail right next to each other, they will derail. It is just an accident waiting to happen. Thank you. PH 62-3

PH 63: ARAM CHAPARYAN

I am Aram Chaparyan, Torrance city manager. I'm here to state for the record that the City of Torrance fully supports the Metro right-of-way alternative for several factors. This is a once-in-a-lifetime opportunity for the South Bay and Torrance region to connect to better LA through Metro. As well as with the new transit center coming up, we will be able to service major amenities such as SoFi, Intuit, and Dignity Health and other attractions. PH 63-1

We are aware of the concerns by neighboring communities, and we encourage Metro to mitigate those concerns. We realize the cost estimates vary greatly, and if we were to focus on making this a reality, the Metro right-of-way alternative seems to be the most reasonable option in the city. We encourage Metro to make this happen. Thank you. PH 63-2

PH 64: RON WILLINIS

Hello. Good evening to everyone.

My name is Ron Willinis. I have been a resident of Redondo and Torrance for all of my 78 years. I have been in law enforcement for 30 years, and I feel my brain is still good.

And the lady that came just before me spoke about users. Who is going to use it? It's obvious that you plan on building it. That is understandable, but just because you build the Metro line doesn't mean we, the community, will climb on board. I mean that greatly; we are just not going -- we are aging. Our society is aging.

Just in the paper today there was an article that nationally there are 100,000 new 60-year-olds each day, which indicates that our community is slowly aging. The graying of society is what it used to be called. It's not going to work. You can build it. Disney could build it and it could be beautiful, but they are not going to ride. Thank you very much.

PH 64-1

PH 65: MICHAEL KIM

Hi. Good evening. I am a resident of Lawndale since the end of 2017. I have three young children who will be pre-teenagers and teenagers once the rail gets established. And yes, absolutely, I am concerned about the safety of our community, the children in our community, teenagers in our community, and also drivers and everybody else that live in the city of Lawndale. PH 65-1

Once the rail is established, I'm looking at railroad crossings that I can hear right now on 170th. There is a railroad crossing and there is a school and a park there, and that's a concern. PH 65-2

But not only that, now with the addition of freight train derailments, we are an earthquake land. And, you know, the rail line may make it through an earthquake, but there may be some bending and things going on with the land underneath it.

And the rail line and straightness and trueness of it, and as the years go by, I am highly concerned about a derailment of some kind, especially with moving of a rail line. If you move a rail line that hasn't had an issue, there may be an issue once you move it. If it's not broke, don't fix it. Let's not try to move something two feet -- sometimes it's harder to move next door than across town. I would like to keep things the way they are. PH 65-3

PH 66: TED HOFMANN

Good evening, Mark. My name is Ted Hofmann. I came tonight to see what the people of Torrance think about Metro rail. Last week at the Lawndale meeting, I did not hear one person state they were for the Metro rail coming through Lawndale, either through the right-of-way or through Hawthorne Boulevard. They only stated they did not want it or they stated to use the other option away from my house.

The mayor and the city council of Lawndale opposed Metro rail, and you saw that. They opposed Metro rail coming through Lawndale. If I remember correctly, they have been opposing it for at least 15 years or more. PH 66-1

In the Zoom meeting Thursday, I heard many people state they did not want the Metro rail line built through Lawndale, and it was no use to them. They would not ride it. I only heard one man from Torrance who said he looked forward to it.

Personally, if the Metro rail goes the Hawthorne Boulevard route, the track actually sits approximately 15 feet over two of our properties running right by three houses. Metro rail will say that the rails are elevated. Yeah, they are elevated going by 192 times a day. PH 66-2

This Metro rail board -- group -- I'm sorry -- has to make a recommendation to the Metro Board which is the best alternative based on input from the residents. What you are not telling people is there is an option -- Tyler did mention it tonight that there is an option called no project alternative. There is also the high-frequency busing alternative. PH 66-3

In your own environmental impact report, there is a statement buried that says, "As shown in Table ES3, the no project alternative would avoid many of the construction and operational impacts identified for the proposed project."

Your own EIR goes on to say, "Therefore, a high-frequency busing alternative is the environmentally superior alternative as it would avoid or reduce all impact to a less than significant level." PH 66-4

PH 67: JAMES ECKLAND

Good evening. I am a Torrance resident. As a facility manager, I am kind of experienced with the excavation and cost of doing that, so I do agree with the estimates there. I see that the Hawthorne option did not talk about maintenance access, how you would maintain the tracks. I saw that in the other two, so maybe you want to consider adding that. PH 67-1

I also did not see a rescue plan. How would you get passengers off a train that is disabled? I did not see an action plan for that. Maybe you want to add that. For reasons of cost, safety, and project schedule, I would support the proposed option using the right-of-way. PH 67-2 PH 67-3

PH 68: GEORGE GILLEN

Hello. My name is George Gillen. I am a Redondo Beach resident. I would like to address that I am opposed to the right-of-way option due to the fact that the existing hazards to the residents and the devaluation of the properties. You have backyards on either side of the railroad tracks. I don't know if there is available space to add two more tracks. PH 68-1

In addition, going above gas lines already exist, and to me that does not seem like a very good option. Here we are, you know, being brushed aside for progress' sake and then having to endure devaluation of property, hazards, derailment. When I think the best option is, if Torrance wants connection to the station and all that, I think a bus system would be much more effective due to the ridership and the hazards to the public and the hazards to EMS responses, too, when you have all these gates crossing and construction going on as well. PH 68-2

PH 69: PATTI GIGLIO

Good evening. My name is Patti Giglio. My family owns and personally operates more than 104,000 square feet of retail property that is front-facing on Hawthorne Boulevard. Eleven retail stores in total that my father built in the late 1960s and 1980s. Ours is a long-standing pub, small business in the traditional sense of things and also as is defined by Metro, so are all of our tenants.

While the Draft EIR shows comparable environmental impacts among the options under consideration, it's clear to us that the economic and financial impacts from the Hawthorne Boulevard route would be enormous to our family and all of the small businesses that lease stores from us. We urge Metro to conduct an economic impact report to carefully consider the negative small business impacts of the Hawthorne Boulevard route and to support instead the proposed project that utilizes the Metro right-of-way.

PH 69-1

PH 70: BETTINA OSTEN

Hello. I'm Bettina Osten. I live on 190th and Hawthorne, and we live right next to the freight train. I would like to ask Metro to look a little bit more into that freight train. Every night, we hear a big bang and our house shakes when they change that train around. It comes from a factory, carries dangerous materials, and I am not sure I have heard anything about the real dangers of changing this freight train.

PH 70-1

Additionally, having the light rail and freight train right next to each other concerns me. I talked to people and did not get a clear answer about the situation on Hawthorne Boulevard. In my opinion, the current setup is dangerous. Thank you.

PH 71: MILAN MATSUMOTO

Hello. I am Milan Matsumoto. I am 13 years old and look forward to using public transit. So I have been keeping up with this project for awhile and I'm really looking forward to it. I see that there may be a benefit to the Hawthorne option. It may attract tourists more. Tourists may think that an aerial option over a street is enjoyable and might attract dollars to the city.

However, it takes more time and is more costly. So if it's not viable, I think Metro should consider the other two options for this. However, overall I've great hope for this. PH 71-1

I have traveled to Tokyo several times and seen their rail system, and it will be great if we could bring it back home. Los Angeles is a very progressive city, and I feel that we could really bring change to the South Bay. Thank you.

PH 72: ROBERT ACHERMAN

Good evening. My name is Robert Acherman. I'm a resident of Torrance. I want to see the Green Line extended to LAX without having to change trains to maximize ridership. I would use that. PH 72-1

I am very concerned about the cost. The average cost of the three alternatives is about $500,000,000. That is half a billion dollars of our transportation money. I think we need to find better ways to do the project at a lower cost. PH 72-2

I am also very concerned about our friends and neighbors of Lawndale and Redondo Beach, especially those properties who back up to the rail line. There cannot be a one-time mitigation for noise, vibration and safety. So if this project is approved, Metro needs to have a mechanism in place where additional mitigations can be put in place when neighbors request it. Thank you. PH 72-3

PH 73: THOMAS DORSEY:

I am Thomas Dorsey. I'm a 13-year resident of West Torrance. I am for the trench right-of-way option. I have a background as a travel publisher and in transportation planning. I have also ridden approximately 25 different metro systems around the country and some in other continents. I realize there is always a challenge. There is no perfect solution in terms of transportation. Someone will always feel bad about this, that or the other.

PH 73-1

I do encourage one thing, that we all listen to each other. And even though I want the trench option, I highly respect what I heard one of the ladies say about the situation. So I would love to see Metro address that.

I would also say to doubters, typically, well-designed systems like this do not depress home values; quite the opposite happens.

PH 74: KYLE BRUBAKER

Hi. I live down the street just over by Torrance. I'm very excited about the transportation opening up near our property and excited to skip the chaos that is LA. I want to take the Green Line decision directly to the people movers, and there is going to be reaction.

And I also want to note that as someone who used to live in Downtown LA and took the transit system from downtown LA to Torrance, having the option for transit is amazing, not having to deal with the traffic on the 110. I think anybody would love to have an option to avoid that, and I think transit sort of provides that.

And I also wanted to kind of bring up what the guy before me said, that transit systems have been shown to increase values of property, not decrease them. So if that is a concern, just be aware that that is not going to be a problem.

PH 74-1

PH 75: MASSIMA DAROM

Hi, everybody. My name is Massima Darom. I live in Lawndale. I have been there with my family for a few years. We live by the ROW, so this project -- the proposed project would be a big impact in our lives. One thing is not really anybody in Lawndale really wants this project to go through like that. And I wonder why since it is connecting Torrance and Redondo Beach, why not have it connect through Inglewood Boulevard, for example, so it goes through Torrance and Redondo Beach and doesn't go through Lawndale. PH 75-1

Another thing is I would like to note for Metro, are you trying to create a demand, or do you have a demand for the train to go from Torrance to Redondo Beach? It feels like there is -- there is no demand really. You are trying to create it. There are not that many people riding the Metro right now in Redondo Beach. We see the passengers, and there are not that many passengers. And how many people are actually going all the way to LAX? I don't know. PH 75-2

Anyhow, if it is for -- I am okay for the Metro to move through but on Hawthorne Boulevard. And like the gentlemen said earlier, it would attract tourists. I'm from Paris, and yes, the transit system is actually way better. Sorry. And it goes places where people want to go and it is quieter. I heard the lady earlier showing the noise, so yeah. Please not on ROW, Hawthorne or no transit system. PH 75-3

PH 76: PAUL MILLER

Good evening. My name is Paul Miller. I am a resident of Northwest Torrance. I live right on Hawthorne and 176th, which would be the station location if Hawthorne Boulevard is chosen. We have lived there -- my wife actually could not make it tonight. She has lived there since the '70s. And Hawthorne continues to increase in traffic and pollution. If we do the station at the line, Hawthorne, it would reduce the buffer that is right in front of our house, so we really would encourage the right-of-way.

PH 76-1

I do hope for increased Metro everywhere in the city. I used to live in New York, and I used to drive from Torrance to Santa Monica every day, and it drove me crazy. So we do need Metro. We need a solution, and I do support the right-of-way. So thank you for your time.

PH 77: MICHELLE BONNEE

My name is Michelle Bonnee, and I just want to say thank you for the presentation, first of all. I wanted to address the fact that on the presentation I was not sure if you -- everyone was going to be able to go online and see some of the things that you put up. Is it going to be that way?

I would suggest that the maps that you put up start having continuity in the colors of the lines. Because every single map that you put up -- the pink was not a problem. I understand the reasoning for that, but you had each and every line a different color. The Hawthorne line was blue sometimes and orange sometimes and green sometimes in every single map. So that is really confusing for people when they come and you are trying to talk about the Green Line. So I would like to suggest that you fix that.

But other than that, I don't see any reason for a Hawthorne line to be a billion dollars more. It does not make any sense to build it along Hawthorne. Both of those communities, whether it is Redondo Beach or Hawthorne, they are residential areas. I'm sorry. They will both be impacted, but it doesn't make any sense to spend a billion dollars more so that someone isn't impacted but you are impacting someone else. That is all I have to say.

PH 77-1

PH 78: MONICA SWEET

Hi, my name is Monica Sweet, and I am a resident of Torrance. Thank you for doing this. I have been somewhat paying attention to this, but this has been good information to show me the different options. Just based on what I am hearing today and seeing today, I think the trench option sounds the best as far as less dangerous, not affecting pedestrians or cyclists, derailment issues. I mean, I have no experience in any of this, but that one sounds good to me, and I am all for public transit, rail system.

PH 78-1

I have been to Europe. They do have a better system there. I am embarrassed when I say I am from LA because we don't have one. What are we waiting for? I mean, we need to get cars off the street for traffic reasons, pollution reasons.

Luckily, I have not had to commute much in life, but the little bit I did was horrendous. I am all for this. Again, I think the middle one, the trench one, sounds good. And somebody mentioned, which I have not thought of, is security. It is an important issue, so hopefully that is factored into whatever decision is made. Thank you.

PH 78-2

PH 79: KIM TURNER

Good evening, everyone. My name is Kim Turner. I'm the transit director here at Torrance Transit. First off, I want to start by thanking Metro for coming today to provide the information regarding this wonderful project. As my city manager has mentioned, the City of Torrance is supporting the right-of-way alternative. No. 1, is it doable. It is already paid for and can be done quickly.

Second thing, we have the terminals. A beautiful transit center that will support the project.

PH 79-1

I heard what a lot of folks have said. I've been in the transit industry for 37 years, 13 with Metro and 24 here. I've seen a Blue Line open, the Green Line open, and the Gold Line open with the same comments. You can take this meeting and put it back to 1990; I'm hearing the same things, but guess what? Those projects are finished, they're operating, and folks use them.

As that gentleman said, housing prices don't go down; they go up. It's a benefit to you. If you'd like to ride a bus to see for yourself, call me. I did not believe it either. I got on the Gold Line and they said it goes between houses. I got on there and sure enough, there's a condominium where the train goes through it. And you stand there, and you do not hear anything. I live next to Crenshaw.

PH 79-2

I live near the K Line. I thought it was going to be noisy there. It's not. So if you want to come see me, we'll plan a trip and take you there so you can hear it for yourself.

So with that, if not now, when? South Bay does not have any rail. If you look at the regional map, you're not getting those taxpayer dollars like all the other communities, so let your money come your way. Thank you.

PH 79-3

PH 80: HOLLY OSBORNE

Hi. My name is Holly Osborne. I live in Redondo Beach, though not near the ROW. I've heard the presentation three times, and one thing struck me right away. I review specs and EIRs for a living for 40 years, and I noticed that while you say the cost analysis is not part of the DEIR, the initial cost estimate seems to bias people toward that option.

You have the "cheap" option listed, but the cost for the trench options is not provided in the report. I asked about this and was told it would be in the final DEIR. If people are expected to make a decision based on cost, and if all three options are going to cost the same, then the costs should be fully disclosed.

PH 80-1

I don't support the ROW anyway, but I think the cost analysis should be transparent and complete. It’s important that the decision-making process isn’t influenced by artificially low estimates or incomplete information. Thank you.

PH 81: RAY HOLLAR

Thank you for the opportunity to speak, and thank you for coming to visit us. This project is not fully funded; it is far short, and the DEIR does not demonstrate that it is fully financed. This is not part of the process outlined.

Additionally, many rental properties are along the right-of-way in Northwest Torrance, Northeast Redondo, and Southwest Lawndale. Many of these landlords are business people, and their concerns should be acknowledged.

PH 81-1

Finally, I calculated the cost per rider, based on earlier documents and updated information, to be about $22 per rider per day. This represents a significant ongoing subsidy. Thank you.

PH 82: MR. HOFMANN

Thank you, I appreciate it. Good evening Mark, my name is Ted Hofmann and we've met. You started this presentation asking for the audience to be respectful to you and your staff, and that you would stop the meeting if you didn't like something. Then after the presentation, you tell people that they'll have one minute to speak. One minute to speak on something that's going to impact their lives through 2036.

I ask that at the next meeting on Saturday, that you are respectful enough of the community to allow the residence of Lawndale and Redondo to speak more than one minute, but at least three minutes. With the one minute time limit, you can't get your thoughts out and you, Mark, last night kept looking at that timer. It's hard to do that when you're looking at the timer.

The mayor of Lawndale, the City Council, the City opposed this green line extension. Again, I ask that you, Mark, and your staff recommend the no project alternative or the high frequency bussing alternative. With your own environmental impact report states as the environmentally superior alternative. Thank you.

PH 82-1

PH 83: MR. SCHREIBER

Good evening. I think the draft DIR did a whole inadequate analysis of the aesthetics down the road through both Lawndale and North Redondo. Page 3.3-69 claims a proposed project but not substantially degrade the visual character of the area, and is changed the visual quality to be neutral. The existing visual quality in the area is considered to be a low, because we are accustomed to the use of the existing Metro road by freight trains.

I don't know how you can justify this as a fair analysis of our views and aesthetics. It makes it seem that like we have never ending views of freight trains when, in fact, we only get two per day. Metro would bring 200 to 300 trains per day down the ROW. The rest of the day I have views of green grass, trees, nesting birds, and wildlife. I can see the snowcapped mountains of the San Gabriel's, I can see Mount Baldy, I can see the Hollywood sign, and I can see the Griffith Observatory.

If the proposed project goes ahead down the ROW, you're replacing that view with a giant concrete wall, where the train transitions down the grade. I think the CIR did a terrible job in analyzing our aesthetics, and I think it needs to be redone.

PH 83-1

PH 84: MR. SZERLIP

Good evening. Metro proposes to have an integrated public transit system. Easy for people to use, convenient for them to use, and something that they want to use. I don't see how that can possibly happen if the rail is divided away from the ride of way, and away from the Redondo Beach Transit Center. Redondo Beach spent over 20 million dollars to put in a new transit center right where they expected it to be a multinodal transit center. And the train should go there.

I can't imagine anyone wanting to be let out of that train in the middle of eight lanes of traffic, and then have to go to the bus a quarter mile away, toting their bags if they've come from the airport. That's not what I consider a user friendly system.

PH 84-1

PH 85: MS. DODGE

Good evening. I have a town home on Ruxton Lane, which directly is adjacent to the ROW. I bought my home in 2000. When the freight train was running continuously down the ROW, I bought it with the expectation that the Alameda corridor would be constructed in 2003, which it was. Which diverted the majority of the freight train traffic with the understanding now and the expectation, it would only be a couple of trains a day which it currently is.

There was never a discussion about Metro running trains there 2 to 300 times a day. I believe that the DEIR is inadequate in looking at the actual size of the right-of-way. It does not correctly measure it. I also believe this proposed -- putting the LRT with the freight train is something that's completely different than putting it into any other area. All of the other LRT's that have been put in, like the Gold line, do not include a freight train as well.

PH 85-1

And I don't believe that those impacts have been adequately studied, and I believe there will be significant and unavoidable impact as a result. Thank you.

PH 86: MR. GILLEN

Hello everybody, I'm George Gillen, okay. It was mentioned yesterday at the Torrance meeting that right-of-way property owns value would increase due to Metrolink's right-of-way proposal because it's happened in other places. And that this was the best of all possible worlds. Well, I can agree that proximity to public transport could increase home values, but those other places aren't facing the same circumstances that right-of-way home owners are.

We're supposed to believe that houses on either side of a narrow corridor of existing freight tracks, elevated above peoples backyards, that have gas lines buried underneath, where toxic and corrosive materials are being hauled above by BNSF due to the refineries. Now, let's add two more tracks and run Metro cars 20 hours a day, 200 times a day, with the noise and vibration.

PH 86-1

And tell me how my property value will increase. Show me anywhere in the Metrolink network where these circumstances increased home values. Couple that with the existing derailment threat of toxic and corrosive materials in close proximity to right-of-way homes, due to simultaneous running of BNSF freight and Metro link cars. This ERR has -- has this EIR addressed such a scenario? And how complete, and how impartial is this EIR? Thank you.

PH 86-2

PH 87: MR. ORE

Hi, Erik Ore. I moved here in 1972. We are all in, what many consider in the South Bay, the result of the worst decision in the South Bay. This was the newest of the three high schools, Mira Costa, Redondo, and Aviation where I graduated right up on that stage. And then in 1980, because of the decreased students, the South Bay Unified High School District had a vote to close one school. It was tied. Two to close this, two to keep it open. The superintendent made the shortsighted decision to close the newest school.

If this goes down the ROW, that will be the at least the second, or maybe the biggest, worst decision in the South Bay. Tonight, I learned it's going to be two train tracks. I thought it was only one. It would be a disservice to the businesses on Hawthorne, to the employees there, run it down the middle of Hawthorne so the people can get the best use of it. It's a lower price to put on the ROW, but you get what you pay for.

PH 87-1

It's always better to do the right thing. Here, they made the worst decision closing this.

PH 88: MS. GILLEN

I just wanted to start off by saying the stats show a lot. I'm going back five years to some news articles. I believe in the Daily Breeze, some others as well showing that the Green Line is the least used light rail out of them all. Compared to the Gold, and the rest of them. And it's getting lower as the years go by. Right now, the ridership is very low. PH 88-1

Also, people that voted for measure M, we didn't vote on it thinking it was going to be built right next to the freight train. Right behind homes, where there's swimming pools, people have barbecues with their families in the backyard, and don't want a light rail next to a freight train. Derailments can happen. There are owls that are protected federally, and by the state. I know none of you can really see these pictures well, but I printed out pictures of owls that come out of the tree onto the power lines, right where they want to put the train. Right behind the homes. PH 88-2 PH 88-3

They are protected federally, and by the state. That's something I don't see in the EIR. Also, I wanted to talk about The Friendship Foundation that's being built. It's a brand-new 54 million dollar plus building called The Friendship Foundation. It's right in Franklin park, right in the corner of Fisk and Inglewood. So it steps from the tracks, and this is for autistic and disabled children, and adults. It's owned by the unified school district in Redondo Beach. Sketchers, is also a part of it. Connected Credit Union is a part of it and more. PH 88-4

Yes, sorry. So I just want to let you know that the friendship campus is being built right now, will be done next year and it's going to be for kids and adults with disabilities. We don't want more children being exposed to derailments, and issues with this train.

PH 89: MR. ZAPPACOSTA

Good evening, everyone. Road proposals located within extreme proximity of our 191 unit senior community, Breakwater Village Condominiums. The proposed location of the heavy freight train relocated closer to our property, in addition to the two light rails, will cause serious damage to our building. This can grossly be affecting property values. And our property's foundation originally was not designed or engineered for any such further pressures. PH 89-1

DEIR mitigation imminent tables 2.4-3ES4 and 3.62244 duration times of construction FTA levels ES 7, indicate high level of moderate impact annoyance. Figures 3616, 31615, noise and vibration nuance for over three years. The 76 and 94 decibels is punitive to all living along the ROW.

Furthermore, the operational frequency of the trains will cause continual nuance detriment to everyone living contingent to the ROW. In conclusion, the Metro Board not only has their fiduciary duties and due diligence cut out for them. Moreover, it becomes a moral issue, not to forever destroy the quiet and enjoyment of over 1100 residential owners. PH 89-2

No on ROW. Thank you. PH 89-3

PH 90: MR. MITCHELL

Good evening, everybody. I'm a homeowner whose home backs -- back wall is 30 feet from the ROW freight tracks. Between the wall and the tracks sit multiple high-pressure gas lines, which have been described by maintenance workers as old and brittle. Metro is proposing to move the freight rail seven to 12 feet closer to residences along the ROW, thereby encroaching more on our neighborhoods. The current freight line hauls a highly volatile liquid petroleum to El Segundo for refining.

PH 90-1

The Metro DEIR is claiming that the construction and operations will pose a quote, "less than significant impact," with regards to hazardous materials. Historically, the ROW has suffered from sinkholes and derailments. As a resident, any superficial judgment regarding the risk and the impact are on their face disingenuous. The truth is that there's significant risk of catastrophic outcomes for both homes and neighborhoods. The ROW should not be recommended.

Hawthorne Boulevard alternative former home with the red card line is tailor-made for public transit trains. Not only does its wide meridian provide a suitable footprint for our commuter train, the proposed elevated position creates pleasing passages to the South Bay and can showcase businesses that line the boulevard on both sides. It's a win-win.

PH 90-2

PH 91: MS. NEGRETE-MITCHELL

Hi, good evening. Back in July 2020, Shell Pipeline Company attempted to perform routine gas pipeline maintenance in the Redondo Beach right-of-way. This opened a sinkhole that crossed property lines from inside the right-of-way into the private townhome complex there. Homeowners have been unable to access their outdoor space due to a dangerous, unstable retaining wall above the open sinkhole complete with barricades. Two and a half years later, this still has not been fixed.

If routine pipeline maintenance caused this, then what would five-plus years of heavy construction do here, with all of the digging and pounding? What would it do to our housing developments? When we bought our home 15 years ago, our in-ground pool plaster was a shattered surface of intricate cracks. An older resident in his 90s told me about a sinkhole that opened up south on the right-of-way as they built newer homes near Spreckels Court. These facts cannot be dismissed. The draft EIR does not address this.

PH 91-1

It addresses the geology inside the right-of-way, but it does not address the surrounding buildings. I did see something in the draft EIR -- the executive summary -- that they did not want to pose any risks to existing buildings in the surrounding areas. This project could ruin the lives of 1,100 families. It should be Hawthorne, or nothing.

PH 91-2

PH 92: MS. NAFISSI

Good evening, Candice Nafissi. Lifelong resident of the South Bay and resident of Redondo Beach. I join many residents and the City Council in supporting the elevated Hawthorne option. In every option you propose, you impact 1,900 students at two different schools here in Redondo Beach, 480 homes in Redondo Beach, and 600 in Lawndale.

All the stakeholders will experience noise that exacerbates Redondo Beach's noise ordinance, as well as air quality issues as identified in your EIR for years from start to finish. You cannot mitigate the devaluing of a family home, and you cannot mitigate the deteriorating health of our children, seniors, or people around us, or even our quality of life. I strongly encourage you to focus on the Hawthorne option or consider a No-Build. Thank you.

PH 92-1

PH 93: MS. LOPEZ

Hello, good evening. I'm here today to share that I'm not in favor of this proposed project. You analyzed noise, vibration, and environmental factors, but there doesn't seem to be an impact report on safety, accidents, and home values.

Let's first talk about safety. In your 2022 Metro rider survey, your own riders listed safety, homelessness, and harassment concerns. Your own data shows that there was a 36 percent increase in violent crimes on metros.

PH 93-1

Taking a look at cities like Long Beach and Santa Monica, many recent articles attribute crime and homelessness to the Metro. In regard to accidents, just yesterday, two people died from an accident with the Metro rail in South LA. There are many schools and parks in the proposed areas, and we don't want to see kids involved in accidents just because they were walking to school.

In regard to home values, over 1,000 homes are in close proximity to this. As a homeowner, I don't want to live with a Metro rail running behind my house until 1:00 a.m. So has there been an economic and financial impact report on home values and resale values?

PH 93-2

Before spending over 2 billion dollars, it seems like Metro has many issues to fix on their current railway before they start building a four-mile stretch in the South Bay. Thank you.

PH 94: MS. LEDERMANN

Good evening. Three points I'd like to make. As first, if you really want to get -- in order to move forward, it would be nice if all the residences knew about this. I would suggest that you do broader outreach, because I can see by the attendance, and from my finding out very last minute about this that maybe the outreach isn't as broad as it should be to get public opinion with so many people impacted.

PH 94-1

I also am concerned with some of the information shared that not all the facts are included. For example, it has come to my understanding, and perhaps I'm wrong. That with the right-of-way, between the length of the tracks, as well as the digging for the trench, that actually the cost would shift and actually the right-of-way would total closer to 3 billion. So I do feel like all the facts should be all in. And I also think that there's significant and unavoidable impact to residences including a lot of families, and children. And I think that, no, on ROW, and Hawthorne should really be the solution.

PH 94-2

PH 95: MR. LOVE

Good evening, everyone. I own a town-home on Ruxton Lane. Very near this track. It's adjacent to this track. And just listening tonight, I want to recap some of the things that we've been hearing and maybe this will make it easier to make -- to make this decision. If we take the train as proposed through the residential neighborhood of Lawndale and Redondo Beach, we're dealing with dangerous materials, increased threats of derailments of the trains, severely impacted homeowners, increased noise levels, and angry residents. If we go down Hawthorne, we remove these liabilities, and remove these threats. We have increased home values, and it's positively impacts the businesses on Hawthorne. And you have happy residents. Seems like a very simple decision and solution to me. So I encourage all of you to consider taking this train down Hawthorne Boulevard.

PH 95-1

PH 96: MR. GARLAN

Hi, Mike Garland, resident of Redondo Beach. I first learned of the plan to extend the green line in our district three committee meeting in -- I think, it was late 2017. I was initially open to the project, and I signed up for a Metro sponsored tour that took us by bus to Union Station where we boarded a train that we rode to South Pasadena.

The train was relatively clean, and the ride very smooth and quiet. Then we got off. The area near the station looked nice then a train approached and my attitude quickly changed. First, I heard excruciatingly loud bells that gave warning to the crossing gates being lowered. Then, I heard the sound of the quacker, that loudly announced the approach of the train. The train then roared by, and I quickly realized that we didn't really even need to do a study to show that we didn't want that thing running through our neighborhood.

PH 96-1

Over the years I made dozens of comments, both in writing and in person speaking about the horrible impacts the train will have in our quiet residential neighborhood. Mostly focusing on the noise and vibration. Reading the DEIR I was appalled to read the section out of all things, aesthetics. It basically described our neighborhood as a run down, urbanized area full of strip malls, auto body shops, and old homes built in the 50's and 60's –

PH 96-2

(MR DURKIN: Can you wrap up Mr. Garlan?)

-- yes. Concluding that the train would not significantly impact aesthetics of the area. I'm concerned that this impression will cause the Metro Board to unfairly consider running the train down the ROW. I, personally, favor the No-Build option as those funds can be used in neighborhoods that are more transit dependent. And secondarily, I prefer Hawthorne. Thank you very much.

PH 96-3

PH 97: MS. VILLEGAS

Hi, I'm Colleen Villegas. Lifetime resident of the South Bay. I strongly believe that the Metro should go down Hawthorne Boulevard, the business corridor instead of the neighborhood where it's -- will affect -- negatively affect hundreds of residents. Some of the reasons are the vibrations of 2 to 300 trains per day. Our homes weren't built to withstand that type of vibration. Another consideration is the health of the residents living along that corridor from noise pollution. PH 97-1 PH 97-2

A lot of recent studies have been done linking noise pollution, specifically from the Metro, to increased risk of things like heart attacks, high blood pressure, hearing loss, and stress. To name a few. Just it -- it is just a negative impact for all the residents living along -- the hundreds of residents that live along that ROW. So Hawthorne Boulevard is a much better option. PH 97-3

PH 98: MR. KIM

Hi, good evening. To many readers the three options and the colorful impact study table would all seem about the same. Except for the hefty price tag and the schedule. So it would almost be a no-brainer for the untrained reader, or somebody that does not go into it, to pick the ROW option. As a resident getting impacted by this train, I would request more granularity to the impact analysis.

PH 98-1

Where they are ranked, instead of showing rows of green and rows of yellow, if they would rank them one, two, and three. Best, worst, or least worst. So that the reader -- and more importantly, the decision makers would be able to differentiate the three options. Speaking specifically to the ROW options, please add more details as to the impact from the freight line construction and the freight line operation.

After investing and constructing a new freight line along the ROW, I would imagine that the freight carriers would want to send more than just two trains a day. They may go to eight, nine, or ten a day. Because as soon as you spend money on something, you want to use it. There was a study on a projected ridership, based on the Metro study. I'd like for Metro to do a study, or a survey to figure out how many trains the freight lines would want to send through.

PH 98-2

Okay. And also in light of the recent rail accidents, during COVID, we had a safety -- safety distance of six foot that we were all supposed to maintain from one another. I'd like for the Metro to wait for this analysis to take place on why that derailment took place. And maybe take into consideration what kind of safety mandates the government would put forth.

PH 98-3

Maybe they might say, you shall not have passenger lines adjacent to a freight line.

PH 99: MS. KALUDEROVIC

Hi, my name is Paige Kaluderovic, and I live in the neighborhood next to the ROW between 182nd and 190th. I'm advocating for the Hawthorne option, and not in my neighbors' backyards. There's another option that does not disrupt the quality of life for our residents, and that's the Hawthorne option. That being said, with the news of the Ohio train derailment, I'd like Metro to address the emergency measures it plans for scenarios like that, should the ROW option be selected. And based on what's currently proposed for either of the two ROW options, there are no sound barriers around the freight train. Only the light rail.

PH 99-1

PH 99-2

PH 99-3

Metro needs to prioritize the mitigation measures for the freight rail as well, because it will move even closer to homes. This needs to be addressed in the final EIR for this to even be considered for one of the ROW options. Thank you.

PH 99-4

Submission PH 100

PH 100: MS. LOVE

Hi, my name is Jill and I'm a resident right along the right-of-way, and I have six major concerns with regard to the ROW option. The first one is safety issues of the freight and passenger trains in such proximity to each other, particularly behind neighborhoods.

And I just wanted to share that in 2008 the father of one of my college friends, Walt Fuller (phonetic), was killed in the Metrolink train crash between a freight train and a passenger train in Chatsworth. There's no dollar value on life. And so if you are comparing pure numbers, sure the ROW might make sense, but if you are actually thinking of possible loss of life, a risk that you are taking on a daily basis, there's no comparison.

PH 100-1

I also have concerns about disruption of unstable soil, and movement of place -- and placement of the natural gas pipelines running underneath. Along with the resulting sinkholes, and cracks along properties. Also construction of retaining walls that will result in significant impact visually, but also possibly with rain drainage like the big storms we just had last month.

PH 100-2

Noise pollution, again, significant impact with the greatest significant impact along the right-of-way among thousands of residents. Traffic affects that would affect the Friendship Foundation new build. Also, homes, and schools, and emergency vehicles along 182nd.

PH 100-3

PH 100-4

And then finally, a permanent change to the community. The reason why we chose where we wanted to live was that's where we wanted to raise our children, and we love to live outside. With 300 trains going by daily, we would avoid being outside at all cost. Thank you.

PH 100-5

PH 101: MR. CHANG

Hi, good evening. My name is Jerome Chang, and I want to express some concerns for the Redondo Beach School District during the extensive construction process for the Metro. With it only being .3 miles away from construction, Washington Elementary just happens to be the largest elementary school in Redondo. It's also right next door to Adams Middle School, which is also a large middle school. PH 101-1

So in combination between the air quality, as you said, it's very significant. And the noise level, it's going to be quite disruptive to an already pretty crowded school environment in addition to the construction happening at Friendship Foundation. So we have two major construction projects. PH 101-2

I've taken the Metro from Redondo through the rapid transit bus. Taking the Green Line to the Silver Line, and honestly, I'd rather just see a rapid transit line like the Silver Line, come down Hawthorne to prove ridership, to get something going, to provide the convenience of mass transit which is the very goal of this in the first place. Thank you. PH 101-3

PH 102: MR. HOFMANN

Mark. Mark. Good to see you, again. But we have 45 minute -- 43 minutes left; so I figured might as well get another minute in. And I would be glad if any more people -- last night they stopped at 7:00 o'clock. Georgia earlier said, spring of 2023 the Metro Board would select the LPA, but the EIR, with comments and questions, does not come out until 2024. How is the Metro Board going to know what the answers to those questions are. Also, she said that the freight train goes by, she said one time. The sign up there said one to two times.

PH 102-1

Three blocks away, I heard that thing go by more than two times a day. I would like to see a report of how many times that freight train goes by. She also said, no residential property would need to be purchased. We happen to have two pieces of property, you're aware of them Mark, where the train tracks will actually extend over our property ten to 15 feet over our property. I'd like to know how that's going to work. Thank you.

PH 102-2

PH 103: MR. PINZLON

Hi, my name is Bob Pinzlon, I was a City councilman here from 1993 to 2001. I go back with this project to a meeting with a supervisor Dean Dana (phonetic), who told me the original plan for this line was to terminate in downtown Torrance. They fought it because they didn't want to become the parking lot for the hill. Torrance has clout. It didn't go there.

PH 103-1

Now you want to destroy the lives of thousand households. They don't have Torrance's clout, but you can protect them by putting the line down Hawthorne. Too bad that they'll still end up in the middle of nowhere in Torrance.

PH 104: MS. IFFLAND

Sorry. Good evening, I didn't think I was really going to be able to come up here and speak, but I just wanted to take the one minute I'm given. I'm with all the same residents, we bought our homes in early 2000 in anticipation that there would be no more train. I feel like the Metro has completely bulldozed us into a no-win option. We've been given no chance. We can't fight something as big as this.

PH 104-1

We have hundreds of residents at risk. I want to know how you're going to keep our children safe that are walking to the schools nearby. I'm also curious how we compared to the other cities. Torrance was just mentioned. But this didn't happen in Manhattan Beach, either. You guys easily elevated it for that City. There's no way you can put it down to our ground, right through our houses, the same way. It's not fair, it's unethical, and it won't be met. It won't be without a lot of resistance. So please keep that in mind.

PH 104-2

PH 104-3

PH 105: MR. HOUGH

Yes, good evening. I bought my house on Condon Avenue, in 2007. My neighbors across the street, their backyard border up against the right-of-way, just across the street from Ruxton. And upon the purchase of my home, I quickly realized, or was told, that the MTA purchased the right-of-way after the Alameda corridor got built. It was a very busy rail line. Between the -- well, you know, the harbors bringing goods up Alameda corridor from downtown LA, to the harbors got built, it reduced the traffic. MTA came in and purchased the right-of-way, and took the Redondo Beach residents to fight even a secondary consideration, to go down Hawthorne Boulevard. That's how much it took.

PH 105-1

Second of all, former Mayor of Los Angeles, Eric Garcetti told residents of Lawndale, in return for their support of Measure R in 2010, he would underground through Lawndale. And MTA, and Garcetti won't even acknowledge that that statement ever occurred. Thank you.

PH 106: MR. SUDDETH

Okay. I'd like to address a couple of things that I feel were inadequately, or incorrectly addressed in the presentations outside. For one thing, property values. The assertion that property values are increased by the proximity to light rail, I have something similar to that in my experience. And that is my house is near an intersection of Manhattan Beach Boulevard and Vail, which is a little less busy than Manhattan Beach and Inglewood, but similar.

PH 106-1

And what happened there is that when we bought the property, the real estate agent informed us that because we were near that noisy intersection, that the value of our property that we were buying, which was two houses removed from it -- that intersection, was reduced by 2 percent. So noise makes a big difference in terms of quality of life and the value.

The other thing that I want to address is the noise that is occurring. A lot of times I go up Aviation and at the crossing of Rosecrans, and right at that crossing, you'll find that the light rail goes over. And every time I'm sitting there in my car waiting for the light and the light rail goes over, it's a lot of sound. It's a lot of sound. It goes -- (sounds) -- or if it's turning -- if you go another place where there's a little bit of a curve, there's a squealing, and maybe they can ameliorate that, but I'm not sure how successful those attempts might be. Thanks.

PH 106-2

PH 107: MS. NEGRETE-MITCHELL

Hi, again. Niki Negrete-Mitchell. Redondo Beach right-of-way homeowner, and I'm a proud Hispanic Native-American. And I just want to address the frightening prospect of five plus years, at least, of heavy construction at my back wall. My metal smith workshop, where I make turquoise jewelry, is 15 feet from my back wall. My swimming pool in ground, is about three feet from my back wall.

PH 107-1

And the right-of-way behind my house is -- I think about 80 feet wide. How are you going to have cranes, dump trucks, back and forth constantly. Early hours of the morning, and you know, I have a lot of health issues and sensitivities, and my daughter has sensory integration dysfunction. And we're extremely anxiety ridden about this prospect.

And not to mention, Kimberly brought up the owls that rest on my backyard wall -- the wires above our house, and you know, it would just completely upend our lives. And this is a more emotional talk about this but it's very personal, and I just wanted to bring that up. Thank you.

PH 107-2

PH 108: MS. OSBORNE

Good evening, my name is Doctor Osborne. I live in Redondo Beach, I do not live on the ROW, but I reviewed documents for 40 years as part of my engineering career. So I'm going to just mention something that should have been done, that wasn't, okay. And I'm talking about the noise analysis.

The people that live on the ROW, are used to the two freight trains, okay. But when you have increase in noise, the ambient should have been done without the freight trains present, okay. Because it is the increased noise, you have -- normally it's quiet, and then how much noise is the light rail going to add. And I don't want your number artificially increased by the fact that you had a freight train a day.

You have -- everything is insignificant, in terms of the noise. All your things are colored green. I would like the noise analysis redone, without the freight train considered in the baseline and see how many significant green things go to orange or red. Thank you.

PH 108-1

PH 109: MS. DUKE

Hello, just wanted to mention a couple of things. As far as the options, I think it's a no-brainer. The Hawthorne option would be the way to go. You've heard so many people here who, in the ROW option, it would just be devastating for so many people and I'm nowhere near it. But we can all relate to one another, and realize about property values, owls, and everything else that was mentioned here. PH 109-1

I was on that tour of the Metro -- the Metro offered to Pasadena. There was a gentleman talking about the noise. And I remember on that trip thinking this is great. I mean, it's wonderful, but as far as the noise, he was right. If you're right next to it, forget about it. A couple other things that I mention are the safety on all light rail and all Metro. I want you guys to really, strongly, think about that. And the first mile/last mile. PH 109-2

So there's other things to be considered. I know that the draft DIR is the big thing, but the overriding thing is like the first mile/last mile, and also the safety. That's going to get everybody, whether it's Hawthorne or anywhere else, even on the rail to begin with is really important. Thank you. PH 109-3

PH 110: MS. KURTH

Hi, I live on Fisk Court. Where I live, I've been there for 43 years. The existing freight line is about 35 feet above. You're planning to keep the access road and from there up it just elevates up at a very high -- um -- I guess, a steep grade. You're planning to move the existing freight line closer to our property lines. I was told by the engineers today that it's probably going to be a minimum of eight feet.

PH 110-1

So I don't know how you're going to support that elevation. They said there was going to be no retaining wall, and we're concerned about derailment, of those -- anything from 15 to 30 of those huge tankers plummeting down on our homes. Our safety doesn't appear to be an issue to you. And it's just going to be a huge crater. There are derailments all the time. And this -- it needs to go down Hawthorne Boulevard.

Either you don't build it, no project at all, run the high-speed buses, or the high-frequency buses. But bare minimum, if you have to have it, it needs to go down Hawthorne Boulevard. Not through 1,100 residents. That's going to destroy our quality of life, no sleep, degrade our health. We -- elderly, my husband is 76, I'm almost 70 --

PH 110-2

(MR. DURKIN: So can you wrap up?)

-- yeah. Our safety is paramount. That's what you should think about.

PH 111: MS. MICHAEL

I'm Shelby Michael. I'm a resident of Redondo Beach, born and raised here. I went to Washington Elementary and Adams Middle School. I also grew up to be a transportation planner, and I support this project. I came in here thinking that using the right-of-way, the existing right-of-way, was the right option. But after hearing everyone's concerns tonight, I do think using Hawthorne Boulevard might be the better option. My concern is connectivity issues. First and last mile has been a long-standing issue with Metro and I encourage you to explore those options further with the Hawthorne Boulevard connection. Thank you. PH 111-1

PH 112: MS. KIMBERLY

Thanks for your time. I just want to start off with Santa Monica has got multi, multimillion dollar homes, and it's now the highest crime rate in the city around. They call it the crime train, which is the light rail that goes through there. And evidently, it's easiest to just jump on there and get away with lots of crimes. Aside from the homeless urinating on it, and people feeling unsafe, such as women and children. I just feel that, you know, don't make a short term decision to save money when we can do something better. Spend more money, and make it safer. Guess I'm losing sound on the mic. Is this still working? Okay. PH 112-1

(MR. DURKIN: Yeah, we can hear you. Go ahead.)

And I just heard recently, the construction going on Wilshire in Westwood for the light rail, there are nails all over the ground. That people are getting flat tires from. That's another thing about construction, that I wanted to note on from this other person that was talking about that. PH 112-2

So basically, it's kind of the same thing, if you are going to buy a house and you got a new construction, you're offered one which is cheaper, but with illegal, unsafe issues, or problems. Or you're offered another home, where it's a little bit more money but it's safe and it's illegal. What is right. What is the smart choice that makes sense to anyone who has a brain and sense. The safer choice, that cost more money now, than later with tragic consequences, accidents, and lawsuits; right? Thank you. PH 112-3

PH 113: MS. OSBORNE

Okay. This time I'm just Holly Osborne. And I have another job, which I'm prouder of than any other one I've ever done. And that's volunteer with the schools in reading to second graders, okay. I read with them outside. We can't read when the trash trucks even come by. Somebody was speaking about, you know, the schools in Redondo.

PH 113-1

And that reminded me that there's a school in Lawndale right close -- just within a few hundred feet, and I cannot imagine how those kids are going to learn if they have that noise of that light rail tracks coming down all the time. And I'm also going to say because I do numbers, and I do statistics, and all that kind of stuff. I looked up the statistics of that school, and 45 percent of them are English learners.

Which probably means that those parents do not speak English, even though the kids speak it pretty well. They probably don't know about all of this. So I'm just saying about your outreach, probably could be better. Thank you.

PH 113-2

PH 114: MS. SCHREIBER

Hi. I'm Chelsea, and this is Juno. And we live in Lawndale, right across -- well, right next to where this is going to happen. And I don't get politically involved. In fact, I'm a reporter and I reported on Redondo Beach and Hermosa Beach for many years. I don't contribute to the noise, in a citizen way, but now I am. I'm here.

I'm going to keep talking about this, I'm going to come to all the meetings. And I have a lot of questions. Mainly, I want a one number, and I want the number of homes affected by this along the ROW. I keep asking the question, we hear 700 we hear 1,000. I want the actual number. And I also would request more outreach on this.

PH 114-1

I've been talking to people along the ROW for the past week. And nobody knows what's going on. There's even a council -- a man who ran for council, whose house buts up against this, and he had no idea this was going on. I know you send the information, but we need to figure out a way to get the information actually out there to people. And we need it in Spanish. We absolutely need it in a way that everybody can understand it. So I'm here. Nice to meet everybody. Let's take them down.

PH 114-2

PH 115: MR. OBAGI

All right. Mr. Durkin, thank you. Mark, we know that the Metro Board that is going to make the decision here is probably only going to read the executive summary. And the executive summary here is defective, informing the decision maker as the environmental impacts. For example, it says, the existing freight tracks would be rebuilt, and shifted -- and shifted in some areas within the Metro ROW. And would remain at grade throughout the length of the corridor. PH 115-1

You are not saying the full truth. The full truth, it'll be shifted 15 feet closer to 480 Redondo Beach residents. You talk about the quiet zones in here. That a quiet zone would be established for the freight train and for the Metro. But there's no such thing as a quiet zone. When you're talking about the heavy freight train running by elderly residents' homes ten feet away from their home. PH 115-2

There's no such thing as a quiet zone. You talk about the high frequency bus alternative. You show a map of it. Somebody chose that route for it. And it passes right in front of the South Bay Galleria. Why is that? Why doesn't it go to the transit center? Because you know, we all know, that higher ridership will result if it goes in front of the South Bay Galleria to become the South Bay social district. PH 115-3

So let's be honest about that. Let's say why we chose that route for the high frequency bus. And you'll hear more from the City Council of Redondo Beach, shortly. Thank you.

PH 116: MS. BINEGAR

Thank you. I'm a resident of Redondo Beach, and I've done a lot of alternative analysis in my job. And I'd like to understand, and have transparency around what factors you're including in the analysis. How you're weighing those factors. And then also, how you're collecting the local input meaning those impacted, and where they prefer it to be. How many weight does that have in the Board's analysis. I'd like transparency on that. Thank you.

PH 116-1

PH 117: MR. COLE

Hey, good evening. Whoa, sorry. I've only been here for about 25 minutes. Unfortunately, I wish I could have been here earlier and heard everyone's comments. Don't think I heard anybody in favor of the right-of-way alignment. I thought that was interesting. I don't really care which alignment. I'm just super thankful that there's going to be more transit options in the South Bay. PH 117-1

I look forward to driving less, look forward to making a positive impact on the traffic situation. I do think it's a legitimate concern, the first mile/last mile thing, that one of the previous speakers brought up. The right-of-way alignment. I'm born and raised and life-long resident in Redondo Beach, if that makes any difference. It would be about ten minutes closer for me to walk to the train. If it's on the close side, but if it's on the far side, maybe I'll take a bike. I don't know. Thank you guys. PH 117-2

PH118: MS. KIMBERLY

Sorry, that one minute goes fast. One thing I wanted to end on is I -- and I think a lot of people on here are for light rail. Just not having it go behind houses. And all the things we are discussing today with the sinkholes, and all that stuff, and the Friendship Center that's being built, 56 million dollars with a lot of disabled kids, autistic kids. But I want to also note, is this is unrealistic to have this for the Olympics.

PH 118-1

I know that's your plan, but it's unrealistic. The ridership is low. And to have it just for the Olympics, and then it's going to be of no use is a complete waste of money. So I'm for it not at all, but of course going down Hawthorne makes more sense to bring businesses more business. Thank you.

PH 118-2

PH 119: MS. TURNER

Good evening, everyone. My name is Kim Turner, and I'm the transit director for the city of Torrance. And I just wanted to let you know that the city of Torrance is in support of the proposed alignment along the right-of-way. I guess this is a Kimberly thing, but I too, support the light rail. I've been in the transit industry for other 37 years. 13 years with Metro, and 23 years with Torrance. And I can assure you that all the projects that Metro has done from the blue line, kicking off in 1990 when I was there, to the K Line that was recently kicked off. There have been the same concerns for all of those projects. You are not telling them anything they don't already know. But I assure you that items have been addressed.

PH 119-1

Those projects are there, and those communities that those projects are operating in have worked with Metro to come to agreement to address some of those issues. I ride the rail, and I don't hear complaints from other people. I live -- my friends live right next to the Expo Line. We have parties in the backyard. We don't even hear it. So again, you have to go out and check it out. Ride it. How many of you have actually ridden it?

(UNIDENTIFIED SPEAKER: You're not supposed to talk to us.)

(MR. DURKIN: Wait, hold on. Hold on. She's speaking.)

It's my comment.

(MR. DURKIN: Yeah, go ahead.)

Okay. Well, my comment is go out and try it. If you want to take a ride with us, I know some people here have ridden it before then just come out. Thank you.

(MR. DURKIN: Thank you for your comment.)

Right-of-way.

PH 119-2

PH 120: MS. DAROUI

So I just wanted to say the -- Lawndale, I'm a resident of Lawndale, as you may know. And the project is going to be serving Torrance and Redondo Beach, and I fear -- feel for you too, Redondo Beach. But those are white well-affluent community and they will be going -- if it goes to ROW, it would be going through a community that has minorities.

There's probably -- not a lot of them in the meetings because they probably don't know that those meetings are happening. And it feels like by having the train going through ROW, it will be -- in Lawndale, it will be going through the poor peoples backyards. Just because it's going to benefit the two other cities.

PH 120-1

Also, property values, I do not care. I care about my health and my sanity. We bought our house on ROW because we wanted to raise our kids there. Not to be in the business of real estate. My sanity, my mental health, my family, my neighbors, it's what's most important. So please, no on ROW. Hawthorne, buses, or not at all. Thank you.

PH 120-2

PH 121: MR. BOSWELL

Darn. Last again. So I'm really disappointed that Torrance doesn't have our back on this when, you know, they are our next door neighbors, and they are not giving us the respect that we give them in a lot of situations. Any way, I hadn't planned on speaking because only a minute, I just didn't have time to organize it. But after seeing what I've seen today, I just got to say a couple of things.

Considering the cost of this project region wise, worldwide. To pick an option based on one being more expensive than the other, is atrocious. We are talking about the quality of life of over 1,000 households. We are talking about noise, safety, and the understanding that every train that is built has the potential of derailing. And we had one back in I think, 1988. In El Nido Park. PH 121-1

So you have a number of things in the DIR in the presentation today like, I noticed the phrasing. No residential acquisitions anticipated. Notice how it doesn't say no residential acquisitions required. That's pretty soft. When you consider that in Lawndale, there's actually a section of the ROW that is too narrow for this to go through. It's only 75 feet. And in your DIR, and in another things that you present, you need 81 feet.

So what are you going to do? You are going to take somebody's house. Or you are going -- you're just going to have to route it somewhere else. But frankly, the fact that the soil is sandy, and underneath that it's clay. Which expands, and contracts with moisture. You do not have a place that's solid enough for three sets of train tracks. This is 100 year project. The cost difference is insignificant over that time period. But once you build it, we are stuck with it for the next 100 years or more, or who knows what. PH 121-2

It has to go down the -- it has to take the Hawthorne elevated route, because down the row is just asking for trouble at some point. PH 121-3

(MR. DURKIN: Okay.)

It's engineering malpractice to put it on the ROW on unstable ground. It's -- it's an upfront to the families who live along that ROW, and I'm not talking about boarding it. I'm talking about blocks in each direction that will be impacted. PH 121-4

(MR. DURKIN: Okay -- okay.)

I'm the last speaker, give me a break. So you are going to build a sound wall, but what everybody doesn't know, the sound wall will be on El Nido side of the tracks. Creating a great way to bounce the sound even further into Redondo to the west. This, again, shows no concern for the people of Redondo Beach. And frankly, considering how it's even narrower, and more dense in Lawndale, you're showing them no respect either. PH 121-5

(MR. DURKIN: Okay.)

So what I want is the option that will be less disruptive and in your best interest, as you always say, ridership. There's going to be 300 apartments that the Galleria is building right on the corner of Hawthorne and Artesia -- PH 121-6

(MR. DURKIN: Okay. You need to wrap up. We have another speaker behind you. You need to wrap up. Wrap up.)

-- And those are your riders --

(UNIDENTIFIED FEMALE SPEAKER: You can have my time.)

(MR. DURKIN: No, wrap up.)

-- okay. I'll come back.

PH 122: MR. HOLLAR

But I like Niki. I'm Ray Hollar, I live in -- thank you. I'm Ray Hollar --

(MR. DURKIN: Yeah, go for it Ray.)

-- 36 years in southwest Lawndale along the ROW. But I've come to talk about the Redondo Beach issue, and that is the Pacific Crest Cemetery. It's located between 182nd Street and Grand Avenue. 1,500 feet of frontage along the right-of-way. And it's right -- it's right where the right-of-way the project train would run -- run over the wall from the cemetery.

PH 122-1

Now, trains going by there would cause noise along the street crossing and at the station. And the funerals are conducted there. So I think it would degrade the cemetery. And my grandfather, a World War II Combat Veteran, is a permanent resident of Pacific Crest. So I ask you to oppose the ROW train to honor those many veterans who are in Pacific Crest, and the funerals held there, and the people who visit there to visit their ancestors. Which I know was the father of one of the earlier speaker is also a resident and possible others. Thank you.

PH 122-2

PH 123: NEGRETE-MITCHELL

Thank you. I -- you know I have a lot of respect for Tyler Bonsted, and I really appreciate everybody with Metro being so cordial with me. But there's just a lot of things like the sound wall, Doug mentioned. He kind of stole my thunder, but the problem is -- there is not enough room between the track and my back wall for a sound wall or a retaining wall. That's how close it is. There's just not enough room for a wall to be built. PH 123-1

And so it is not any better, in fact, it's even worse to put the sound wall on the opposite side of the track. Which is going to bounce all the sound back at us. There are other issues, you know, with all the vibration and that sort of thing. And my metal smith workshop, where I had chemicals that, you know, they vibrate and they work their way up to the edge of the shelves. And I push them back and that sort of thing. So the mitigations that are mentioned really don't give me any comfortability about any of it. So again. Thank you. PH 123-2

PH 124: MS. DODGE

I just had one more brief comment, when looking at the project boards out in the lobby. Earlier they talked about the three alternatives, the elevated Hawthorne, the trench along the ROW, and the ROW. The ROW was presented as a proposed project. And then there's options for the trenching, and options for Hawthorne.

PH 124-1

So it looks like ROW is the preferred option. And it's misleading, at best, when all three options should be -- being considered before the final environmental impact report is submitted. Thank you.

PH 125: MR. OBAGI

Thanks. So another thing missing from the draft DIR executive summaries, are any mention of sinkholes. And the potential for sinkholes when this construction is undertaken. And I don't mean sinkholes on the right-of-way. I mean sinkholes on the private properties adjacent to the right-of-way.

PH 125-1

Because residents at the Ruxton, which is adjacent to Breakwater Village, or adjacent to Ruxton Place, had a sinkhole on their private property when shell was drilling a shore wall, and hammering down a shore wall into the right-of-way. So the whole area is a sand bed. It's -- it's -- the land -- the geology of the area is not adequately represented in the draft EIR executive summary.

PH 125-2

And the Metro Board is not going to be apprised sufficiently of the potential detrimental impacts, both to -- during construction, and afterwards from operation to the adjacent dense residences adjacent to the ROW. So it's defective in that regard. Thank you.

PH 126: MR. BOSWELL

Hello. Doug Boswell, again. A little more organized this time. So I just wanted to say a couple of things. Metro has stated many times that the goal on these is ridership. And when you consider that the Galleria is going to be putting 300 apartments on the corner of Hawthorne and Artesia, right where the proposed Metro station would be, this is going to hopefully take a lot of cars off the road. Because where do we go? We don't go to work in Redondo Beach because it's all houses. We've given up all our commercial and industrial land for random numbers.

PH 126-1

So where are they going to go to work? Probably points north. A lot of people work in El Segundo. Jumping on that train and getting off at a stop in El Segundo is far easier than driving your car and then coming back in the heavy traffic. So ridership, just for that one complex, or actually two buildings that they are going to put in, makes this a better shot for ridership than putting the station over at the new Redondo Beach bus depot, which had to move from the Galleria because the Galleria needed the space.

So the other thing that I wanted to mention was, if you do go with the ROW option, your plan is to move the freight train tracks a lot closer to the homes, making the noise, vibration, and pollution issues even worse. But as someone else mentioned earlier, with nice shiny new tracks, who knows what other trains are going to say, "Hey, we can take that route too." Then instead of having one train going up and back, we might have two trains, or three trains, or 400 trains. Who knows what we'll have.

PH 126-2

But, in closing, I see the term "the locally preferred option." And at the end of this process, apparently the Metro Board is going to select the locally preferred option. I think after what we've seen tonight, it's very clear what the locally preferred option is. And it's not going down the ROW, no matter how many options you try to entice us with. It's the Hawthorne option. That is the locally preferred option.

PH 126-3

It's been pretty much unanimous here, except for a couple of people that probably don't have all the facts. Let's just say that. Anyway, thank you for your time.

PH 127: MARY SMILEY

Good morning.

Thank you for the presentation. I live on 171st and Firmona, just a short way from the right-of-way that you have. If this were a vote, I would vote for the construction on the right-of-way that you already own. The cost estimates you provided indicated that it was the cheapest. I think it would be the least disruptive and would not only benefit the residents but also the taxpayers, who are already burdened quite a bit.

There will be cost overruns in any construction. You have a contingency plan, but who knows? You have an estimate, and to be on the safe side, use one where you are about 50 percent above that, because you never know if you are going to find a dead body in a wall or something. PH 127-1

So I would ask that you use the asset that you have, which is the right-of-way, and use that as the lane to put down the Metro train. Thank you.

PH 128: RAY HOLLAR

I'm Ray Hollar, homeowner in southwest Lawndale for 36 years. You said Metro staff will make a recommendation to your board of directors for which project to build, if any. One of the five project goals is cost effectiveness. You keep showing a cost estimate chart for construction cost of the project along the right-of-way, the ROW and the Hawthorne Boulevard path. This is the wrong chart to show.

Total construction cost is not cost effectiveness. The correct metric is cost per rider as your SAA document indicated. Your ridership forecast shows 37 percent more riders for the Hawthorne Boulevard path versus the ROW path. When you calculate the cost per rider from the starting costs and operations and maintenance, the Hawthorne Boulevard path costs less per rider. So that is more cost effective.

And because your chart there shows more riders along Hawthorne Boulevard, it meets another project goal of reducing air pollution and greenhouse gases better than with the ROW. If you must build, Hawthorne Boulevard is the better choice than the ROW because it meets project goals better, with less noise impact also. Thank you.

PH 128-1

PH 129: COREY CARDINAL

Hello. My name is Corey Cardinal. I just purchased a home on 162nd, and as a new homeowner I am definitely concerned about this. As far as listening to this meeting, not only did I hear about noise pollution, I didn't hear anything about air pollution and what that will contribute as far as the construction, the digging at the concrete, all of that. I also did not hear anything about how it would affect our beaches with the runoff as we are like three miles away from Redondo Beach.

PH 129-1

PH 129-2

I also did not hear anything about safety as far as the environmental concerns, and I am just wondering if that is like an aspect, too. Because I have noticed that there are, you know, substantial issues with the homelessness and, you know, drug use around here.

PH 129-3

What else? Oh, yeah. In the ballast mats, I would be interested to know what that is made out of. Because if you are inserting that into, you know, our environment, how would that impact or affect any of that?

PH 129-4

And then also my last thing is like not only the soil but the air quality around here. We are also close to the airport and such, so I don't know how that will impact that. Thank you.

PH 129-5

PH 130: LISA FRANCIS

Good morning. I'm a new resident to Lawndale. I bought my home on Condon Avenue, and my concern is having that right-of-way pass in front of my door disrupt the peace and quiet of our neighborhood. The BNSF already passes, but it is not 200 cars and it doesn't pass every day. So I can live with that. PH 130-1

But I'd like to say, if you do have to do this project, as he mentioned, Hawthorne Boulevard makes more sense. You already have buses, businesses. And around this city a lot of Metro links have been put down the main streets like the one on Crenshaw Boulevard instead of through people's neighborhoods. I'm very concerned what will happen to my property value and my way of life. So my vote would be if you have to do it, use Hawthorne Boulevard. Thank you. PH 130-2

PH 131: TED HOFMANN

Good afternoon, Mark. Good to see you, too. First off, this is only my fifth minute, not as many minutes as you have accused me of.

I do wish you would give the residents of Lawndale more than one minute to speak because they are the city that is most impacted by this project. More than Redondo Beach, which prefers the Hawthorne Boulevard option because they do not want the light rail near Redondo Beach residents. And Lawndale is impacted more than Torrance, which prefers the right-of-way. I've been at the meetings. I've heard them.

The City of Lawndale is opposed to any of the three options. Why are the three alternatives that Tyler did mention again today not included in the presentation more?

Out there on the boards, they are not even mentioned, the other three options. I know this isn't a question-and-answer session, but I would like an answer.

Why can't Metro make recommendations to do the no-project alternative that is in the Draft EIR, or why can't Metro make a recommendation to do the high-frequency busing, which according to your own Draft Environmental Impact Report is the environmentally superior alternative?

PH 131-1

PH 132: DORIS HOFMANN

Hello, Mark. My name is Doris Hofmann. My family has been in the City of Lawndale since 1927. That is a long time. And we do not need a Metro in our city. We are a small community. We know each other and we cooperate with each other, but a Metro will not help us at all. If you make a study and look down Hawthorne Boulevard at the big double buses that go up and down Hawthorne Boulevard, they might at the most have 8 to 10 passengers at one time.

We do not need a Metro. It will not benefit Lawndale in any way except for a lot of noise and racket and congestion. Stick with the high-frequency buses, which you are not talking about. You are not pushing. You are just pushing the ROW and Hawthorne Boulevard. You need to take and study the bus routes. We do not need Metro in any way, shape, or form in our little City of Lawndale. Thank you.

PH 132-1

PH 133: MICHAEL KIM

As a resident of Lawndale living along the ROW, I am not a fan of the passenger freight trains. I'm not a fan of having a train go by every 5 to 15 minutes through the daylight hours up until midnight. I am more concerned, however, about the freight train upgrade that you guys have been talking about.

Once you spend all that money to make the freight train line up to code and put in the silent measures and fix the ground underneath the freight line, will there be a certification to make the trains longer, make the freight trains go by faster, or have more freight trains go all along the freight line all day long every day?

PH 133-1

We are okay with two a day, but if it's 10 to 20 a day, I have problems with that even more than having a passenger line go by every 5 to 15 minutes. The environmental impact study does not include the proposed projected freight train impact of having more freight trains, so I'd like to see that in the study as well.

PH 134: GLEN BRACKENRIDGE

My name is Glen Brackenridge. I live on 172nd near the ROW, and also run a community organization dedicated to getting the rail down Hawthorne.

Now, one thing I would say is when you think about the benefit to Metro, as they said, we need ridership. If ridership is going to be increased going down Hawthorne, you have to think about the current businesses, and who's working the businesses. You can go to the Galleria. Clearly, Hawthorne is the better choice for ridership. PH 134-1

In terms of the City of Lawndale, what you will be looking at is, if it goes on the ROW, the property values that drop, which is tax revenue that Lawndale is losing. If we keep the property values high and keep the sales tax high in terms of the numbers on the ROW as well as the businesses on Hawthorne, and we increase the ridership that goes through that business, taxes go up, and Lawndale gets more money to spend on the things they need. PH 134-2

Another thing I would say about the noise is to make sure to please study the sound on Hawthorne, and when you compare that to the sound on the ROW, do not just study the sound when the freight train goes by but the quiet times compared to rush hour and the normal amount of noise on Hawthorne. I think you would find that there is quite a bit of disparity. PH 134-3

PH 135: SIRLEY CUEVAS

Good morning. Metro knows where the City of Lawndale stands. So at this time, I am asking to please make sure to listen to our citizens, especially those who will be affected by Metro going through their backyards and their kids, the air pollution, and all that. We want to make sure they are taken care of.

PH 135-1

These citizens are the ones that are going to be affected the most, so please listen to the citizens, not to your pocket.

PH 136: LAURA THOMAS

Hello. I am Laura Thomas, and I have lived in Lawndale for 76 years. I want to address the fact that here we are in a high school, and there is a SWAT team of about seven officers. And if I could take them on to the Metro, I would feel much safer. I think there is a big safety issue that we have not addressed in Lawndale. I don't know who feels safe getting on them. PH 136-1

Also, I want to say that when I get my Tesla charged up, I am in view of one of the stations, and there is nobody riding on that rail. I am there at many different times, sometimes early in the morning, sometimes late at night. I have a direct view. It is just unbelievable how few people ride that Metro.

And all along Hawthorne Boulevard, there is nothing but car dealerships, parts stores, everything automotive. PH 136-2

So where are we going? This is a bridge to nowhere. And, you know, you gave a slick presentation, but I see right through you. Thank you.

PH 137: JOHN RICHARDS

Resident of southwest Lawndale. So far we have had two project managers. What's your interest? I know what your interest is. What city do you live in? The million-dollar neighborhood of El Segundo. What do you care about Lawndale? No care but your job.

That train, I sit down there and watch it where it ends at Costco. It comes in at the peak time Monday to Friday, 10 percent occupancy, and you want to push that down our throat. That is baloney. Buses are so much better.

Let's talk about the money. First of all, project managers make a quarter million dollars a year and do nothing, and we cannot have a guy that wants job security for the next 15 years to retire on our back.

Okay. Let's talk about money. I've seen a lot of projects with Metro. Let's use one for example. The one going down Wilshire, all underground, same makeup as Lawndale. It has residential half a block from one side, residential half a block from the other side on Wilshire Boulevard.

PH 137-1

Okay. All the way close to downtown. It went underground. You guys spent so much money because it is not your money. If you are going to spend that kind of money on that city, spend it on ours.

Why did you not go through Redondo? Did they have more pull and more money? Are you going for the people that are poor? Shove it down our throat. This is baloney. 37 years I have lived here. For the last 15, you project managers probably had a job to figure out how to go through a neighborhood that will give you the least resistance. That train is unneeded. You know it, we know it, and there will be more comments from me.

PH 138: HOLLY OSBORNE

Good morning. My name is Holly Osborne. I'm from Redondo Beach, but I'm a retired engineer. And I'm looking at this report objectively, and I'm looking at deficiencies.

This first one has to do with the vibration during construction. It says, "Construction of the proposed project would have a significant impact on 133 residential structures on the ROW." It turns out there are 88 in Lawndale, as counted, and 40 in Redondo Beach, and 5 in Torrance.

I wanted to know where they were, and it turns out you have an appendix with a little red dot by each one. When I looked at that, I said, this is a horrible undercount. Just to give you an example, between Artesia and Grant, you have seven. But you only had two at Breakwater Village.

I think you need to redo those tables because they are inaccurate and undercounted, and your report is deficient. Thank you.

PH 138-1

PH 139: TED HOFMANN

Hi, Mark. Is this No. 6? By the way, I think this meeting goes till 1:00. Am I correct? Yep. You guys can all speak till 1:00 o'clock.

Georgia stated—see, my time has already started. Georgia stated in more than one meeting that no residential properties will need to be acquired. Yet, according to your maps, if the Hawthorne Boulevard option is chosen, the tract and structures are about—they actually extend over some of our property by about 15 feet according to your maps that you put out there in the vestibule. Can you tell me how that will be handled if they are not purchasing any property? PH 139-1

Again, I would like an answer or response of some kind. I have not gotten any answers yet.

Metro will tell us there was a vote in 2008 and 2016 to spend money on light rail, but that was just a statement on a ballot. Did people really know how it would affect them? Was it specifically stated on the ballot where the light rail would be built so people could make an educated decision? PH 139-2

I'm out of time. I will be back in a minute.

PH 140: G.P. SUDDETH

Hello. One thing I think—probably not such a popular idea within this room and the attendance in this room—but the thing that shocked me when I realized this project was going on was that there was beginning to be an upwelling of concern about having to go down the ROW and the disruption to people's lives every day going on if that happened.

And therefore, suddenly a strong support for going on Hawthorne Boulevard, and once they realized that grade was impossible, elevated. And when I saw that beginning to happen, I went, Wow, there are a lot of businesses there. Those people deserve to be served in those businesses, and the population that lives near those businesses and that would like to go and attend and use those businesses need to be served.

And I said, Okay. Well, then there should be—if there is a choice to be elevated on Hawthorne, there should be a stop at 164, 166th, somewhere like that, so that Lawndale is not just disrupted by this thing but is also served by this thing. It's just not right. PH 140-1

PH 141: JOHN SCHREIBER

Good morning. One of the things I think that the DEIR does not address adequately is the separation of the community, at least the western part of Lawndale from the eastern part if you go down the ROW. And one part of that is when it's elevated and then comes down to grade, you have these giant concrete walls that the train will travel down. PH 141-1

And it is not just only physically dividing the community; from where I live, I would not even be able to see the other side. I would be staring at a giant blocked wall. And I don't think you addressed that in the DEIR, just even the feeling of being disconnected from the other side of the community just because you cannot see it. PH 141-2

The other thing about the quiet zones, you guys are saying that will make our lives so much better because you are basically quieting two freight trains a day. I mean, I think it's minimal at best. But you are not addressing 200 to 300 trains a day coming at grade, downgrade, up and down the slopes and making the noise from the wind, the squeaking of the tracks. And I don't think putting some lubrication on the wheels is really going to mitigate that well. So I think that needs to be looked at further. PH 141-3

PH 142: CATHERINE BOLL

Hi. I'm all for better transit in LA, but I can only support the Hawthorne Boulevard elevated train due to the amount of disturbance using the rail line will cause to thousands of homes and people living along the existing rail. I'm a homeowner, just the second house east of the existing rail line in Lawndale, and although the train only runs a couple of times a day right now, it shakes the house and blows the horn at crossing. The Metro would only run minutes apart at extended hours disturbing all residents. PH 142-1

How will noise and debris through construction be mitigated? PH 142-2

The elevated Hawthorne route is the most expensive, but the other options using existing rail are a great cost to thousands of homeowners along the way. Please go with the Hawthorne route. PH 142-3

PH 143: JOHN RICHARDS

John, Southwest Lawndale. Okay. Hopefully we get some answers from this and hopefully we get a truthful answer. I see a reporter here taking down every word.

This is a question for you: Do you ever ride the train to your office? Tell the truth. I want the truth. I want to know if you take a bus from your little million-dollar house to your office? Does any of your staff do it?

PH 143-1

And like I said, I gave you the figures for peak 5:00 o'clock, Monday to Friday traffic. On the end of the trail there, it's roughly 10 percent. If you wait till 8:00 o'clock at night, you are down to 3 or 4 percent. To have a train go through Lawndale 3, 4, 5, 6, 7 times an hour is ridiculous.

Why don't we have buses and study this more and actually a need for a train to ruin our neighborhood and go through our neighborhood? We have to stop this. And by the way, how is that project working for the train going to LA to Frisco? It's been cut in half about 10 times.

PH 143-2

PH 144: JOANNE DORAM

Thank you. I'm a Lawndale resident. I've owned my home for 13 years. I really like where I live. I love my neighbors. I love the whole area. It's convenient. It has everything. As they say, it's the heart of the South Bay. That is what it is, and it's a very mixed, great group of people.

But I'm a retired administrator from Los Angeles Unified School District. And guess what, this is the first time I heard anything about this. I came on a rainy day to find out what is going on, and why do I feel like there was no vote? I did not have a say so. You guys have this study made. It looks like it's really moving.

PH 144-1

And I think that the people who are here, if you had a vote that was put out for the people, you would hear a lot more than just the folks that are here today on a rainy day. I feel like it needs to be tabled and brought to the attention of the public, and we need to have much more transparency before this goes any further. Thank you.

PH 145: COREY CARDINAL

Hello. So I just wanted to piggyback off of my first comment. I also agree with the last person who spoke, that I just received this in the mail even though I have lived in this town for 10 months.

And as far as -- I know this is not a question-and-answer thing, but I do want to ask: As far as the almost $2.0 billion budget that was proposed, what will be contributed to the City of Lawndale for the beautifying of the town

Because I did just get nominated for updating my house as part of the beautification award, and I felt that that was a strong part of the community. And I totally loved that about this town. I grew up in the South Bay. I have lived in north Redondo my entire life, and obviously, because of being priced out of that town, I have had to not necessarily downsize to be able to even buy a home in Lawndale. It's just crazy how expensive it is. And to just take away all of that and our like -- again, you did not put in the proposal how it would affect our property value. And I think that definitely needs to be addressed. Thank you.

PH 145-1

PH 146: MASSIMA DAROUI

Hi, everybody. First, I just have a question. How do you study how many passengers are actually riding your train after construction?

From what I've seen, a lot of the riders in LA are not really paying their fare. There are a lot of homeless, so I am not sure how you are actually finding out how many people are riding. You have estimates of how many would be riding, but what are they based on?

PH 146-1

Also, Proposition M was for the creation of a commuter train, and if this train goes on the ROW, I feel like it would be good for you because you will be able to budget it to actually fix the freight train tracks, which should have been fixed a long time ago already. And you will be using our tax money to fix them instead of being a separate project.

PH 146-2

So for me, no, on ROW again and again. Hawthorne or buses, actually. Thank you.

PH 146-3

PH 147: TERRI THOMAS

Thank you. I wanted to address a comment that was made in the presentation. They were talking about putting potential bike paths and trees, if possible. That is one of the most important things that residents need these days: open space, clean air, beautiful trees to refresh and get us away from the stress of the world that we live in.

PH 147-1

And I'm for eliminating a train that goes nowhere with no ridership and using an effective bus station on Hawthorne Boulevard. Thank you very much.

PH 148: CRAIG ST. JOHN

Hello, Mark. Craig St. John, president of Westwood Building Materials on Inglewood Avenue and Manhattan Beach Boulevard.

We have had a lot of discussions, and you know my philosophy about this thing. I don't think the city needs it at all. I think you need to be honest with the people here. Doing my research, I found a little bit. Caltrans is adamantly opposed to Hawthorne Boulevard because they want to widen the 405. I'm sure these people are not aware of that. PH 148-1

I would like a reaction from Metro. It is yes-or-no. Because these people need to make up their minds if they want Hawthorne or they want it at all. That is one thing.

Two, your study about noise and impact during construction is minimal or less than significant. The people who live around here know the traffic that we have going down Inglewood Avenue the last three months with the construction right now. Imagine that for six years. PH 148-2

Also, I have not seen any economic impact on the businesses on Inglewood Avenue or Manhattan Beach Boulevard or Artesia during construction being tied up. I can tell you what it's cost us this three months of construction, this project right now. I would want to know your answer for that. Is there a study for the economic impact of the City of Lawndale for that? Yes-or-no? PH 148-3

PH 149: HOLLY OSBORNE

It's almost impossible to say something intelligent about engineering in one minute, but I will try again. And this is a continuation from my remark of another night about your noise level being totally faulty. And that is because you have down the ROW as your ambient, you have included the freight train. Ambient should be the times without the freight train because the train only comes twice a day.

When you include the freight train with the ambient, that raises your baseline, and that means the extra noise by the LRT, it does not seem as significant. You have not done your noise analysis correctly. PH 149-1

When I got home after the last one, I Googled noise disturbance, whatever. I came up with the Canadian way to do it. It just happened to be the first one. And they specifically divide into two, like daytime and nighttime, because nighttime they expect to be quieter. They have two different levels. You don't.

I hate that your transcriber is never going to get this.

PH 150: ROSE RODRIGUEZ

I am against ROW C option, which turns our very, very diverse city into Torrance's doormat. They escape by design all adverse consequences. Lawndale will encounter every negative impact including putting our lives in peril forever. PH 150-1

This is very unfair. There isn't any social justice here for Lawndale. We have always been against this. No to the enormous increased risk of possible gas pipelines, explosions and derailments. No to 192-plus Metro trains zooming by 20 hours a day. No to changing the rules of the game in the middle. PH 150-2

We bought our houses or rented our houses without 200-plus Metro trains coming by. No to stealing our 1.1 acre of desperately needed green space. No to sealing off an entire section of Lawndale from our neighbors. No to CEQA waivers that change the rules. No to this environmental report, which Metro paid for. They are not neutral arbitrators. No to this anti-equity platform. PH 150-3 PH 150-4

PH 151: RAY HOLLAR

Ray Hollar. Homeowner in southwest Lawndale for 36 years. We should take issue with one of the charts that was shown earlier today with regard to project funding. Yes, it talked about funding from Measure R, Measure M, and TARCP, which is state funding, but it didn't say what the total is. And the number is from an FAQ attachment to—or appendix to the voluminous amount of documents attached to the DEIR on the website.

FAQ, bottom of the first page, the number is 1.12 billion. You know I'm not a fan of the cost summary charts that were shown because I think it's misleading and I think it's the wrong method. Because cost-effectiveness is the right metric. But those numbers were 2 to 3 billion. So it's nowhere near funded.

PH 151-1

This is a tremendous amount of money. And my estimate for the cost per rider is about $22 per rider, per day, every day, every rider, $22. That is a lot of money. And I am perfectly fine with a no-build option in the City of Lawndale. Thank you.

PH 152: G.P. SUDDETH

Hi. A lot of points to get to. It mentions as proposed better property values if you have the trains come through. And I live at the corner of Manhattan Beach Boulevard and Vail. And when I bought the house, the real estate agent told me that my house was discounted 2 percent because of my proximity to that intersection, which was a lot of noise. And of course, these things come through every six minutes or whatever. There is noise.

PH 152-1

And that noise, by the way, is not—I don't think accurately estimated. Because if I sit in a car at the corner of Rosecrans and Aviation where they go over, when they go over, it's a pretty big noise right there. You hear it. It's not something that you can ignore.

PH 152-2

The expressed bus stop that Metro has proposed for the area at the corner of Artesia and Hawthorne, not at the transit center, and that shows that Metro thinks there is going to be a better ridership there.

PH 152-3

PH 153: MICHAEL KIM

So Metro being the owner or part owner of the ROW and having that freight line going along the ROW. I'm going to have to believe that once that freight line gets upgraded, Metro will now be in the freight business. And if Metro can get many, many, many trains going through that ROW, Metro will be turning a profit even without any passengers. Because 5,000 passengers a day, 10,000 projected a day, that's not going to turn a profit. But if you can increase that freight—getting a lot of freight cars going through, you guys don't need passengers at that point. So that is one point I wanted to add. PH 153-1

And also Inglewood Avenue over the last nine months has been a nightmare with that construction just going along that corner. All of us here as Inglewood residents—sorry—residents along Inglewood, that includes Redondo Beach and Lawndale, we will have to go through this construction zone. And how long it will take only God knows. And chances are with the gridlock and if you add more freight trains going through and across Inglewood even after the construction is done, somebody here in this room is going to get into an accident while that freight train goes by. PH 153-2 PH 153-3

PH 154: DORIS HOFMANN

Doris Hofmann. I'm up here to let you know I have worked all my life very, very hard to pay my taxes. And I don't want my tax money being spent for something that is totally unnecessary. We do not need a train either down the ROW or down Hawthorne Boulevard in the City of Lawndale. The train does not benefit the City of Lawndale. PH 154-1

It probably benefits the City of Redondo Beach because of the Galleria, so, therefore, put the train on the other side of Inglewood in Redondo Beach so Redondo Beach can benefit from the Galleria. It does not help the City of Lawndale.

I heard a lady a while ago get up and say she did not get any information. I have talked to some business people on Hawthorne Boulevard. Oh, they got information okay. All it said was a meeting here at this date and time, a meeting there at this date and time, but it didn't say what the meeting was for. It was very, very poor information. PH 154-2

Can you hear me out there? Thank you.

PH 155: ROSE RODRIGUEZ

I would like to get back to the Torrance issue. Torrance is the main promoter of this whole thing because they want a train for the Olympics, but what do they do? They bypass every residential area. They bypass Del Amo Mall. They bypass Old Town Mall. They bypass their old town city area. And they go to a dead man's land where there is nothing there. So, so much for mass transit.

There is no place for pedestrians to get off. When they leave there, you either have to go back into your car or you have to take a bus. So what is the whole purpose when Lawndale gets zero?

We need buses. I take the 8 Bus. I'm out waiting for it for an hour and a half if I have to go to the airport. What happened to our bus service? Spend your money on buses. Do not destroy our lives.

PH 155-1

Who would want to listen to trains zooming by their windows, by their houses up to 200 times a day? It's horrible. It is anti-equity. This is not a social justice issue. And to make things worse, many of the other people who aren't here today just kind of threw up their hands because they have already suffered your injustice. They have this placed in Lawndale, and now they are getting — yeah, you need to let people talk.

PH 155-2

PH 155-3

PH 156: MARY SMILEY

I would just say that I join and stipulate what the observations made by the other speakers or commentators. The problem is you don't have any jurisdiction to make a decision on this. You will make a recommendation. As you say, the board will make the decision, and even the board doesn't have the ultimate decision. We are barking up the wrong tree here.

This is a county. This is a county board of supervisors, and although I believe in subsidiarity, the fact is that at this stage—I jokingly refer to it as the sanctuary state of [Indiscernible]—we really do not have any power over these issues as people have pointed out. PH 156-1

Another factor which was mentioned by one speaker was the crime rate. There is an article in the Daily Breeze today on the front page by a reporter named Steve Castillo that addresses that and addresses the various A, B, and C lines.

PH 157: LISA FRANCIS

I'd like to piggyback on the gentleman that talked about Caltrans and their plans to expand the 405 Freeway and the fact that they do not want the Hawthorne option. So I feel like this is a little disingenuous. There is nothing in your presentation about Caltrans. So I want to know, is it true? It feels like it probably is true because they are constantly expanding the 405 Freeway.

So that makes me feel like maybe a fleet of green buses would be better to go from one station to another if Caltrans has made this, I guess, apparently, their wishes with the Metro board. But I feel like how come that has not come up, the Caltrans issue?

And as far as BNSF, do they own that rail line, and are they putting any money into some of the mitigation factors that you were saying about making that quieter? Or who is going to own that rail line? Thank you.

PH 157-1

PH 158: BERNADETTE SUAREZ

Hello. Hi, my name is Bernadette Suarez. I am a current Lawndale city council member, and I know we've -- as my colleague mentioned, we've made it pretty clear where we stand as a city. Hearing all the comments here today, it's -- you know, it's a pretty emotional day for everybody because this is something that is very personal. As someone mentioned, our community is considered low income, a disadvantaged community. And if you look at in general at transportation, you always seem to see that it always runs through similar disadvantaged communities.

So why is that? I don't know. Maybe it just doesn't matter if you are not an affluent community. We have asked that an environmental justice component be added to the EIR, but we are told, you know, since federal funds are not being used, that does not need to be a consideration. But I definitely think it is important to take into consideration our community.

PH 158-1

And, you know, we do not have resources that others have. You know, and why are we expected to use the trains when you hear articles about celebrities flying their jets and whatnot? So I don't understand why we are expected to take the blunt of this train when it just adds no benefit to our community.

PH 159: SEAN MOORE

First of all, I want to thank all the residents and community members that have come out today to express their concerns.

I mentioned over the years that this project, we do not want this project in the city. We mentioned about all the impacts it has. We are looking at your EIR. It has significant impacts on the city—transportation, aesthetics, land use, open space, you name it. It goes on and on.

We are combing through your document, Metro. We are looking closely, and let me assure you that we are prepared to take this all the way to where we have to. We do not want this project in the city. I wish Metro would understand that. And please take notice that the residents here do not want this impactful project to go through the city, any alternative.

PH 159-1

We prefer you go with no project or go with the bus service—high frequency bus service. But please consider our comments. Consider everybody's comments in the city. And please look at the alternatives other than going down the ROW that impacts the city. Thank you.

PH 159-2

PH 160: PAT KEARNEY

Couple comments. I'd looked at the EIR, and you said about public safety in there, how great it is. Well, as of yesterday, there has been 21 deaths on the light rail. That is more than the same time last year. PH 160-1

And you showed a big slide about ridership, it's increasing, which is a lie. It's declining. I saw it. And I got Metro board to confirm it. Your ridership is down. So I think scrap the ROW, scrap Hawthorne and make the residents from Costco—the riders from Costco to the Galleria—ride the buses. They are underused and so are the light rails. PH 160-2

PH 161: JOHN RICHARDS

Lawndale resident. I demand one thing: we need a current environmental report. We need a traffic study for both construction and completion, current. We need a study on the soil to see how much vibration will go through the neighborhood, current. We need all these studies current. I don't care if it's redundant for you and you have to do it over and over again. We need this stuff. PH 161-1

And current ridership projected by the hour, we need that. Because we do not want a train going through our neighborhood with 10 percent occupancy and 3 percent occupancy on the end. We need all this stuff. And you need to be fair to us and go through a different city that benefits this. We do not benefit from this at all. PH 161-2

And the safety, we need a safety projection study as well. The whole nation is getting off trains because it is so unsafe. The crime is riddled. It's unbelievable. PH 161-3

PH 162: ROSE RODRIGUEZ

I would just like to comment on the environmental impact report. I noticed under utilities, which includes gas pipes, it was glossed over. I don't know how they could do that. Because for us, it is a reality. They ignored the fact that we already had an explosion when Lawndale didn't have the high density that we have now. Now we have 33,000 people.

PH 162-1

In 1951 there was an explosion. Twenty-seven people got injured, three people, including children, were killed, and the impact was found around a one-mile radius of Lawndale. Where I have my house now, my next-door neighbor told me their windows were blown out, and this was almost a mile from the area where it hit. This is a real reality to us.

Especially if you think about what happened recently with the derailment, which is another problem. Back in Ohio, they have a population of like close to 5,000. We have almost seven times that amount in Lawndale. Could you imagine if we have a derail? It would be 192 more chances for a derailment.

PH 162-2

PH 163: TED HOFMANN

Respect, Mark, like we talked the other night. You need to give these people more than one minute. This is my eighth minute over five different meetings. And that is because this is going to affect me until 2036, if I live that long. That is a big deal.

We are not supposed to have a personal opinion, but my opinion is if the City of Redondo Beach wants the rail, build it in Redondo Beach. If the City of Torrance wants a light rail, run it through Torrance. PH 163-1

I don't know why the people of Lawndale should have to suffer through this construction for all these years. If the Hawthorne Boulevard option is chosen, the station will be in the middle of Hawthorne Boulevard. If someone is to use that station, where do they park, at the Redondo Beach transit station three-tenths of a mile away, or are they supposed to park in the Galleria parking? PH 163-2

Will there be long-term parking available for all those people that I hear want to go to the airport?

Anyway, again, I hope you give these people their respect. I will give my four seconds for the next person.