

Draft Environmental Impact Report Appendix 1-A: Notice of Preparation/Scoping Summary

C LINE (GREEN) EXTENSION TO TORRANCE



Draft Environmental Impact Report

Appendix 1-A: Notice of Preparation/ Scoping Summary

January 2023

REVISED AND RECIRCULATED NOTICE OF PREPARATION

TO: Agencies, Organizations, and Interested Parties

FROM: Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Attn: Dolores Roybal-Saltarelli, Mailstop 99-22-4

SUBJECT: Revised and Recirculated Notice of Preparation of a Draft Environmental Impact Report

PROJECT TITLE: Metro C Line (Green) Extension to Torrance Project

NOTE: A Notice of Preparation (NOP) was sent out for the Project on April 12, 2010, however the environmental process was suspended in 2012 due to funding shortfalls. The Project has now been resumed due to funding availability through the passage of the Ordinance known as the Los Angeles County Traffic Improvement Plan (Ballot Measure M), which was approved by voters in 2016. The purpose of this revised NOP for the Project is to inform the public of Metro's decision to carry forward into the Draft Environmental Impact Report (EIR) the modified Alternative 1 (Metro Right-of-Way, with one station at the Redondo Beach Regional Transit Center and a second station at the Torrance Regional Transit Center) and Alternative 2 (Hawthorne Boulevard with a station at Hawthorne/ Artesia Boulevards/South Bay Galleria and a second station at the Torrance Regional Transit Center). This revised NOP also further explains the Project and the EIR process.

As the lead agency for the EIR, Metro will prepare a Draft EIR for the Project. Metro wants to know your views as to the scope and content of the environmental information and any information germane to its statutory responsibilities in connection with the Project. Responsible Agencies will need to use the environmental documentation prepared by Metro when considering permits or other approvals for the Project.

The Project description, location, and the potential environmental effects are contained in the attached materials.

Due to the time limits mandated by State law, your response should be sent at the earliest possible date, and no later than March 15, 2021.

Please send your response to Dolores Roybal Saltarelli, Project Manager at the address shown above. Agency responses must include the name of a contact person in your agency.

Date: 1/29/21

Signature Dolores Roybal Saltarelli
Title Deputy Executive Officer
Telephone 213-922-3024

REVISED AND RECIRCULATED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: January 29, 2021
TO: AGENCIES, ORGANIZATIONS AND INTERESTED PARTIES
SUBJECT: REVISED AND RECIRCULATED NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT
PROJECT TITLE: METRO C LINE (GREEN) EXTENSION TO TORRANCE PROJECT
FROM: LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

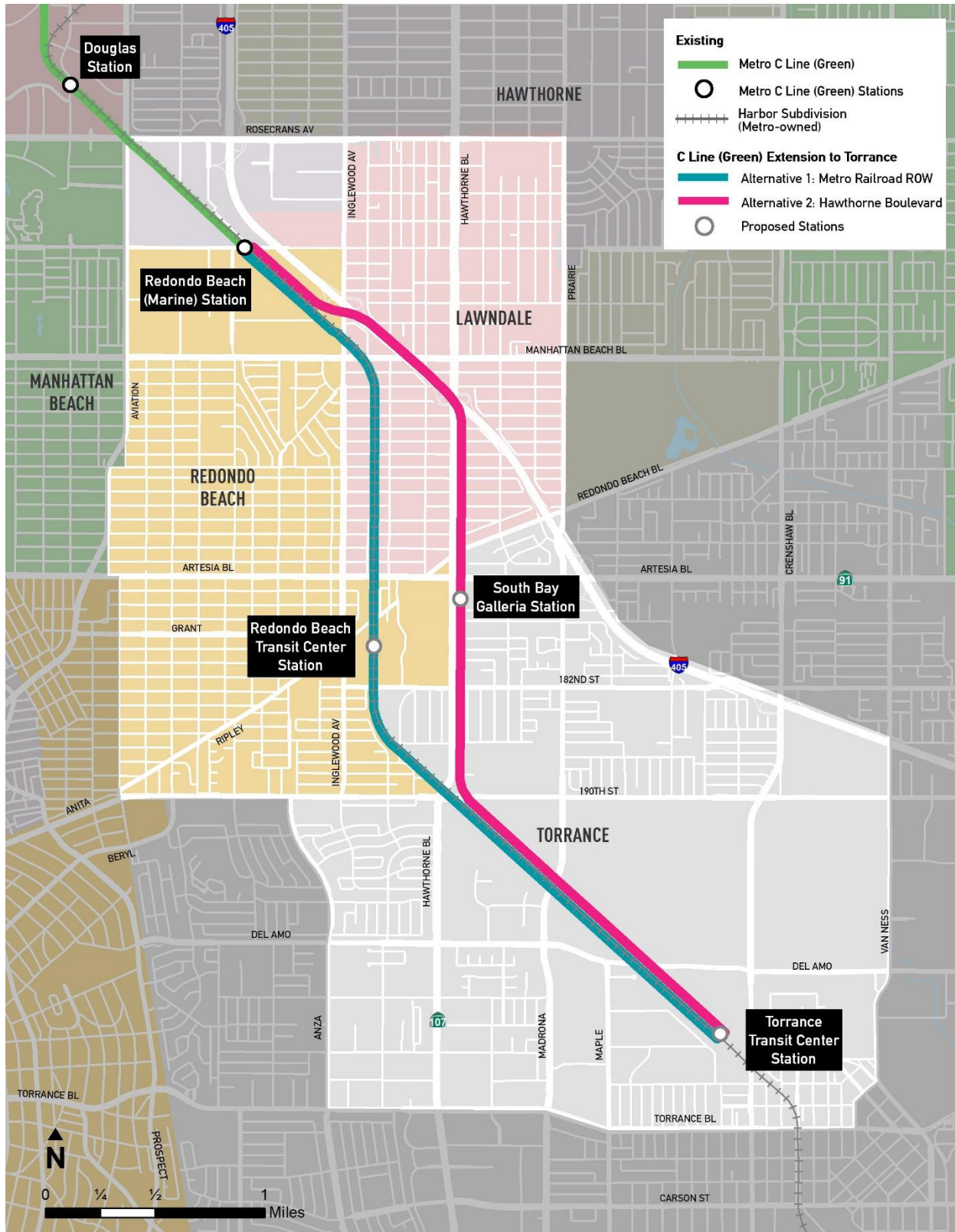
PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Los Angeles County Metropolitan Transportation Authority (Metro) C Line (Green) Extension to Torrance Project (Project) is a proposed light rail transit (LRT) line that would extend approximately 4.5 miles from the end of the existing Metro C Line (Green) at the Redondo Beach (Marine) Station in Redondo Beach southeast towards Torrance. The proposed LRT line would connect the Metro system farther into the South Bay, serving the cities of Redondo Beach, Lawndale, and Torrance (Figure 1). The Project Area is primarily urbanized, with a wide range of existing and planned land uses.

PROJECT INITIATION: Metro has initiated a Draft Environmental Impact Report (EIR) for the C Line (Green) Extension to Torrance Project pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the Project. The Draft EIR will be prepared in accordance with Section 15170 of the CEQA Guidelines.

The purpose of this revised Notice of Preparation (NOP) is to notify interested agencies and parties, local jurisdictions, community organizations, and interested residents (collectively, interested parties) of the preparation of the Draft EIR for the Project. This revised NOP is to solicit comments as to the scope and content of the Draft EIR and potential environmental effects from the Project; invite public participation in the Draft EIR scoping process; and announce the public scoping meetings.

PROJECT BACKGROUND: Metro initially completed an Alternatives Analysis (AA) Study for this corridor in 2009, which studied transit alternatives along the Metro-owned Harbor Subdivision right-of-way (ROW) connecting downtown Los Angeles, Los Angeles International Airport (LAX) and the Ports of Los Angeles and Long Beach. The AA identified the C Line (Green) Extension from Redondo Beach to Torrance, utilizing the Metro ROW in the Harbor Subdivision Corridor, as the preferred route alternative. LRT was identified as the preferred mode. On April 12, 2010, a NOP (the original NOP) was publicly released, informing interested parties of Metro’s plans to prepare a Draft Environmental Impact Statement (EIS)/EIR studying the potential environmental benefits and impacts of the alternatives that were prioritized in the AA and requesting input about the Project. Metro initiated analysis of No Build, Transportation Systems Management, and LRT Alternatives along the ROW. However, after failure of a proposed sales tax measure (Los Angeles County Ballot Measure J) in 2012, the Project was paused was for lack of an available funding plan.

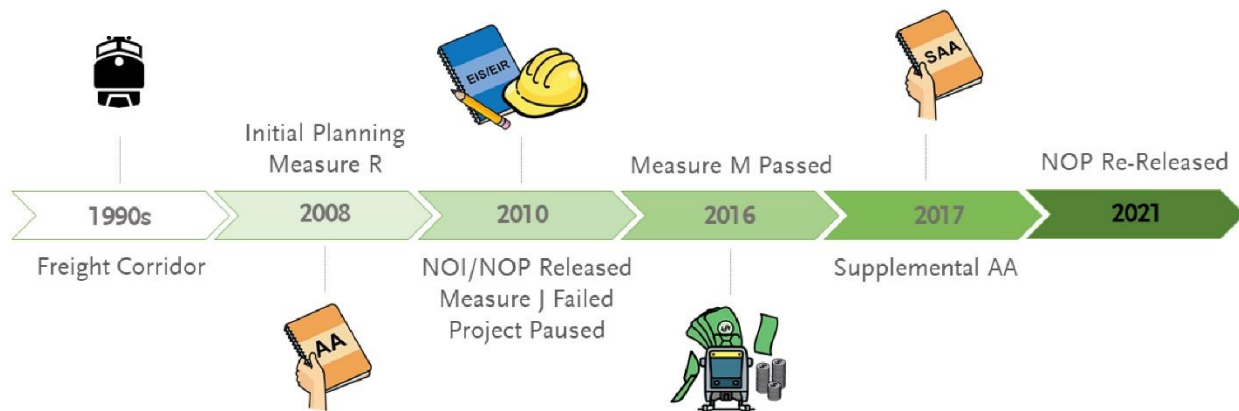
Figure 1. Project Area and Alternatives to be Studied in EIR



After the passage of Measure M in 2016, Metro reinitiated the Project in spring 2017 with preparation of a Supplemental AA (SAA). This SAA study focused on soliciting feedback from residents, business owners, elected officials, stakeholder organizations, and others to refine and update alternatives previously identified in the AA Study. The SAA also allowed Metro to update existing conditions of the Project Area, which had changed since the earlier analysis began in 2010.

Refer to Figure 2 for a visualization of the timeline of the corridor and the studies described above.

Figure 2. Corridor and Project Studies Timeline



Throughout 2017, the Metro project team used multiple iterations of feedback from interested parties to guide the evaluation of additional light rail alternatives for consideration. As a result, the Metro project team proposed various alignment and design options between the existing Redondo Beach (Marine) C Line (Green) Station and the Torrance Transit Center. Based on that iterative outreach process and further technical analysis, four Build Alternatives were prepared for analysis in the SAA.

Based on the technical evaluation in the SAA and input from interested parties, staff recommended the following two alternatives to be carried forward into the Draft EIR for further analysis and refinement to the Metro Planning and Programming Committee on September 19, 2018 (Refer to Figure 1):

- **Alternative 1: Metro ROW and overcrossing, without a station at Manhattan/Inglewood (City of Lawndale).** Alternative 1 would follow the existing Metro ROW for the length of the Project. When crossing Inglewood Avenue and Manhattan Beach Boulevard, this alternative would be in a grade-separated configuration. Alternative 1 is most similar to the Light Rail Alternative evaluated in the 2009 AA. Two stations are proposed: Redondo Beach Transit Center and Torrance Transit Center.
- **Alternative 3: Hawthorne to 190th Street, without a station at Hawthorne/166th.** Alternative 3 would start within the existing Metro ROW and would leave the Metro ROW to parallel I-405 (San Diego Freeway) between Inglewood Avenue and Hawthorne Boulevard. The alignment would then travel along Hawthorne Boulevard between 162nd Street in Lawndale and 190th Street in Torrance before rejoining the Metro ROW. Two stations are proposed: South Bay Galleria and Torrance Transit Center.

The Metro Planning and Programming Committee approved the Supplemental Alternatives Analysis and these staff recommendations as described in the Board Report prepared for the September 19, 2018 meeting, which is available online or via the address provided in this NOP (<https://boardagendas.metro.net/board-report/2018-0317/>).

PROJECT GOALS: The Project will provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within the South Bay subregion. This extended transit service will increase mobility and connectivity for historically underserved, transit-dependent communities; improve travel times on local and regional transportation networks; and accommodate substantial future employment and population growth. Goals of the Project are:

- Goal 1: Provide Mobility Improvements
- Goal 2: Minimize Environmental Impacts
- Goal 3: Ensure Cost Feasibility and Financial Feasibility
- Goal 4: Support Local and Regional Land Use Plans and Policies
- Goal 5: Ensure Equity

PROJECT PURPOSE AND NEED: The Project would operate along a 4.6-mile north-south corridor from the existing Redondo Beach (Marine) C Line (Green) Station to the under-construction Torrance Transit Center. The Project Area includes portions of the cities of Lawndale, Redondo Beach, Torrance, and Hawthorne. However, the Proposed Project itself would only be located in the cities of Lawndale, Redondo Beach, and Torrance.

A variety of land uses exist within the Project Area, including single- and multi-family residential neighborhoods, office, commercial and warehousing districts, and industrial areas including oil refineries.

The main purpose of the proposed improvements is to provide a reliable, high-frequency transit service and improve mobility in southwestern Los Angeles County by enhancing the regional transit network in the South Bay. Metro aims to provide more direct connections to regional destinations and between key transit hubs/routes; provide an alternative mode of transportation for commuters who currently use congested arterial roadways and freeways; improve transit accessibility and connectivity for residents of communities along the corridor; and encourage a mode shift to transit, reducing air pollution and greenhouse gas emissions.

PROJECT DESCRIPTION: The Project proposes to develop two rail stations along the LRT line and identifies transit-oriented community land use concepts and first/last mile pedestrian/bicycle connectivity opportunities associated with the proposed stations. The Project will also include the development of ancillary facilities such as traction power substations and grade separation structures.

Stakeholder coordination, design refinement, and impact assessment of the Project are ongoing. As a result, there will continue to be Project design iteration. As such, it is anticipated that the Draft EIR document may include, but is not limited to, variations to station number and locations; options for vertical alignments; options for parking facilities; specific alignment refinements; ancillary improvements; and leveraged improvements in collaboration with Metro's local partners and betterments to address these issues. Therefore, interested parties are advised to stay informed and engaged with the numerous Project engagement and communication channels via the Project website below.

The Project is identified in Metro's 2020 Long Range Transportation Plan, as amended, and is one of the many transit projects funded by Measure R (November 2008) and Measure M (November 2016). The Project will also rely on other funding sources. Subsequent projects by Metro or other agencies may tier from this EIR.

ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Project on the environment. Key CEQA environmental factors to be addressed include:

- Transportation
- Land Use and Planning
- Population and Housing
- Aesthetics
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Biological Resources
- Geology / Soils
- Hazards / Hazardous Materials / Wildfire
- Hydrology / Water Quality
- Utilities / Services Systems
- Energy
- Cultural Resources
- Tribal Cultural Resources
- Public Services / Recreation

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

SCOPING MEETINGS: Virtual scoping meetings to accept both written and oral comments on the scope of the Draft EIR will be held on the following dates and times:

| | |
|---|---|
| Scoping Meeting # 1 Wednesday, February 24, 2021 4:00 pm Join Online: Link: https://us02web.zoom.us/j/86041198859 Phone: 646.558.8656 Code: 860 4119 8859 | Scoping Meeting # 2 Saturday, February 27, 2021 11:00 am Join Online: Link: https://us02web.zoom.us/j/82839902680 Phone: 646.558.8656 Code: 828 3990 2680 |
|---|---|

In addition, the Scoping Meeting presentation will be recorded and posted on the Project website where it can be viewed at any time during the public comment period. Comments can be posted on the webpage or sent to Metro via e-mail and conventional mail delivery.

The scope of the Draft EIR, including the goals and objectives, Project Area, Project description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. Spanish translation and speaking staff will be provided at all scoping meetings. Americans with Disabilities Act (ADA) accommodations and other translations are available by calling (323) 466-3876 or California Relay at 711 at least 72 hours in advance of the meeting.

For those unable to attend the meetings, a video recording of the formal presentation will be made available on the Project website within one week of the conclusion of the meeting series. For more Project information, please visit www.metro.net/clineext.

COMMENT DUE DATE: In addition to oral comments accepted at the scoping meetings, written comments on the scope of the Draft EIR, including the goals and objectives, Project Area and description, environmental impacts to be evaluated, and methodologies to be used in the evaluation, will be accepted. Metro does not anticipate extending the scoping comment period. Therefore, written comments should be sent to Metro on or before March 15, 2021, at the postal address or e-mail address below.

ADDRESS: Written and oral comments will be accepted at the public scoping meetings or they may be sent to Dolores Roybal Saltarelli, Project Manager, Metro, One Gateway Plaza, Mail Stop: 99-22-4, Los Angeles, CA 90012, or via e-mail at greenlineextension@metro.net.

Draft Environmental Impact Report

Scoping Summary

January 2023

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1 INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated a Draft Environmental Impact Report (EIR) for the C Line (Green) Extension to Torrance Project (Project) pursuant to the California Environmental Quality Act. Metro is the lead agency for the Project. The Project is a proposed light rail transit line that would extend approximately 4.5 miles from the end of the existing Metro C Line (Green) in Redondo Beach southeast to Torrance. The proposed light rail line would connect the Metro system further into the South Bay with connections to the K (Crenshaw), J (Silver) and A (Blue) Lines. The Project Area is primarily urbanized, and includes portions of the Cities of Lawndale, Redondo Beach, and Torrance (Figure 1). The Project has evolved over the years, based on several planning studies, which are discussed in greater detail in the Alternatives Considered & Dismissed Report (Metro, 2023).

In January 2021, Metro issued a Notice of Preparation (NOP) initiating the Scoping process under the California Environmental Quality Act (CEQA). The Scoping Review Period commenced on January 29, 2021, and ended on March 29, 2021 for a 60-day comment period.

Scoping is one of the first steps in the environmental review process where criteria are identified that will be used to evaluate the Project in the Environmental Impact Report (EIR). Scoping is the process of soliciting comments on the scope, content, and information that should be considered as a part of the Draft EIR. Metro, as the lead agency, invited all interested individuals, organizations, public agencies and Native American Tribes to provide comments.

The outreach report summarizes both the Scoping efforts and comments received during the 60-day Scoping Review Period. It includes five main sections and appendices, as described below:

- > **Section 1:** Introduces the report, describes the purpose of Scoping and an overview of the Project, and includes information on the Notice of Preparation (NOP).
- > **Section 2:** Provides information on the Scoping process, agency roles, cooperating agencies, tribal consultation, legally required notification methods, and public agency participation.
- > **Section 3:** Provides an overview of the public comment themes received and comments from agencies during the 60-day Scoping Review Period. Full comments received during the Scoping Review Period are included as appendices to this report.
- > **Section 4:** Provides an overview of participation at the Public Scoping Meetings.
- > **Section 5:** Provides an overview of the next steps in the environmental process.

Due to the COVID-19 pandemic and LA County Safer at Home Orders, the Public Scoping Meetings for the Project were held virtually on Zoom to allow the public to attend the meetings and provide public comments virtually. In addition to the virtual Public Scoping Meetings, a virtual online presentation was developed to allow the public access to materials, interactive maps and Project information online throughout the Scoping Review Period with the online platform, ArcGIS StoryMap. To allow the public sufficient opportunity to comment on the Project during the COVID-19 restrictions, the public review period was extended from an initial closing date of March 15, 2021, to March 29, 2021.

Appendices consist of all the supporting materials used during Public Scoping Meetings as well as copies of comments received. The appendices also include copies of the NOP, meeting materials provided at the Agency and Public Scoping Meetings, newspaper and social media advertisement results and other supporting materials.

Metro anticipates completing and releasing the Draft EIR for public review and comment in early 2023, followed by public hearings in the Project area to gather community input on the Draft EIR.

1.1 PROJECT OVERVIEW

1.1.1 Project Area

The Project is an approximately 4.5-mile light rail extension that would run from the existing Metro Redondo Beach (Marine) Station to the new Torrance Transit Park and Ride Regional Terminal (Torrance Transit Center) within portions of the Harbor Subdivision Corridor (an existing freight corridor). The Project Area includes portions of the cities of Lawndale, Redondo Beach, Torrance and Hawthorne. However, the Project itself would only be located in the cities of Lawndale, Redondo Beach and Torrance.

A variety of land uses exist within the Project Area, including single- and multi-family residential neighborhoods, office, commercial and warehousing districts, and industrial areas including oil refineries. Metro is evaluating three alignments, which are described in detail in the Draft EIR, and illustrated in the Urban Design Report and Advanced Engineering Drawings, posted to the project website.

Figure 1. Project Map and Project Area



Source: Metro, 2021

1.2 PROJECT DESCRIPTION, FUNDING, AND OBJECTIVES

The Project proposes to extend the existing C (Green) Line Extension 4.5 miles south to Torrance and provide two new light rail stations. The Project would also include the development of ancillary facilities such as Traction Power Substations (TPSS) to power the trains, support structures, crossing improvements, and other support structures and systems.

The Project is identified in Metro's 2020 Long Range Transportation Plan, as amended, and is one of the many transit projects funded by Measure R (November 2008) and Measure M (November 2016). The Project will also rely on other funding sources.

The Project would provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within the South Bay subregion. This extended transit service would increase mobility and connectivity for historically underserved, transit-dependent communities; improve travel times on local and regional transportation networks; and accommodate substantial future employment and population growth. General goals of the Project include:

- > Improve mobility in the South Bay and encourage a mode shift by introducing frequent, reliable transit service to meet growing transportation needs;
- > Provide more equitable access to regional destinations by improving connection to the Metro rail network;
- > Avoid and minimize environmental impacts;
- > Provide a cost effective project; and,
- > Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice.

2 SCOPING PROCESS

The following list summarizes the activities completed at the start and during the Scoping process for the Project. The activities included:

- > Filing a NOP with the County Clerk/Recorder of Los Angeles County and with the State Clearinghouse to formally initiate the CEQA process of the Governor's Office of Planning and Research (OPR);
- > Placing NOP notices in newspapers of general circulation;
- > Mailing the NOP to potentially affected government agencies, residents, tribal groups, and businesses to advise them of Project initiation and to invite participation in Public Scoping Meetings;
- > Translating key documents from English to Spanish;
- > Holding meetings with potentially affected and/or interested parties in the Project Area; and,
- > Recording comments that were received at, and subsequent to, the virtual agency and Public Scoping Meetings.

Comments received during the Scoping process become part of the public record as documented in this Scoping summary report. The comments and questions received during the Scoping process will be reviewed and considered by Metro and will be used in determining the appropriate scope of issues to be addressed in the Draft EIR.

The first step in the Draft EIR or Scoping process for this Project was the filing of a NOP (California Code of Regulations, Title XIV, Division 6, Chapter 3 (“CEQA Guidelines”), Section 15082). The NOP was filed with both the Los Angeles County Clerk and State Clearinghouse on January 25, 2021. The NOP provided notice for responsible agencies (the three cities along the corridor and Caltrans) and members of the public to transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 45 days of receipt of the NOP from the lead agency. A Lead Agency is defined by the CEQA Guidelines, Section 15367, as the public agency with the principal responsibility for carrying out or approving a Project. As the Lead Agency for the Project, Metro is responsible for preparing an EIR. The NOP public comment period was subsequently extended an additional 14 days. The NOP, supplemental documents, and distribution list are available in **Appendix B** of this report.

The Scoping process is required by policies set forth in CEQA. Section 15082 of the CEQA Guidelines requires that a lead agency shall hold at least one Public Scoping Meeting if the proposed Project is of statewide, regional or area-wide significance. Scoping is the process used to seek agency and public feedback on the scope of the Draft EIR. The Scoping process inherently emphasizes early consultation with resource agencies, other state and local agencies, tribal governments and cooperating and responsible agencies. Metro invited all interested individuals, organizations, public agencies and Native American Tribes to comment on the scope of the Draft EIR, to identify the range of issues pertinent to the Project and feasible alternatives or mitigation measures to avoid potentially significant environmental effects.

The purpose of Scoping for this Project is to:

- > Identify key issues to focus the analysis;
- > Identify a reasonable range of alternatives and options;
- > Obtain input from other public agencies; and,
- > Identify ways to avoid or reduce environmental impacts; and,
- > Inform the agency decision-making process.

2.1 SCOPING REVIEW PERIOD AND NOTIFICATION

Per CEQA Guidelines, Section 15082, Scoping is required when preparing a Draft EIR. At least one Public Scoping Meeting is required as part of the environmental review process outlined in the regulations. Per CEQA requirements, Metro notified the federal, state, county and city agencies within the Project Area, including responsible agencies, public agencies that have legal jurisdiction with respect to the Project, trustee agency, those public agencies having jurisdiction by law over natural resources affected by the Project that are held in trust for the people of the State of California and other organizations or individuals that requested notice. A copy of the NOP was filed with the Los Angeles County Clerk and State Clearinghouse. Additionally, as a courtesy, tribal groups were notified by email and mail of the NOP and Public Scoping Meetings. Pursuant to California Public Resources Code Section 21092, Legal advertisement notices were published in four newspapers of general circulation in the Project area, and 15,456 notices were mailed to property and business owners located within 750 feet from the proposed alternative alignments.

2.2 LEGAL ADS – NEWSPAPERS

As required by CEQA Guidelines, Section 15087, legal advertisement notification of the Scoping period and Public Scoping Meetings for the Project was conducted in areas affected by the Project. Scoping notices were published in four newspapers of general circulation in the affected areas as required by Section 6061 of the Government Code. The four publications listed in Table 1 were selected because they were the highest circulation newspapers within communities located in the Project Area. All legal ads and proof of publication certificates are located in **Appendix B** of this report.

Table 1. Legal Ads

| Publication | Date |
|---------------------|------------------|
| Los Angeles Times | January 29, 2021 |
| La Opinion | January 29, 2021 |
| Daily Breeze | January 29, 2021 |
| Herald Publications | January 29, 2021 |

2.3 AGENCY NOTIFICATION

CEQA Guidelines, Section 15082 requires that if a lead agency (Metro) determines that a Draft EIR is required for a Project, the lead agency shall immediately send notice of that determination by certified mail or an equivalent procedure to each responsible agency, the Office of Planning and Research, and trustee agencies.

Once notified, those agencies shall specify to the lead agency environmental information related to their agency's area of statutory responsibility concerning the scope and content of the Draft EIR. The information shall be specified in writing and shall be communicated to the lead agency no later than 30 days after the date of receipt of the notice of the lead agency's determination.

CEQA Guidelines, Section 15082 further requires the lead agency (Metro) to provide notice of at least one Public Scoping Meeting to any county or city that borders on a county or city within which the Project is located. Metro mailed certified letters, including a copy of the NOP, inviting relevant public agencies to participate in the Scoping process. Please see Section 2.6 below for more information on the Agency Scoping Meeting.

2.4 MAILING AND OTHER NOTIFICATION METHODS

To maximize public awareness, a variety of notification methods were implemented in advance of the Public Scoping Meetings. These included:

- > Mailing bilingual (English/Spanish) notices to 15,456 addresses;
- > Distributing electronic noticing to the Project database of over 1,300 contacts;
- > Distributing 6,500 flyers door-to-door within the communities of Lawndale, Redondo Beach and Torrance;
- > Purchasing three geo-targeted social media advertisements and two event posts on Facebook generating a total reach of 47,573 people and impressions of 129,540;

- > Displaying advertisements in local Division 18 Metro bus lines operating in the South Bay communities;
- > Advertisements on Metro’s Project website;
- > Presenting to various community groups, business groups, councils of governments, elected officials, and neighborhood councils throughout the Project Area; and,
- > Obtaining paid media advertisements and earned media through organic publicly gained media, including stories from local blogs, print, and online newspapers advertising the meetings, including the Daily Breeze, Beach Reporter, Easy Reader, The Source, Daily News and South Bay Watch as listed in Table 2.

Table 2. Display Ads

| Publication | Date |
|----------------|-------------------|
| Beach Reporter | February 18, 2021 |
| Easy Reader | February 18, 2021 |
| Daily Breeze | February 18, 2021 |

All forms of noticing provided information on the Project and/or meeting details (dates, times, links, and in-language services) as well as contact information for accessing additional Project details. Additionally, notices provided information on the public comment period deadline and the various ways the public could submit comments for consideration in the Draft EIR.

All meeting notices were produced in English and Spanish, including mailing to a total of 15,456 property owners, business owners and non-owner-occupied residents, located within at minimum 750 feet from each of the alignment alternatives. Notification efforts also included communicating via email with over 1,300 interested contacts in the Project’s database that included contact names, organizations (if any), mailing addresses, email addresses and also included contact information for all federal, state and local elected offices and city staff within the Project Area.

In addition to legally required notification, other noticing methods included social media advertisements and meeting flyer distribution by Metro, local cities and other elected officials within the Project Area. Print and online media notifications were also provided throughout the Project Area during the 60-day Scoping Review Period. Additional information about these notification methods is available in **Appendix B** of this report.

Metro extended the 46-day Scoping Review Period for an additional 14 days (60 days total) – officially ending the Scoping Review Period on March 29, 2021. To notify the public and communities within the Project, Metro distributed an additional 23,750 flyers on March 15, 2021, with details on the extended review period, details on the Project and how to submit comments. Additionally, Metro notified the public by email with details on the extended review period and advertised the extension on Metro’s Project website. The figures below include the areas where both flyer distributions and postcard mailing were distributed.

Figure 2. Scoping Notification Flyer Map and Postcard Mailing Maps



Public Scoping Flyer Notification Area



Public Scoping Postcard Mailing Area



Source: Metro, 2021

Figure 3. Extended Scoping Review Period Flyer Map



Scoping Review Period Extended Flyer Notification Area



Source: Metro, 2021

2.5 ENVIRONMENTAL JUSTICE, LIMITED ENGLISH PROFICIENCY, AND METRO'S PUBLIC PARTICIPATION PLAN

During the Scoping process, accommodations were made to expand access for participants with limited English proficiency (LEP) and within environmental justice (EJ) communities, following Federal standards. Bilingual Scoping notices were developed and distributed through several different methods, including mail delivery, flyer delivery, email, newspaper advertisements and geo-targeted social media.

Materials were developed in English and Spanish, and translation request forms were made prior to each of the two virtual Public Scoping Meetings, including the online StoryMap presentation. Meeting times and materials were selected to allow for greater participation of historically under-served, low-income and hard-to-reach communities. All materials were tailored to reach LEP individuals, given the demographics within the Project Area. Additionally, Public Scoping Meeting notices included the Metro LEP phone number, which gives the public the ability to make Metro aware of any language or Americans with Disabilities Act (ADA) accommodations required for attendance at any of the Public Scoping Meetings. A Spanish-language interpreter with simultaneous interpretation via Zoom was present at each of the two virtual Public Scoping Meetings held during the Scoping Review Period.

Non-traditional targeted community outreach efforts, such as pop-up events, walking tours and in-person intercepts were not completed during the Scoping Review Period due to the LA County Safer at Home orders. To ensure participation of LEP and EJ communities, Metro made extra efforts in notifying communities of the Public Scoping Meetings and Scoping Review Period and developed a separate online StoryMap presentation in Spanish to elicit feedback regarding the Project from LEP individuals, as well as to broaden the dialogue about the Project with the general public. The online StoryMap presentation was available for review in English and Spanish throughout the Scoping Review Period.

Additionally, the Scoping Review Period was extended from 46-days to 60-days to provide adequate opportunity for review of materials and to provide feedback during the COVID-19 pandemic.

2.6 AGENCY SCOPING MEETING

Prior to the two virtual Public Scoping Meetings, cities, agencies and affected jurisdictions within the Project Area were invited to a virtual agency specific Scoping Meeting, held on February 23, 2021 via Zoom. The purpose of the meeting was to provide cities and agencies with a Project update, opportunity to provide feedback and ask clarifying questions and inform them of the Scoping Review Period and upcoming meetings. At the Agency Scoping Meeting, Project staff presented identical information that was provided during the Public Scoping Meetings. Cities and agencies later submitted formal written comments on behalf of their city or agency during the official Scoping Review Period. Those comments can be found in **Appendix A** and are discussed later in Chapter 4.1 of this report. The agencies in attendance included:

- > City of Lawndale
- > City of Redondo Beach
- > City of Torrance
- > South Bay Cities Council of Governments

2.7 TRIBAL CONSULTATION

In accordance with California Assembly Bill 52 (AB 52), which, among other things, resulted in updates to the CEQA Guidelines Initial Study Checklist to include questions related to impacts to tribal cultural resources, Metro, prior to the release of the NOP, notified Native American tribes traditionally and culturally affiliated with the geographic area of the proposed Project. Consultation with an affiliated tribe is required within 30 days of receiving a request for consultation. Metro notified the following tribal organizations, Gabrielino Band of Mission Indians – Kizh Nation, Gabrielino/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Soboba Band of Luiseno Indians and Soboba Band of Luiseno Indians. The outreach letter mailed by Metro and response from the Native American Heritage Commission can be found in **Appendix B** of this report.

2.8 KEY STAKEHOLDER MEETINGS

Prior to and during the Public Scoping Meetings, Metro presented the Project to key stakeholder organizations within the Project Area. The purpose of these meetings was to present an update on the Project, provide opportunity for feedback and provide information that can be shared with key stakeholder's members and constituents. Table 3 summarizes the various chambers of commerce, neighborhood associations and other associations at each of the meetings.

Table 3. Key Stakeholders

| # | Organization | Meeting Date |
|-----|--|-------------------|
| 1. | South Bay Association of Realtors – Government Affairs Committee | January 5, 2021 |
| 2. | Metro South Bay Service Council | January 8, 2021 |
| 3. | South Bay Cities Council of Governments – Transportation Committee | January 11, 2021 |
| 4. | Redondo Beach Unified School District Board Meeting | January 12, 2021 |
| 5. | Torrance Chamber of Commerce – Government Affairs Policy Committee | January 14, 2021 |
| 6. | North Torrance Neighborhood Association | January 14, 2021 |
| 7. | Redondo Beach Rotary Club | January 20, 2021 |
| 8. | South Bay Galleria | January 26, 2021 |
| 9. | Redondo Beach Chamber of Commerce – Government Relations Committee | January 26, 2021 |
| 10. | Torrance Transportation Council Committee | February 2, 2021 |
| 11. | South Bay Association Chambers of Commerce | February 2, 2021 |
| 12. | North Redondo Beach Business Association | February 11, 2021 |
| 13. | South Bay Cities Council of Governments Board Meeting | February 25, 2021 |

3 PUBLIC SCOPING MEETING ACTIVITIES AND OUTCOMES

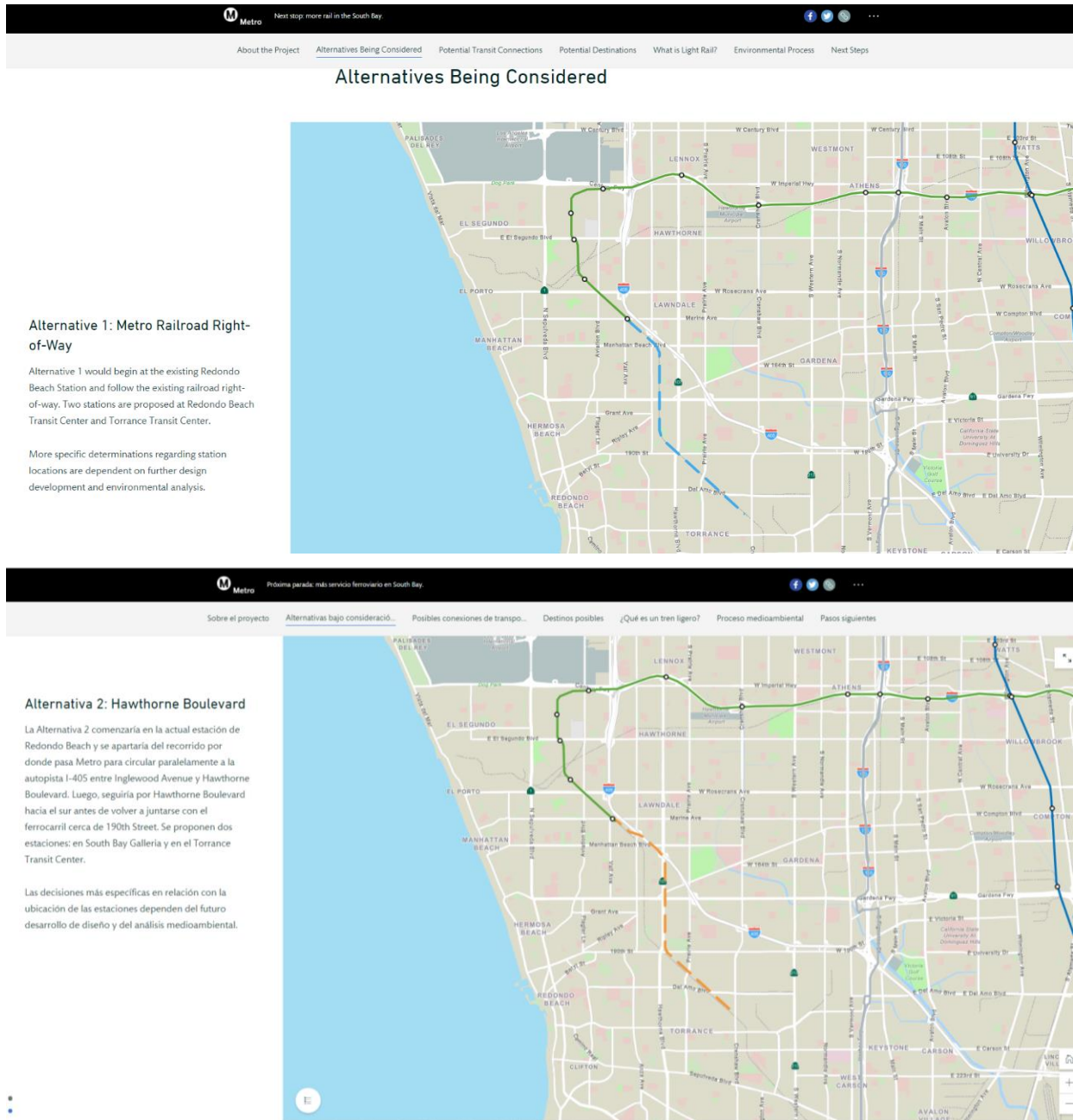
3.1 PUBLIC SCOPING MEETINGS

Due to the LA County Safer at Home orders and in accordance with CEQA guidance, Metro conducted one Agency Scoping Meeting and two Public Scoping Meetings virtually on Zoom during the 60-day Scoping Review Period. Notification of the meetings was conducted in compliance with CEQA guidelines and as outlined in Sections 1 and 2 of this report. More information on the meetings, including meeting dates and attendance can be found in Table 3 of Section 3.2.

All virtual Public Scoping Meetings were held in the same format consisting of a presentation on the Project, alternatives considered and environmental process, followed by a public comment period where individuals from the public could virtually raise their hands and provide oral comments for the record. For those choosing not to speak publicly, a Q&A chat feature was enabled during the meeting for the public to write in comments and ask clarifying questions directly on the Zoom platform. Additionally, a phone number was made available during the meeting so that those dialing in on their phones could provide text comments.

An online StoryMap presentation was developed and made available throughout the Scoping Review Period that provided information on the Project, environmental process and interactive maps of the alternatives, connections to local and regional transit and destinations. The online StoryMap presentation was made available in both English and Spanish. Figure 2 below provides a screenshot of the StoryMap made available during the public review period and included in notices to the public. The StoryMap allowed the public to view materials traditionally made available only during in-person settings at the public’s convenience and from the safety of their homes. This format continued to support Metro’s goal of providing a safe and equitable environment for all participants and viewpoints and was viewed by over 825 participants.

Figure 4. Online StoryMap Presentation



Source: The Robert Group, 2021

Materials provided at all the Public Scoping Meetings and online StoryMap presentation included the Project update video, Project alternative maps, environmental process information and examples of light rail amenities and features within the Metro rail network. All materials provided at the meetings, including the presentation, were also made available on the Project website (metro.net/clineext). Government agencies elected officials and special districts (such as public utilities, school districts and Los Angeles World Airport) were also invited to attend any of the two virtual Public Scoping Meetings

and the online StoryMap presentation. Table 4 summarizes the various government agencies, elected officials and special districts represented at each of the meetings.

Table 4. Government Agencies, Elected Officials, and Special Districts Represented at the Public Scoping Meetings

| Meeting | Representative Organization |
|---|--|
| Public Scoping Meeting – February 24, 2021 | <ul style="list-style-type: none"> • California Public Utilities Commission • City of Lawndale • City of Redondo Beach • City of Torrance • Lawndale Mayor Robert Pullen-Miles • Lawndale City Councilmember Pat Kearney • Metro South Bay Service Council • Office Los Angeles County Supervisor Janice Hahn • Redondo Beach City Councilmember Christian Horvath • South Bay Cities Council of Governments • Torrance Unified School District |
| Public Scoping Meeting – February 27, 2021 | <ul style="list-style-type: none"> • Centinela Valley Union High School District • City of Torrance • El Camino College • Lawndale Mayor Robert Pullen-Miles • Lawndale City Councilmember Bernadette Suarez • Office Los Angeles County Supervisor Janice Hahn • Torrance City Councilmember Sharon Kalani |

3.2 PUBLIC PARTICIPATION

A total of 387 stakeholders attended the virtual Public Scoping Meetings and over 825 stakeholders visited the online StoryMap presentation. A total of 288 comments were received at the Public Scoping Meetings via verbal public comment and written comment through the Zoom desktop and mobile features and via text message. Table 5 breaks down the number of comments received. Due to the virtual settings, sign-in sheets were not available during the Public Scoping Meetings.

Table 5. Key Stakeholders

| Meeting | Date | No. Of Attendees | No. of Comments |
|---------------------------|------------------------------|------------------|---------------------------------------|
| Agency Scoping Meeting | Tuesday, February 23, 2021 | 15 | Summarized below |
| Public Scoping Meeting #1 | Wednesday, February 24, 2021 | 233 | Speakers: 44 Written Comments: 136 |
| Public Scoping Meeting #2 | Saturday, February 27, 2021 | 139 | Speakers: 45 Written Comments: 63 |
| Totals | | 387 | 288 |

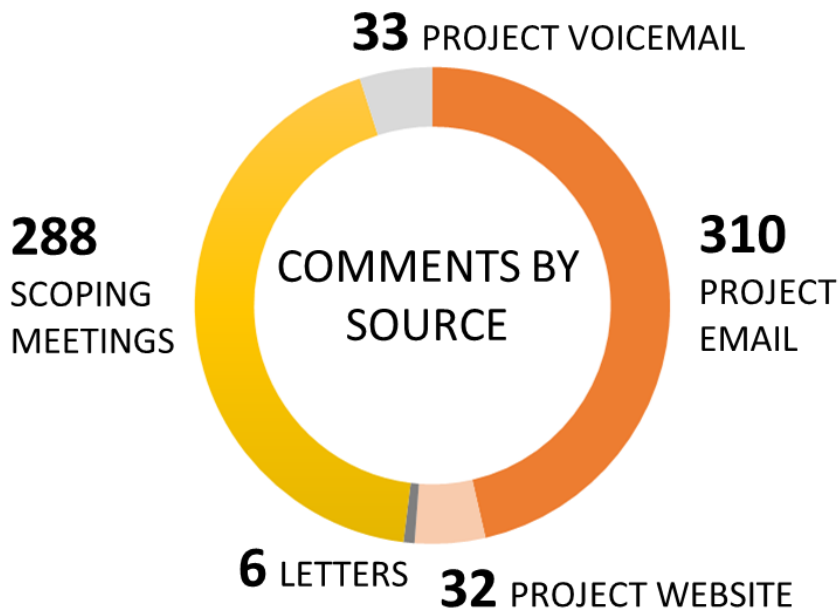
4 SUMMARY SCOPING REVIEW PERIOD COMMENTS

Throughout the duration of the Scoping Review Period, a total of **669** comments were received through six methods, including via the Project email address, the Project website, written public meeting comments, oral public meeting comments, mailed letters and through the Project phone line. The sections below provide a breakdown of these comments by source, which communities they address, environmental categories, their relation to route alignments and whether they are from agencies/elected offices.

A breakdown of the number of comments collected via each method are included below:

- > 310 comments via email;
- > 32 comments via a comment form on the Project website (Wufoo);
- > 6 comments via letters;
- > 33 calls via the information phone line; and,
- > 288 written and oral public comments at the Public Scoping Meetings.

Figure 5. Comments by Source



Source: The Robert Group, 2022

Additionally, a number of comments were received from the Facebook posts and ads to notify the community about the Public Scoping Meetings and information on the Project. A total of 59 comments were received via social media.

4.1 SUMMARY OF COMMENTS FROM AGENCIES

Per CEQA requirements, responsible and trustee agencies were provided with enough information on the Project and potential environmental effects to enable them to provide a meaningful

response/comment related to their areas of statutory responsibility. A total of 12 agency comments were submitted during the comment period.

Table 6. Agency Comments

| # | Agency | Date Submitted |
|-----|---|-------------------|
| 1. | Native American Heritage Commission | January 29, 2021 |
| 2. | County of Los Angeles Fire Department | February 24, 2021 |
| 3. | California Department of Transportation (Caltrans) District 7 | February 25, 2021 |
| 4. | City of Torrance | March 3, 2021 |
| 3. | South Coast Air Quality Management District | March 9, 2021 |
| 5. | South Bay Cities Council of Governments | March 9, 2021 |
| 6. | Southern California Association of Governments | March 15, 2021 |
| 7. | County of Los Angeles Sheriff Department | March 15, 2021 |
| 8. | County of Los Angeles Sanitation Districts | March 15, 2021 |
| 9. | City of Redondo Beach | March 16, 2021 |
| 10. | Office of Congressmembers Ted Lieu and Maxine Waters | March 17, 2021 |
| 11. | California Public Utilities Commission | March 25, 2021 |

The following are sample excerpts from feedback received from agencies:

Native American Heritage Commission

- > Provided general guidelines and recommendations for compliance with AB 52, SB 18, other applicable laws and cultural resources assessments.

County of Los Angeles Fire Department

- > LAFD will reserve their comments until the Draft EIR is released.

California Department of Transportation (Caltrans) District 7

- > Caltrans does not anticipate impacts to existing State transportation facilities with Alternative 1 (Metro ROW).
- > Significantly more review and coordination will be needed if Alternative 2 (Hawthorne Blvd) is chosen. Specifically, the section between Inglewood Avenue and Hawthorne Boulevard.

City of Torrance

- > The City of Torrance supports Alternative 1 (Metro ROW) to utilize the existing railroad right-of-way. Alternative 1 (Metro ROW) should consider potential impacts in the Draft EIR, including air quality and greenhouse gas emissions, hazards and safety, hydrology and water quality, noise and vibration and public services and recreation.
- > The City of Torrance strongly opposes Alternative 2 (Hawthorne Blvd) as it would cause significant negative impacts in Torrance. Specifically, impacts to consider include aesthetics, air quality and greenhouse gas emissions, noise and vibration, public services, traffic and transportation, hazards and safety and the local economy. Other impacts from Alternative 2 (Hawthorne Blvd) for consideration in the Draft EIR, include land use and planning, hydrology and water quality and economic impacts.

South Coast Air Quality Management District

- > Recommends the Project to use South Coast AQMD's CEQA Air Quality Handbook and CalEEMod software when preparing air quality and GHG analyses.

South Bay Cities Council of Governments

- > Recommends the Project be prioritized to meet the 2028 Olympics opening date ahead of the Measure M expenditure plan deadline of 2033.
- > Recommends the Project consider all feasible profiles and stations requested by local jurisdictions and studied in the Draft EIR.
- > Consider evaluating circulation and access to the stations being evaluated for each alignment, including evaluation of a non-pedestrian connection between the proposed South Bay Galleria station and the existing Redondo Beach Transit Center. Consider an adequate parking structure at the Torrance Transit Center.
- > Recommends negotiations begin early for use of the shared freight tracks south of 190th Street.
- > South Bay Cities COG will provide comments on the Project alternatives upon release of the Draft EIR.

Southern California Association of Governments

- > Recommends the Project is consistent with SCAG's Connect SoCal strategies and goals.

County of Los Angeles Sheriff Department

- > The Lawndale service area could be negotiated through a contract extension between Metro and Transit Services Bureau for patrol of potential station(s) in Lawndale.
- > The Redondo Beach and Torrance stations would be overseen by the Redondo Beach Police Department and Torrance Police Department, respectively.
- > Recommends study of cumulative impacts and public safety concerns based on an increase of the daytime population in the corridor communities.
- > Recommends security measures at stations, including lighting, security cameras, visibility of entrances and exits and illuminated signage.
- > Consider Crime Prevention Thru Environmental Design (CPTED), including defensible space, territoriality, surveillance, lighting, landscaping and physical security.

County of Los Angeles Sanitation Districts

- > The Project may impact existing facilities but cannot issue detailed responses until Project plans have been submitted for review.

City of Redondo Beach

- > The City of Redondo Beach opposes Alternative 1 (Metro ROW) due to potential impacts affecting quality of life and property value to private homeowners along the ROW.
- > Recommends study of an elevated alignment along Hawthorne Boulevard in Alternative 2 (Hawthorne Blvd).

- > Requests further study and consideration of significant impacts, including liquid petroleum pipeline hazards and hazardous materials, noise and vibration, land use and planning, public services and transportation. Other issues to consider include aesthetics and public art requirements.

Office of Congressmembers Ted Lieu and Maxine Waters

- > Requests that the Project expedite the completion and opening of the Project to meet the Twenty-Eight by '28 initiative by opening the Project to serve the 2028 Summer Olympics.
- > Commends Metro on the outreach conducted to-date and expresses gratitude to regional elected officials and community stakeholders.

California Public Utilities Commission

- > Provides potential rules, regulations and design criteria to ensure the Project is in compliance.
- > Consider potential impacts to the heavily used roadway network, at-grade and grade-separated crossings and pedestrian paths of travel through stations.

City of Lawndale

- > Concerned the Project will have irreversible and significant impacts to the City. Concerns that the City's requests that the Project not be constructed or, if constructed, all impacts to Lawndale residents be mitigated.
- > The City's preference is that no Project be studied in Lawndale.
- > Specific Alternative 1 (Metro ROW) impacts and concerns include: undergrounding option in Lawndale, noise and vibration, increased traffic, pedestrian and traffic safety issues due to partial at-grade and at-grade crossings and business impacts to the City's largest sales tax generator.
- > Specific Alternative 2 (Hawthorne Blvd) impacts and concerns include: removal of landscaping improvements, parking, businesses and property encroachments.
- > Consider additional impacts and further studies to aesthetics, air quality, Artesia Boulevard overpass, baseline conditions, lack of community input, Project description, landscaping, geologic, hazards and hazardous materials, land use, Manhattan Beach Boulevard overpass, noise, pathways, CEQA piecemealing, population and housing, significant environmental effects, traffic/transportation study, water quality, vibration, noise from relocating existing BNSF freight lines and trenching alternative.

4.2 SUMMARY OF COMMENTS FROM STAKEHOLDER GROUPS

The following comments were submitted by eight stakeholder groups, including local businesses, homeowners' associations, special associations and other groups. The excerpts below highlight key themes in each of the comments submitted.

Caring Transitions South Bay/PV

- > Overall, supportive of the Project and should consider adequate parking at stations.

Center for Learning Unlimited

- > Shared the process of participating in evaluating and providing input for the Project with their students.

Express Employment Professionals Torrance

- > Overall, supportive of the Project and expressed a desire for the Project to be expedited under the 2028 timeline.
- > Emphasized the need for individuals traveling from other parts of the County, including Compton, Inglewood and South Los Angeles, to get to work in Torrance without a vehicle.
- > Voiced the importance of access to long-term employment opportunities offered in the South Bay for nearby economically disenfranchised communities with the extension of the Project.

North Torrance Neighborhood Association

- > Supportive of Alternative 1 (Metro ROW) as the preferred alternative for the Project. Expressed that Alternative 1 (Metro ROW) is the most cost-effective, efficient, and would have the least impacts, while reducing the environmental footprint. Emphasized the need for a Project completion date of 2028 given that Alternative 1 (Metro ROW) is fully funded.
- > Not supportive of Alternative 2 (Hawthorne Blvd) due to numerous potential impacts, including noise, vibration, traffic, transportation, hazards, safety, air quality, GHG emissions and aesthetics.

Right of Say

- > Supportive of Alternative 2 (Hawthorne Blvd) with preferences for studying an aerial alignment to allow for additional stops.
- > Not supportive of Alternative 1 (Metro ROW) and voiced concern of potential impacts from Alternative 1 (Metro ROW), including landscaping/greenspace, property takes and aesthetics.

Training Education Management LLC

- > Supportive of Alternative 2 (Hawthorne Blvd) as the preferred alternative for the Project. Ridership and businesses would benefit from Alternative 2 (Hawthorne Blvd) and be less disruptive than Alternative 1 (Metro ROW).
- > Considerations should be made for stations at the South Bay Galleria, Del Amo Mall and airport.

West Torrance Homeowners Association

- > Requests that the Project engages with residents in the West Torrance community and requests to set-up meetings for residents in the West Torrance communities to provide feedback.
- > Concerns of impacts to residential homes and safety.

Westwood Building Materials

- > Requesting a response to previous questions of an underground option of the Project.

4.3 SUMMARY OF COMMENTS FROM COMMUNITY MEMBERS

Metro received a total of **669 comments** during the Scoping Review Period, which are summarized below. Public comments were received through six primary means including: **89** oral comments during the Public Scoping Meetings, **199** through written comments submitted during the Public Scoping Meetings, **310** comments received electronically through Project email, **32** comments received on the Project website sign-up form (Wufoo), **6** letters mailed to the project address and **33** transcribed comments received on the Project's telephone line.

The majority of community members generally supported and/or were not opposed to the Project. However, many had specific comments regarding the different alternatives. In addition, different alignment considerations for elevated, trench or underground configurations were stated as part of what community members would like studied for each alternative. Community members also identified several potential impacts, such as noise, vibration, property, home values, traffic, safety, aesthetics/community character, parking, among others that could result from either alternative and should be studied as part of the Project.

Some of the comments relating to alternatives included preferences for new alternatives including the following modes and routes:

- > Alternative mode: Busway/Bus Rapid Transit (BRT) Line
- > C Line (Green) Extension to Norwalk Metrolink Station
- > Extension to Beach Communities
- > Extension to I-110 Freeway
- > Extension to LAX Airport
- > Extension to Old Town Torrance
- > Alternative route: I-405 Freeway
- > Alternative route: Pacific Coast Highway to Long Beach
- > Alternative route: Prairie Avenue
- > Alternative route: Ripley Avenue to Redondo Beach Pier

4.3.1 Other Categories of Comments

Other comments received from the communities focused on the following concerns below:

Other Concerns: Some of the recurring concerns raised during the Scoping Review Period and should be considered in the development of the Project include:

- > **Aesthetics:** Concerns for the loss of community character and aesthetic impacts during and after the construction of the Project along both alternatives. Considerations for privacy walls, buffers and reducing sightline concerns from train passengers were advised. Concerns were raised about light pollution and spill-over lighting. Additionally, concerns for a loss of overall community aesthetics and sense of community as a result of the Project.
- > **Biological Resources:** Concerns about what will happen to the local wildlife, especially the birds as a result of the Project.
- > **Budget/Cost:** Questions about the cost of the Project and using the budget allocated for a different project or no project. Questions were raised about cost specifics, including maintenance, Project completion within budget, station costs, cost differences between alternatives and costs of mitigation measures.
- > **Businesses:** Concerns that implementation of the Project could negatively affect businesses and storefronts along the Hawthorne Boulevard alternative. Stakeholders commented that the Project would benefit businesses along Hawthorne Boulevard, and others questioned why the Project did not have multiple stops near these local businesses so it could bring awareness of and benefit more local businesses.

- > **Construction:** Comments and questions regarding impacts during the construction, especially regarding air quality and noise of the Project and how construction impacts are included in future studies.
- > **Environmental Justice/Seniors:** Comments about studying environmental justice and the impacts to this type of community. Other comments were raised about impacts to senior citizens and making the Project American Disabilities Act compliant.
- > **Land Use/Zoning:** Comments and questions were raised about potential changes in land use development.
- > **Landscape/Greenspace:** Concerns about the loss of landscape and/or greenspace with the implementation of the Project, especially around Condon Avenue. Additionally, stakeholders expressed the need for landscaping and/or greenspace improvements with the Project.
- > **Noise/Vibration:** Concerns regarding noise and vibration from the Project and the negative effects on nearby homes and communities. Comments mentioned considerations for studies of sound and vibration reduction during construction and operation. A few questions were raised about the inclusion of soundproof walls and windows for residential homes along the corridor. Comments and questions were raised about the potential removal of the freight rail line as a consideration for sound and vibration reduction.
- > **Outreach:** Comments on the need for more outreach and/or lack of outreach conducted in the surrounding communities. Additionally, stakeholders expressed concern that opportunities for stakeholders to participate in the Scoping process were limited due to the COVID-19 pandemic, especially for seniors.
- > **Parking:** Concerns about the loss of parking and replacement of parking, especially on Hawthorne Boulevard and the impact to businesses. Additionally, people expressed concerns about people parking in the nearby residential neighborhoods, as well as requesting that parking be considered at stations.
- > **Property:** Concerns that the Project would negatively affect property values and/or property impacts, including whether eminent domain could be necessary for the implementation of the Project. Comments were raised about potential displacement, including due to gentrification, from the implementation of the Project.
- > **Ridership:** Questions and comments raised about the projected ridership for the Project. Additionally, questions raised about the projected ridership related to the cost and potential impacts of the Project.
- > **Safety/Security:** Concerns about pedestrian and overall safety near crossings, access to train tracks and the proximity of trains to homes and residential communities from the implementation of the Project. Concerns were raised about potential negative effects during the construction and operation from existing gas pipelines along the Metro ROW. Comments expressed concerns about safety and security at stations, an increase of crime, train derailments and potential vehicle accidents from the implementation of the Project. Comments suggested study of safety features, including fences/walls, gates, above or below-grade crossings, barriers/buffers and physical security. Comments expressed concern about the proximity to oil refineries and current freight lines containing oil products.

- > **Air Quality/Traffic/Lane Removal:** Concerns about an increase in pollution and/or decrease in air quality from potential increase in traffic during construction and operation of the Project. Comments raised concerns about congestion on local streets and cut-through traffic. Comments were received about the Project's impact to the City of Hawthorne's newly completed median improvements along Hawthorne Boulevard.
- > **Multi-Modal Opportunities:** Stakeholders expressed support for including bicycle and pedestrian opportunities, including pathways and bike lanes to be studied and/or included in the Project.
- > **Stations and Connectivity:** Comments relating to station preferences, placement and connectivity were also received. Comments related to this topic included preferences for potential additional stations to be considered and/or connectivity at the following locations:
 - Del Amo Mall
 - El Camino College
 - Hawthorne Boulevard and Artesia Boulevard
 - LAX Airport
 - Long Beach/Long Beach Airport
 - Old Town Torrance
 - Redondo Beach Transit Center
 - San Pedro
 - South Bay Galleria
 - Lawndale
 - Torrance Promenade/Hawthorne Boulevard and 190th Street
 - Torrance Transit Center

5 NEXT STEPS

The comments and questions received during the Scoping Review Period will be analyzed and considered in the environmental review and study process. The Draft EIR will consider CEQA-related issues raised during the Scoping Review Period. It is anticipated that the Draft EIR will be available for review and public comment in early 2023 followed by public hearings in the Project Area to gather additional community input on the draft environmental document. Additionally, outreach activities and efforts will be available throughout the Project. Metro will share responses to common community concerns and questions on the Project website (metro.net/clineext).

Appendix A

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|---|----------------------|-----------------|-------------------|----------------------------------|---|
| 1 | Project Email | 01/29/21 | Bernadette Suarez | City of Lawndale | Please make sure to redirect all emails to my new email address bsuarez@lawndalecity.org as I will no longer be monitoring nor responding from this account. Thank you! |
| 2 | Project Email | 01/29/21 | Loan Lam | Lane (Transportation Contractor) | Hello, please add me to your project mailing list. Thank you! Loan Lam Business Development Manager – Western Region M [REDACTED] |
| 3 | Project Email | 01/29/21 | John LaRock | City of Redondo Beach | Thank you for your email. Please note that emails addressed to John La Rock should be sent to Laurie Koike, Acting Community Services Director |
| 4 | Project Email | 01/29/21 | Christian Horvath | City of Redondo Beach | Thank you for sending your email. There is a good chance I did not receive it due to some technical issues. Please resend to [REDACTED] to ensure I get your email and can respond in a timely manner. with gratitude, Christian Horvath Council Member, District 3 / Chair - South Bay Cities Council of Governments City of Redondo Beach [REDACTED] [REDACTED] [REDACTED] Web: http://christiananthonyhorvath.com |
| 5 | Project Email | 01/29/21 | Fernando Ramirez | | Thank you for your message. I am no longer with the office. |
| 6 | Project Email | 01/29/21 | Nicole Englund | | If you need assistance please call [REDACTED] I have moved to the Department of Public Works and can be reached at [REDACTED] For planning items please contact Timothy Lippmand at [REDACTED] and for Metro items please contact [REDACTED] |
| 7 | Project Email | 01/29/21 | Elias Sassoon | | Hello, Thank you for your e-mail. This email account will close effective October 31, 2020. To ensure your inquiry is addressed, please e-mail City Engineer Ron Dragoo at [REDACTED] Sincerely, |
| 8 | Wufoo | 01/29/21 | Tim Saenz | RMA Companies | I would like to receive updates on project scoping meetings and everything about the project. |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|-------------|--|
| 9 | Project Email | 01/30/21 | Mike Jamgochian | | <p>Metro,</p> <p>I offer a radical alternative for consideration: decommission the existing Green Line to the South Bay, and sell the existing rail right of way to the local cities.</p> <p>Consider this: Metro would avoid the ~ \$1B cost to build the Green Line extension. Metro would avoid the cost of retrofitting the existing Green Line stations that only support 2 car trains. Metro could close the maintenance yard on Aviation Blvd, saving operations costs. The operational “Y” issue would be resolved: all trains from Norwalk would turn north to LAX and Crenshaw. Local city bus lines could still connect with and feed the Green line, eliminating the need to transfer green line trains, and reduce end to end travel times.</p> <p>If desired, the right of way and perhaps the existing South Bay green line elevated structures could be converted to a busway that could be used as a traffic bypass by local cities bus lines (BCT, Torrance Transit, Lawndale Beat). This busway would cost MUCH LESS than the rail extension, would provide superior end to end travel times, and enable flexible responsive transit service to South Bay residents.</p> <p>Alternatively, perhaps the local cities will choose to implement a regional bicycle path along the right of way.</p> <p>Mike Jamgochian Redondo Beach</p> |
| 10 | Project Email | 01/30/21 | Sheila Lamb | | <p>Which houses will be impacted down the ROW, and which houses will be impacted down Hawthorne Blvd? For Hawthorne, please include the number of houses impacted for both an on level option and the elevated option.</p> <p>The transportation option for the green line that is best for the communities of Redondo Beach and Lawndale is one that minimizes impact to residential areas. Therefore, the best option for the Green Line Extension is down Hawthorne Blvd.</p> <p>Sheila W. Lamb [REDACTED]</p> |
| 11 | Project Email | 01/30/21 | Mike Jamgochian | | <p>Metro,</p> <p>By the time the Green Line extension is built, many automobile owners will be switching over to electric cars. Given that change of technology, it's very possible that the “no build” option will have the lowest environmental impact. Metro needs to reassess the positive impact of the changing technology base vs. the environmental impact of rail transit construction.</p> <p>Mike Jamgochian Redondo Beach</p> |
| 12 | Project Email | 01/30/21 | Thomas Dorsey | | <p>As a Torrance resident since 2004, Alternative 1 is my preference, provided the bike path is also upgraded.</p> <p>I've already become accustomed to freight trains on the Harbor Subdivision track. My feeling is also that anyone who bought property next to the track, at least had some idea that Light Rail might come that route. Redondo Beach Station would be sandwiched between Target/South Bay Galleria and a cemetery, so I can't think of an objection to the station location.</p> <p>Thomas Dorsey</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|-------------|---|
| 13 | Project Email | 01/30/21 | Mike Jamgochian | | <p>Metro, One thing was clear from the public outreach meeting that I attended: this extension is not favored by the people. The residents of Lawndale and North Redondo Beach did not want Option 1, and the residents of Torrance along Hawthorne Blvd did not want Option 2. So to whose benefit is this project? The Construction companies that Metro funds? Real Estate developers that want to turn our neighborhood into expensive high rises? You state that this is extension is going to alleviate traffic along the "busy 405 corridor". Do you really believe that? If the 405 corridor is the big issue, I suggest you consider a Plan C, that routes the green line extension down the 405. Install a bicycle path along the existing railroad route, and declare success. Leave our neighborhoods alone.</p> <p>Mike Jamgochian Redondo Beach</p> |
| 14 | Project Email | 01/30/21 | Thomas Dorsey | | <p>As a Torrance resident since 2004, Alternative 1 is my recommendation, provided its a net gain by Lawndale, Redondo Beach and Torrance residents. My sense is that anyone who bought property next to subdivision track since 2000, had some idea that Light Rail might come to that route.</p> <p>Metro Redondo Beach Station would be sandwiched between Target/South Bay Galleria and Pacific Crest Cemetery, so I can't think of an objection to that station location.</p> <p>Lawndale needs more project benefits. Include a Lawndale bike path from Manhattan Beach Blvd to Grant Avenue, where it can connect via Grant Ave to Inglewood Ave to Ripley Ave to Lillenthal Lane bike path in Redondo Beach.</p> <p>I know approximate costs for:</p> <p>Small Street Underpass \$30-40m Pedestrian/Bike Underpass \$20m Quad Gate System \$1m</p> <p>For school safety, emergency access, reduced train horn noise, only 1 gate-wait and Lawndale value-add, I suggest:</p> <ul style="list-style-type: none"> • Close Automotive Thru-traffic at 159th, 160th, 161st streets • Pedestrian/Bike Underpass at 160th Street • Quad Gate System at 162nd Street (for emergency access, minimal horn noise) • Pedestrian/Bike Underpass at 168th Street (close to Green Park & Elementary School) • Grade Separation at 170th Street (close to Green Park & Elementary School) • 2nd Railway Overpass at Artesia Blvd • 2nd Railway Overpass at Grant Avenue • Grade Separation at 182th Street (auto traffic will increase to Metro station, avoid funeral procession delay) <p>I hear freight train horns on Harbor Subdivision from 1 mile away in West Torrance. And I'm sure homeowners & renters near track can feel freight train vibration. If Alternative 1 is chosen, can freight trains be halted on the line? Many homeowners & renters would welcome that lifestyle improvement.</p> <p>At the end of the day, Alternative 1 will have fewer negative impacts and cost less than Alternative 2, attract more cyclists and likely attract the same Metro rider forecast as Alternative 2.</p> <p>Thomas Dorsey</p> |
| 15 | Project Email | 01/30/21 | Linda Hedges | | <p>Please send me a notice for the Green Line meeting on the 24th and 27th of February.</p> <p>Sincerely, Linda and Richard Hedges</p> |

C (Green) Line Extension to Torrance**Scoping Period - Project Email Comments**

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|--------------|-------------|--|
| 16 | Project Email | 01/31/21 | Brett Grassl | | <p>I just wanted to say that I'm glad Torrance is getting it's own metro rail extension and that I'll ride the train no matter which route is eventually chosen. That being said I would like to recommend the route that follows hawthorne blvd past the south bay Galleria, this may cost a bit more money to build, but the businesses along hawthorne would likely be much better served by a train station than the houses around El Nido Park. I hope this email finds you well and I look forward to opening day. Take care and good luck!</p> <p>-Brett Grassl (Torrance resident)</p> |
| 17 | Project Email | 01/31/21 | Sarah Chi | | <p>Hello,</p> <p>I wanted to say one thing I would like studied in the Environmental Impact Report for the C Line Extension is on the increase in noise in the family neighborhoods that are next to the Alternative 1 Line. Since the Metro would be running every 3-5 minutes, I imagine the noise would substantially increase which is not desirable since I currently live right next to the tracks. Since the Transit Center would also be near the neighborhoods, the volume from any announcements would also drastically increase the overall noise. This makes the Alternative 1 Line NOT a good decision for a C Line Extension.</p> <p>Comparatively, I believe Alternative 2 Line passes by less family neighborhoods and also passes through the South Bay Galleria. This route makes a lot more sense to me since it is passing through a business area, which would increase foot traffic for the businesses there. I will hopefully be able to make one of the meetings for public scope but wanted to send on my comments as a resident of Redondo Beach.</p> <p>Thanks, Sarah Chi</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|------------------|--------------------------------------|--|
| 18 | Project Email | 02/02/21 | Mauricio Padilla | | <p>Dear Mr. Mark Dierking,</p> <p>As a current and future homeowner and resident of North Torrance since 1997, I'm writing to express my concern regarding Alternative 2 of the Green Line extension south to Torrance.</p> <p>Bottom Line Up Front (BLUF): Recommend Alternate 1 which costs less money and is less disruptive to the overall community</p> <p>Assuming this project is a done deal, it seems apparent that Alternative 1 is the best option.</p> <p>I understand that Alternative 1, which extends the line along the current Metro owned railroad line behind Target on Kingsdale, is within Metro's budget since they own that "right of way (R.O.W)". In other words, Metro owns that existing train line to build along as well as a wall currently creating a noise buffer. This is existing infrastructure to be leveraged and a means to save costs.</p> <p>In contrast, Alternative 2, which would run along Hawthorne Blvd with a Metro station on Hawthorne Blvd/Artesia Blvd near Sizzlers and Big 5, will clearly cost significantly more (time, money, community relations) because railway infrastructure would need to be built. Plus this section of Hawthorne Blvd that Alternative 2 affects is more narrow than other parts of Hawthorne Blvd. With the narrowness of this section, it's presumed that street widening will occur possibly removing affected homes through eminent domain. All of this extra work adds to the cost of the project as well as resentment from the community; in particular those who would be displaced and their neighbors who remain to miss them. Hawthorne Blvd south of Artesia Blvd is already extremely congested with vehicles traveling to and from the mall, dining areas, and markets (Ralphs and Sprouts). Construction and the resulting added traffic and congestion will put an on-going strain on community life for the local residents in North Torrance.</p> <p>Thank you in advance for your consideration.</p> <p>Regards,</p> <p>Mauricio Padilla North Torrance resident since 1997</p> |
| 19 | Project Email | 02/03/21 | Melanie Dreike | West Torrance Homeowners Association | <p>Hello,</p> <p>I am the president of the West Torrance Homeowners Association. I understand that you have been working with the North Torrance Association about the Green Line Extension project. The likely proposed area of use (or what I think is the proposed area) is right next to our homes. Please include me in all correspondence and information so I may get information out to people before the scoping meetings.</p> <p>I am very disappointed that communication is not better.</p> <p>Melanie WTHA president. Melanie Dreike [REDACTED]</p> |


C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|-------------|--|
| 20 | Project Email | 02/05/21 | Alexander Popov | | My name is Alexander Popov. And I live in Los Angeles. And I believe Los Angeles is a very gifted city with a lot of great amenities. And I agree with metro a lot about the traffic in this huge populated city. And I believe Metro rail is a good solution to fix getting around the city instead of getting caught in slow traffic. And I agree with a Green line extension being added from the present day Redondo beach station for the citizens living more south from there in South Bay. However, My Idea takes the metro line down to the real Redondo beach and not Torrance. I believe it should go down to the real Redondo beach and not Torrance because the real Redondo Beach is where the pier and the good beach is for South Bay citizens. Just like Santa Monica is where the good beach is for the people living more north around Westwood, Culver City and Beverly Hills. And taking the Green line to the future LAX Crenshaw line and switching West on the Expo line stopping at a lot of stations takes a bunch of time for South Bay citizens wanting to get to Santa Monica instead of the extreme traffic on the 405 and 10 freeways. So it would be more convenient for the South Bay Citizens to have a better means of transportation to the real Redondo beach. And Redondo beach is the next important Coastal city with beaches and fun amenities like shopping and eating after Long Beach and Santa Monica in LA county. Here's images of my Idea to make this happen with Light |
| 21 | Project Email | 02/05/21 | Alexander Popov | | It's Alexander Popov again. And the reason why you see my idea to extend the green line south from the present day Redondo beach station to the real Redondo Beach in yellow like the present day gold line is because my other Idea for the east side of the present day green line in Norwalk connects Norwalk with East LA. The Gold and Green Lines, through Montebello, Whittier and South Whittier for the residents that live around there to access the LA metro easier with closer stations to them. And this idea is light rail. |
| 22 | Project Email | 02/07/21 | Kristina Ramos | | Hello, I am writing to Metro with my concerns about the Alternative 2 option for the green line extension. I live near 177th Street and Hawthorne Blvd in Torrance, and I am concerned about traffic congestion if the metro stop were to run along Hawthorne Blvd. I believe Alternative 1 is a better option, as there are less residential buildings, a cemetery, and public park which bring much less car and pedestrian traffic compared to an already congested Hawthorne Blvd. Train tracks already run behind Target on Kingsdale Ave and it would be less disruptive to the flow of traffic in the neighborhood. My family and I are also concerned about loitering, and the possibility that we will be forced out of our home for construction and expansion of Hawthorne Blvd, as our home is right on the corner. I'm excited to have our public transit in the South Bay be expanded and I know I will be a frequent user of the Metro line, but I do hope that our concerns are addressed. Best, Kristina Ramos |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|--------------------|-------------|---|
| 23 | Project Email | 02/08/21 | Wayne and Julia Pi | | <p>To: Mr. Mark Dierking Metro Community Relations Manager</p> <p>We have been residents in this neighborhood for over 33 years and we strongly oppose Alternative #2 of the Green Line extension, running along Hawthorne Blvd, more specifically in front of the South Bay Galleria.</p> <p>We understand the proposed location is near a commercial area. However, it is also a residential neighborhood with a lot of single-family homes including ours, which is on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone (Alternative #2) would be detrimental to the nature of this highly residential neighborhood which has been in existence since the 1950s.</p> <p>A station in front of this corridor would not only add to the already congested traffic along Hawthorne Blvd, but also raise noise pollution and cause other environmentally harmful effects to this neighborhood. Additionally, we are very concerned about any possible widening of Hawthorne Blvd in our area to accommodate the extension and the station as this could possibly lead to residents losing their homes in this area. We ask that you consider the harm this extension will do to our neighborhood and our homes.</p> <p>We believe Alternative #1 is the best option for extending the Green Line. The residents along Alternative#1 currently have an existing buffer already in place. The new metro line could potentially utilize the existing train tracks and the ROW, behind the South Bay Galleria. Our neighborhood does not have such infrastructure. Furthermore, utilizing this existing railroad corridor behind the mall, MTA will be able to easily install sound barrier walls along the residences in that area.</p> <p>Most importantly, Alternative #1 is less costly and within the budget published by MTA. Please consider Alternative #1. We love our community and neighborhood. Please let us keep it intact.</p> <p>Sincerely,</p> <p>Wayne and Julia Pi </p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-------------|-------------|--|
| 24 | Project Email | 02/08/21 | Jason Blain | | <p>Hi Mark, My name is Jason Blain and my family and I have been a resident on 176th street for almost 20 years. We love our neighborhood and always look forward to new improvements in our surrounding area. We are not opposed to the metro extension but we are deeply concerned with option two being that we are two houses from Hawthorne Blvd.</p> <p>Over the years we have personally experienced the heavy traffic on Hawthorne Blvd. trying to commute to and from our house. We have seen countless accidents on our northbound side with even assisting drivers when help is needed. We have personally been stuck in the intersection of Hawthorne and 177th street trying to enter our track which has led to contacting the city of Torrance to put a limit line on 177th street to help space out the traffic.</p> <p>In regards to how we see our household using the extension of metro line would only be occasional use if we needed to travel to the airport or into LA as we have done before but all honesty the past experiences we have had on the Metro line we felt it was dirty and not safe. I had someone try to steal a water out of my backpack but after catching them I bought them a water from a vendor walking up and down the isle of the train selling alcohol, cigarettes, condoms and who knows what else. Also I have had passenger behind me vomited on the floor. I can go on with other stories but you get my point. The past experiences concern me that this railway/station would be a few houses away from my front yard where my young child plays with his friends.</p> <p>My last concern is the possible low frequency noises that may resonate into the nearby homes. I have many years experience working on vibration isolation projects across the world where our customers have had to install our products due to railways near the surrounding structures. I currently have had to work with the community lead officer of Torrance regarding idling delivery trucks that violate Torrance noise ordinance of 500feet from a living space.</p> <p>My family as well as our neighbors strongly disagree with alternative #2 and would really hope you will consider our concerns</p> <p>Thank you, Jason Blain</p> <p>Sent from Yahoo Mail for iPhone</p> |
| 25 | Project Email | 02/08/21 | Sam | | <p>Hi</p> <p>As you consider the C line extension please ensure that the trains can run fast. Maximize grade separation. Even if it costs more and takes longer it is worthwhile building something useful.</p> <p>One of the tragedies of the Expo line is how slow it is. Even in peak traffic, it is often faster to drive than to take the train. It is sad to see the train wait for cars at intersections!</p> <p>Public transit improves lives only if it is faster than driving. Otherwise, it is money wasted.</p> <p>Thanks Sam</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|---------------------|-------------|---|
| 26 | Project Email | 02/08/21 | Michael De Villiers | | <p>The extension should use the ROW (Alternative 1) to avoid unnecessary conflicts with Hawthorne Boulevard, both during construction and operationally, and to save money. The Redondo Beach transit center station, being a very short walk to the South Bay Galleria, serves the Galleria just as well as the Hawthorne Bl. route. The ROW should accommodate bike and pedestrian paths as well as the train, and be attractively landscaped as a greenway. Next please move on to extending this route further along the ROW to Long Beach.</p> <p>Thank you</p> <p>Michael de Villiers Metro rider</p> |
| 27 | Wufoo | 02/09/21 | Brian Hansen | | Please add to email list. |
| 28 | Project Email | 02/11/21 | Ralph Lehr | | <p>Mark Dierking, I am saying no to Alternative #2, I think this will make Hawthorne Blvd more congested</p> <p>Ralph Lehr Sr. Superintendent [REDACTED]</p> |
| 29 | Project Email | 02/12/21 | Dee Blake | | <p>Hello,</p> <p>Please add me to the email list for updates of green line extension.</p> <p>Thanks</p> <p>Dee Blake</p> <p>Sent from my iPhone</p> |

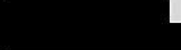
C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|-------------|---|
| 30 | Project Email | 02/12/21 | Michael Kirby | | <p>Dear Mr. Dierking,</p> <p>My name is Michael and I am a resident of North Torrance and we have lived here for 4 years. We strongly oppose Alternative #2 of the Green Line extension running along Hawthorne Blvd, more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone (Alternative #2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s.</p> <p>A station in front of this corridor would not only add to the already congested traffic situation along Hawthorne Blvd, but also add noise pollution and other potential issues to this neighborhood. We are also very concerned of any possible widening of Hawthorne Blvd in our area to accommodate the extension and station, as it would mean possibly losing homes along this area due eminent domain. Please consider how this extension will affect our neighborhood and our homes.</p> <p>We believe Alternative #1 is the the best option for extending the Green Line. The residents along Alternative#1 currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks, ROW, behind the Target store. Residents along Hawthorne Boulevard do not have a sound buffer, nor the space to create an ideal sound barrier. Most importantly, according to the information Metro has published, Alternative #1 is less costly and within the budget to start.</p> <p>Please consider Alternative #1 as the ideal solution. We love our community and neighborhood along Hawthorne Blvd. Please let us keep it intact.</p> <p>Sincerely,</p> <p>Michael Kirby</p> |
| 31 | Project Email | 02/13/21 | Mike Jamgochian | | <p>Metro team,</p> <p>The Ultra Global PRT technology first deployed at London Heathrow might be a great solution for the Green Line South Bay extension.</p> <p>Best Regards,</p> <p>Mike Jamgochian Redondo Beach</p> |
| 32 | Project Email | 02/13/21 | Darine Reid | | <p>To whom it may concern,</p> <p>Our family says YES to alternative 1</p> <p>Thank you,</p> <p>Darine Reid</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|---------------|-------------|--|
| 33 | Project Email | 02/13/21 | Robert Dea ba | | <p>To whom it may concern,</p> <p>I am a lifelong Torrance resident, and I am writing to you today to express my complete opposition to the proposed alternative 2 metro green line extension route. Not only is this option much more expensive for taxpayers, but it will also have an enormous negative impact on our city. This proposed route will run directly in front of many homes through a residential neighborhood. Torrance is already extremely congested, and with all of the recent high density housing development, and additional businesses that have recently moved into town, this option would make things even worse. I am hopeful that after the review process is complete, you will agree that alternative 2 is not a viable option for the residents of Torrance.</p> <p>Thank you,</p> <p>Robert De Alba </p> |
| 34 | Project Email | 02/14/21 | Hank Alvarez | | <p>Hi Mark</p> <p>As a homeowner on 176th st I'm saying a big fat NO to Alternative #2 Green Line on Hawthorne Blvd.</p> |
| 35 | Project Email | 02/14/21 | Scott Decker | | <p>I just want to comment that I'd like Metro to please do this once and do it right.</p> <p>Do not put the rail line at grade even though it's substantially cheaper. Put it underground or elevated. Traffic is bad enough without waiting for frequent commuter trains. Then when people complain about traffic, we'll invariably raise bonds to put them underground. Do it right the first time.</p> <p>Thank you.</p> <p>Scott Decker</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|--------------|-------------|--|
| 36 | Project Email | 02/15/21 | Lilia Lucero | | <p>Hello,</p> <p>I am a resident of Torrance and have live here 22 years, and we strongly oppose Alternative #2 of the Green Line extension running along Hawthorne Blvd, more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone (Alternative #2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s.</p> <p>A station in front of this corridor would not only add to the already congested traffic situation along Hawthorne Blvd, but also add noise pollution and other potential issues to this neighborhood. We are also very concerned of any possible widening of Hawthorne Blvd in our area to accommodate the extension and station, as it would mean possibly losing homes along this area due eminent domain. Please consider how this extension will affect our neighborhood and our homes.</p> <p>We believe Alternative #1 is the the best option for extending the Green Line. The residents along Alternative#1 currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks, ROW, behind the Target store. Residents along Hawthorne Boulevard do not have a sound buffer, nor the space to create an ideal sound barrier. Most importantly, according to the information Metro has published, Alternative #1 is less costly and within the budget to start.</p> <p>Please consider Alternative #1 as the ideal solution. We love our community and neighborhood along Hawthorne Blvd. Please let us keep it intact.</p> <p>Sincerely, Lilia Lucero [Redacted Signature]</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|---------------|-------------|---|
| 37 | Project Email | 02/15/21 | Mary Miller | | <p>Dear Mr. Dierking and the Metro Community Relations Department,</p> <p>I am writing today with concerns about the impact the Metro Green Line extension will have on our neighborhood. We live along Hawthorne Boulevard across the street from South Bay Galleria along the east side of the mall and our family has lived here since the 1970s.</p> <p>This residential neighborhood is only about 4 blocks wide between Artesia Boulevard to about 182nd Street, but we are a great community and neighborhood. Should the Metro decide to extend the Green Line on Hawthorne Boulevard between the Galleria and our residential neighborhood, it will greatly impact our lives with more traffic, noise, pollution and a host of other concerning issues.</p> <p>Currently, our homes are impacted by the continuous traffic along Hawthorne Blvd, but we have learned to live with it, as that street was in existence even before we moved in. However, we are concerned about the limited space along this section of Hawthorne Boulevard to accommodate cars/trucks AND a Metro line. We are also concerned of the possible widening of Hawthorne to accommodate the Metro line and especially the possibility of losing our homes to eminent domain.</p> <p>Our homes in this area (176th Street to 182nd Street) have NO LANDSCAPED BUFFER, no visibility or noise buffer should a Metro run along Hawthorne Blvd. We believe the better and more financially responsible choice for Metro would be to run it along the ROW behind Target on the West side of the Galleria (Alternate 1). Currently, there is space along the ROW. There is a landscaped buffer for possible noise. It is also, from my understanding, within the Metro's budget to begin construction.</p> <p>If Metro decides to run it along Hawthorne Boulevard, the neighbors here would most likely agree, it would be better running it below grade along Hawthorne Boulevard because of the already congested traffic along this street. And especially with the mall traffic and all the commercial/retail along this street during holidays.</p> <p>There is also a huge existing traffic jam on Hawthorne Blvd at Artesia. Adding a Metro here is just going to ADD to the chaos. We residents feel this would NOT be a good choice.</p> <p>Please run the Metro behind Target along the existing ROW. And please consider the negative impact of the Metro extension on Hawthorne and how it will absolutely affect our neighborhood.</p> <p>Thank you, Mary Miller [REDACTED]</p> |
| 38 | Project Email | 02/15/21 | Lillia Lucero | | <p>Please keep me informed on Green updates.</p> <p>Thank you, [REDACTED]</p> <p>Sent from Mail for Windows 10</p> |
| 39 | Project Email | 02/15/21 | Anonymous | | <p>NO TO ALTERNATIVE 2!!</p> <p>Sent from my iPhone</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|----------------|---------------------------------|---|
| 40 | Project Email | 02/15/21 | Craig St John | Westwood Building Materials Co. | <p>I was watching the Redondo Beach School Board presentation on the Greenline extension. I was wonder why there was no mention for a fully elevated rail line down Hawthorne Blvd? I believe this was brought up in a pervious meeting back in 2018 and I don't recall every seeing a proposal on this option. The elevated option down Hawthorne Blvd, would make much more since by not to destroying peoples home values along the ROW and still keep the parking under the rail line for the business along Hawthorne Blvd.</p> <p>I still have not seen any report on the number of houses or businesses affected by running the rail down the ROW. This needs to be disclosed immediately.</p> <p>What's the closest distance this rail can built to an existing building on the ROW? How are you going to mitigate sound and vibration issues for those right next to the ROW? Has anyone from MTA walked the ROW as of yet?</p> <p>Craig St John President Westwood Building Materials Co.</p> |
| 41 | Project Email | 02/15/21 | Michael Shetty | | <p>Hello,</p> <p>I am a resident of Redondo Beach. I live near the at [REDACTED]. I am opposed to the alternative A plan. The Alternative B plan make sense for commuters. Hawthorne Blvd is full of commercial/ employment/ commerce options for Metro riders. People can get on/off and shop, work, eat, or park and ride to other destinations. Using the current rail system, Alternative A, would burry riders in residential neighborhoods. It's not practical. You want people using Metro to commute to work, commute to shopping, commute to restaurants. Alternative B is more valuable to riders.</p> <p>Thanks! Michael Shetty</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|----------------|-------------|---|
| 42 | Project Email | 02/15/21 | Lilia Lucero | | <p>Dear Mr. Dierking, I am a resident of Torrance and have live here 22 years, and we strongly oppose Alternative #2 of the Green Line extension running along Hawthorne Blvd, more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone (Alternative #2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s.</p> <p>A station in front of this corridor would not only add to the already congested traffic situation along Hawthorne Blvd, but also add noise pollution and other potential issues to this neighborhood. We are also very concerned of any possible widening of Hawthorne Blvd in our area to accommodate the extension and station, as it would mean possibly losing homes along this area due eminent domain. Please consider how this extension will affect our neighborhood and our homes.</p> <p>We believe Alternative #1 is the the best option for extending the Green Line. The residents along Alternative#1 currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks, ROW, behind the Target store. Residents along Hawthorne Boulevard do not have a sound buffer, nor the space to create an ideal sound barrier. Most importantly, according to the information Metro has published, Alternative #1 is less costly and within the budget to start.</p> <p>Please consider Alternative #1 as the ideal solution. We love our community and neighborhood along Hawthorne Blvd. Please let us keep it intact.</p> <p>Sincerely, Lilia Lucero [REDACTED]</p> |
| 43 | Project Email | 02/16/21 | Dan Wentzel | | <p>I support the Green Line Extension on the existing right-of-way and using the extra money</p> <p>(1) to extend the line further down the ROW all the way to the A (Blue) Line and perhaps the Long Beach Airport.</p> <p>(2) extending the eastern terminus of the C Line to the Norwalk Metrolink station.</p> <p>Thank you.</p> <p>Yours Truly, Dan Wentzel</p> |
| 44 | Project Email | 02/16/21 | Alan Rosemberg | | <p>Hello,</p> <p>Can I please be added to the mailing list?</p> <p>Also, how do I share feedback/comments on the proposed routes? Thank you.</p> <p>-- Alan Rosemberg</p> |


C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|-------------|--|
| 45 | Project Email | 02/16/21 | Nicholas Waldon | | <p>This project as with any rail project in LA is great. However with it being a light rail, this project should prioritize rail right of way or be a separated project. Either a be low level track or elevated.</p> |
| 46 | Project Email | 02/16/21 | Louie Martinez | | <p>Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking,</p> <p>My wife and I have resided at our current address for approximately 35 years. We relocated to our present location to get away from the traffic congestion and overall crowding. We've watched the neighborhood that we raised our children, growing slowly throughout the years and have accepted the change.</p> <p>We strongly oppose Alternative #2 of the Green Line extension running along Hawthorne Blvd, more specifically in front of the South Bay Galleria. While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone (Alternative #2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s.</p> <p>A station in front of this corridor would not only add to the already congested traffic situation along Hawthorne Blvd, but also add noise pollution and other potential issues to this neighborhood. We are also very concerned of any possible widening of Hawthorne Blvd in our area to accommodate the extension and station, as it would mean possibly losing homes along this area due eminent domain. Please consider how this extension will affect our neighborhood and our homes.</p> <p>We believe Alternative #1 is the best option for extending the Green Line. The residents along Alternative#1 currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks, ROW, behind the Target store. Residents along Hawthorne Boulevard do not have a sound buffer, nor the space to create an ideal sound barrier. Most importantly, according to the information Metro has published, Alternative #1 is less costly and within the budget to start.</p> <p>Please consider Alternative #1 as the ideal solution. We love our community and neighborhood along Hawthorne Blvd. Please let us keep it intact.</p> <p>Sincerely, Louis Martinez</p> |
| 47 | Project Email | 02/16/21 | Cecilia Alvarez | | <p>Please no to Alternative #2</p> <p>Cecilia Alvarez</p> |
| 48 | Wufoo | 02/16/21 | Sheila Fierro | | <p>I grew up on 182nd near the existing rail line. For decades we were told the Green Line, now C Line would connect along that rail into Torrance, one day. All of the people who bought property next to those tracks were fully aware they existed and were in use. Now, when the time has come to make it happen, they cry and whine about "their property values". They got a discount on their properties due to the tracks being so close, now they wish to stop progress. I don't believe they should be able too. The existing track location is perfect and can be made even safer with proper fencing and gates. The people of Lawndale have no business walking the tracks when they have through streets. The C line is quieter than the old locomotives, and looks far nicer. We the people of the South Bay should not have to pay more, and have a rail line run up the center of Hawthorne Blvd, because of a small percentage of people looking to jack up their property values at the expense of others.</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|--------------------|-------------|---|
| 49 | Project Email | 02/17/21 | Mike Durich | | <p>To Whom It May Concern at the MTA,</p> <p>I have been asking MTA to reroute the C Line extension to Hawthorne Blvd for years. Prior Public Scoping Meetings have been a sham. Your responses to the prior meetings have been of no significant effect. More dog and pony shows are upcoming.</p> <p>Walk/drive the route you have proposed. I did in 2018. It has not changed. It is through residential neighborhoods in Lawndale and Redondo Beach and then through industrial wastelands in Torrance. This is the worst possible route. I can only imagine the photos passengers can post on social media of the route. "Why would anyone want to come to Los Angeles to ride this route!" "Hi Mom, I want you to see the industrial wastelands of Torrance." (sarc) There is nothing to see but houses and industrial buildings (see attached 20180420_110452) and the wastelands of Torrance (see attached photo 20180420_113124) and then the terminal/buildings being built then more through residential neighborhoods in Torrance (see attached photo 20180420_114705). I know that MTA is already building the terminal/buildings in Torrance so you can claim that it is too late to change the route. The MTA C line extension is going to be a waste of nearly a billion dollars of taxpayer money, not that anyone at the MTA would care about that.</p> <p>The route should go south on Hawthorne Blvd from the 105 Freeway all the way to PCH and then east on PCH to Long Beach and the MTA A line. The MTA does not care about businesses or the people but would rather frivolously spend money on projects that help no one but their vendors/contractors. Does anyone care about the noise impact on the residents of Lawndale, Redondo Beach or Torrance? The short answer is no. The claim of taking people off the freeway is a rather hollow, as who is going to see the wastelands of Torrance? Or perhaps there is a window in someone's home in Redondo Beach or Lawndale that someone would like to peer into? (I am only being slightly sarcastic). So, yes there will be some riders. You claim to be concerned about the lack of ridership at your board meetings. This extension is not going to help.</p> <p>Please forward this to the Board.</p> <p>Thank you, Mike V. Durich, Jr., Esq. </p> |
| 50 | Project Email | 02/17/21 | Richard Margulieux | | <p>Good afternoon,</p> <p>As much as I think Hawthorne Blvd has better long-term potential, this extension should be value-engineered. Neither of these stops will be large drivers of traffic as destinations without their transit connectivity. Stick to the lower-cost option on the existing ROW.</p> <p>Richard Margulieux</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|---------------------------|------------------------------|--|
| 51 | Project Email | 02/17/21 | Rudy Sanchez | Sanchez Brothers Paving Corp | <p>As a resident of [REDACTED] although I do approve of the extension, I definitely oppose Alternative #2.</p> <p>I would assume this construction has to be more expensive than #1, and the traffic impact during would be horrendous.</p> <p>Thanks you and appreciate your time.</p> <p>Rudy Sanchez Sanchez Brothers Paving Corp [REDACTED]</p> |
| 52 | Project Email | 02/17/21 | Kelly Lowe and Bob Graham | | <p>Please choose alternative 1 as it utilizes an existing transportation line and is primarily in commercial areas. Alternative two runs down Hawthorne Blvd which is next to racially diverse neighborhoods of low to medium income homes. A12 would be creating an environmental justice zone/ issue as traffic through these neighborhoods and on Hawthorne would increase dramatically.</p> <p>We appreciate your consideration</p> <p>Kelly Lowe and Bob Graham</p> |
| 53 | Project Email | 02/17/21 | R.S | | <p>"No to Alternative 2"</p> <p>We feel that alternative 1 makes more sense, since a rail system is already in place.</p> <p>Thank you for listening.</p> <p>R.S.</p> <p>"You never fail until you stop trying." ~ Albert Einstein</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|----------------|-------------|--|
| 54 | Project Email | 02/17/21 | Alan Rosemberg | | <p>Hello,</p> <p>I am a Redondo Beach resident. I and I know many of my neighbors have publicly and privately discussed wanting the extension on Hawthorne Blvd. I strongly suggest pursuing Alternative 2 on Hawthorne Blvd instead of Alternative 1.</p> <p>Alternative 1 on the right of the way runs through several blocks in both Redondo Beach, Lawndale and Torrance of residential homes. Several schools and parks are within a block or two. The noise is a concern. In addition, in Redondo Beach, the route of Alternative 1 is elevated above the backyard of dozens of homes. Alternative 2 is a commercial corridor and median on Hawthorne once had rail on it. I think it will also help to revitalize the Hawthorne Blvd corridor.</p> <p>There is a petition that also supports Alternative 2 (on Hawthorne Blvd) with about 1,000 signatures.</p> <p>https://www.rightofsay.com/ https://www.ipetitions.com/petition/no-on-row</p> <p>- Alan Rosemberg</p> |
| 55 | Project Email | 02/17/21 | Holly Osborne | | <p>Is there a record I can access of the Jan 22 2021 meeting with BNSF? minutes of the meeting? any presentations?</p> <p>Thank you.</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|------------|-------------|--|
| 56 | Project Email | 02/17/21 | Grace Peng | | <p>I am writing to express my strong support for extending the Green Line through North Redondo Beach to Torrance.</p> <p>I have several suggestions/comments.</p> <p>I would welcome either the route on the existing right of way or the alternate route along Hawthorne Blvd. I would select the route that will get it built the soonest. I also want to tell you how awful it is to wait on a train platform next to a major freeway. I transfer at Harbor Freeway Green/Silver station and it sucks. The noise is so loud, my ears ring all day. The air pollution is probably taking years off my life expectancy. If you build a station along Hawthorne/405, you must build an enclosed room with filtered air to protect transit users.</p> <p>I hope you elevate it to separate it from car traffic. The area along that route is a pedestrian nightmare. Connect the elevated station to neighborhoods and retail/commercial destinations with elevated walkways. That will make it so much faster to walk/bike/scooter to the station. For instance, our family walks 1.2 miles to the SB Galleria transit center. The last 0.2 miles between Inglewood and Hawthorne, takes as much time as the 1.0 in our residential neighborhood because of time spent waiting for walk lights. At some intersections, there are only 3 crosswalks, making the crossings even more inefficient & time-consuming. We breathe a lot of car pollution at those intersections, they are so loud, and hot during the summer. Elevated walkways would also keep us safer from inattentive and aggressive drivers.</p> <p>The proposed stops are far from the high density residential neighborhoods of Lawndale and North RB. Elevated walk/bike ways would connect homes to transit and the businesses on Hawthorne in a cost-effective manner (relative to running frequent transit 24/7).</p> <p>The North Redondo Beach Bikeway is a popular route for children to get to school because it separates them from traffic. Connect the elevated train stops to the NRB Bikeway so that everyone, including vulnerable road users, in our area can have a healthy and safe way to move around a hostile car-oriented area.</p> <p>Seniors living in senior housing at Condon/Artesia, Green/Artesia and Flagler/Artesia could use safe and easy connections to the Green/C Line. A grade-separated multi-use path that connects to the NRB Bikeway would allow people in wheelchairs/scooters to reach the transit station with as little friction as possible. Seniors are so afraid to lose their drivers' licenses in our area because it is so car-dependent. It would help them so much if they had access to the larger metro area without waiting around for rides.</p> <p>Please, please build secure bike and scooter parking at the light rail stations. I see so many stripped bikes or cut locks at the RB Green line station. I keep an extra cheap bike in my already crowded garage because I can't depend on my eBike (or even my nice, older analog bike) being there at the end of my commute day.</p> <p>To get maximum use, we need to fix the last-mile connections. That's why we need good, safe multi-use paths to the stations with secure lockers for bikes/scooters. The batteries of increasingly popular electric-assist bikes/scooters suffer in the heat of closed lockers. Consider indoor lockers in climate-controlled facilities or mesh bike lockers that allow air flow like they use in San Francisco.</p> <p>The routes don't connect up to Del Amo Mall, Torrance Civic Center, Old Town Torrance, or Torrance Memorial Medical Center. The existing land use</p> <p>Full comment included after Project Email Comments table</p> |
| 57 | Project Email | 02/18/21 | Anne Rohm | | <p>Hello: What is the status of the subject project? Is it out of EIR review?</p> <p>Anne Rohm Proposal Manager L.K. Comstock National Transit, Inc.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|-------------|--|
| 58 | Project Email | 02/18/21 | Brian Clark | | <p>Dear Metro,</p> <p>Please add me to your green line extension email mailing list.</p> <p>Also, I prefer the route that goes down Hawthorne Boulevard. Putting the metro on the existing tracks may be less expensive in the short term, but will have a greater impact on homes in direct contact with the railroad. The human costs and long term benefits are not there for that route. Light rail belongs in the middle of a busy commercial street, not people's backyards.</p> <p>Remember, the choices you make now will affect people and communities for a century or more. Invest well now and future generations will thank you! And you'll have done the right thing.</p> <p>Best.</p> <p>Brian Clark [REDACTED]</p> |
| 59 | Project Email | 02/18/21 | Sylvia Martinez | | <p>Hello,</p> <p>I would like to register Mr. Jose Valle to the meetings below. Let me know how I can register him to the meetings below.</p> <p>Jose Valle V&A, Inc.</p> <p>Thank you</p> <p>Sylvia Martinez</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|---------------|-------------|--|
| 60 | Project Email | 02/18/21 | Jason Shihata | | <p>Dear Metro,</p> <p>My family and I have been residents of Torrance for over 20 years. Through the years we've seen many changes, including changes in local traffic. As Los Angeles and the South Bay have grown, local traffic in the South Bay has gotten significantly worse.</p> <p>When I heard that Metro was planning to extend the C line to Torrance, it seemed like a solution to one of my community's greatest concerns. "Finally Metro will solve our traffic issues!" I said to myself. However that enthusiasm was quickly distinguished when I heard that Metro was considering utilizing Hawthorne Blvd for this project.</p> <p>Hawthorne Blvd is already too busy as is, and I believe that Hawthorne Blvd will not be a sufficient location for the C line. Upon further research, I found Metro's January 2018 project briefing, which mentioned that the Hawthorne option may require the "Potential loss of travel lane(s)." Additionally, I also noticed that at grade crossings are planned for Redondo Beach Blvd, Artesia Blvd, and 182nd st. Overall, it seems that the Hawthorne option will exacerbate local traffic issues, rather than solve it.</p> <p>I urge you to eliminate the Hawthorne Blvd option from consideration and pursue the ROW option. The ROW option will better serve the community and ensure the viability of our County's public transportation system for generations to come.</p> <p>If there is any way I can assist you with this project, or you need any feedback from a local, please do not hesitate to reach out to me.</p> <p>Thanks, Jason Shihata</p> |
| 61 | Project Email | 02/18/21 | Maria Flores | | <p>I read in the Beach Reporter that there will be community meetings via zoom on February 24, 2021 and February 27, 2021 to discuss the C line extension. I would like to participate in the meeting. Please send zoom meeting details.</p> <p>Thank you, Maria Flores Acosta</p> <p>Sent from Yahoo Mail on Android</p> |
| 62 | Project Email | 02/18/21 | Bill Reynolds | | <p>Hello</p> <p>I would like to suggest that you contact the South Bay Parkland Conservancy regarding their project of building a Green Belt pedestrian corridor from the defunct power plant in Redondo Beach to Columbia Park in Torrance, to take advantage of some potential synergy there. The mayor of Redondo Beach, Bill Brand, among others, support the Green Belt project.</p> <p>Thank You</p> <p>Bill Reynolds</p> |

| C (Green) Line Extension to Torrance | | | | | |
|---|----------------------|-----------------|----------------------|-------------|---|
| Scoping Period - Project Email Comments | | | | | |
| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
| 63 | Project Email | 02/18/21 | Michelle Fiu-Mateaki | | <p>Hello,</p> <p>I am writing you on behalf of myself, my family and my community. I have just become aware of the option to build down Hawthorne Blvd. I believe the best option for our community and our families it to keep the line through Alternative #1. Please let me know what I can and need to do to help make sure the line runs through Alternative #1, metro-owned Row.</p> <p>Sincerely,</p> <p>Michelle Fiu-Mateaki Resident of Torrance for 43 years.</p> |
| 64 | Project Email | 02/19/21 | Michael Garlan | | <p>Thanks Holly!</p> <p>On Fri, Feb 19, 2021 at 1:22 PM Holly Osborne <nredschoo@yahoo.com> wrote: Dear Metro:</p> <ol style="list-style-type: none"> 1. You gave a powerpoint presentation in December , and repeated it mostly at a Redondo Beach school board meeting. Would you please post that presentation? 2. Please study a Hawthorne route that is also elevated between 166 and 182, in other words totally elevated all the way to 190th. (Your baseline is elevated from the 405 until 166th. then at grade, then elevated again starting at 182nd.) I believe an all elevated position down to 190th would preserve more parking spaces and have no impact on street crossings.) <p>Thank you</p> <p>Holly Osborne</p> |
| 65 | Project Email | 02/20/21 | Stephen Lantz | | <p>I mapped the wa k distance on two paths between the approximate location of the TC near the ROW below Target and the Hawthorne station on Hawthorne Blvd. at Macys, south of Artesia. A route that follows the existing roads in an approximately diagonal path around Target then to Hawthorne then up to Macys is approximately 3564 feet (0.675 miles). A path that uses a driveway from the TC directly east to Hawthorne then up to Macys is approximately 3378 ft (0.638 miles).</p> <p>So I would suggest using a wa k distance of approximately 1 kilometer or 2/3rds of a mile. Is that a reasonable wa k distance or would Metro typically include a shuttle bus between the TC and the Hawthorne station in the EIR?</p> <p>For the Hawthorne Blvd. alternative, would there be bus stops on Hawthorne at the new Hawthorne Blvd. station? If so, would Metro buses also serve the transit center?</p> <p>FOR the ROW alternative, would Hawthorne Blvd. and Artesia Blvd. buses be routed through the TC or would there be a shuttle bus to connect the TC to the Hawthorne / Artesia intersection.</p> <p>I think the EIR needs to address the transit first/last mile connections between the intersection and the TC for both alternatives and to describe how Metro and muni buses would serve both sites due to their rather long wa k distance.</p> <p>Thoughts? Who else should I cc with these types of questions?</p> |



C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|-------------|--|
| 66 | Project Email | 02/20/21 | Linh Tu | | <p>Dear Mr. Dierking,</p> <p>We live in the area near the Green Line extension and can tell you convincingly that Alternative 2 having the Green Line runs on Hawthorne Blvd is not a good idea. Hawthorne near the South Bay Galleria is nearly always very congested with more accidents than other stretches of Hawthorne. Having more traffic coming in /out of the future Green Line extension and have it diverted into Hawthorne will cause even more accidents especially during congested traffic hours. Hawthorne is a very wide street already and pedestrians are having a hard time crossing safely without the lights changing on them. If you need to widen Hawthorne for whatever reason, it will be worse for the pedestrians too.</p> <p>We advocate building the extension along the existing train tracks away from Hawthorne as much as possible. It will be safer for metro riders and the residents in the area as well.</p> <p>Thank you, Linh Tu</p> |
| 67 | Project Email | 02/20/21 | Steve Greenberg | | <p>While I'm very pleased to see Metro may extend the C (Green) Line to Torrance, the terminus point is a mistake, although one that can be fixed.</p> <p>The current plan shows the end of the line to be the "Torrance Transit Center." Besides the fact that this doesn't yet exist, it's in a completely industrial area, adjacent to a refinery, that is WALKABLE TO NOTHING USEFUL.</p> <p>I know the city of Torrance has that land available, but it's a bleak, terrible location that would require riders to (a) drive and park, or (b) require other transit to get to that station. But it's walkable to nothing.</p> <p>A simple solution: Extend the C Line one more stop, to Old Town Torrance, which is already laid out for rail, and is a residential and business hub where people actually live and need to get to.</p> <p>Why does this logical terminus not seem to exist in Metro's proposal?</p> <p>sincerely, Steve Greenberg Torrance [REDACTED]</p> |
| 68 | Project Email | 02/21/21 | John Hough | | <p>Redondo Beach resident John Hough here. Beyond brutal consideration for route down Lawndale green belt. Route either goes underground, or down Route 107, Hawthorne Blvd. Complete non starter for clueless MTA employees Mark Dierking, David Mieger, and Dolores Roybal-Saltarelli. LA Mayor Eric Garcetti, Janice Hahn, even more clueless. No one cares about 2028 Olympics. Nice job by Mr. Garcetti during the pandemic. Not sure Mr. Dierking or Ms. Hahn could name one book written by Nathaniel Hawthorne. Massive private investment at Sawtelle and Pico. Consider your legacy. JH [REDACTED]</p> |


C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|--------------|-------------|---|
| 69 | Project Email | 02/21/21 | John Hough | | <p>John Hough from Redondo here.</p> <p>C Line / Green Line extension either goes goes under ground, or thru Hawthorne Blvd.</p> <p>I attended the 2018 fluff Orange Line Tour.</p> <p>Please do not consider ROW for a C Line extension.</p> <p>Brutal green space removal should route go down Lawndale.</p> <p>Complete disaster for any private investment down State Highway 107, Hawthorne Blvd.</p> <p>West LA private investment exponential next to MTA nodes at Sawtelle and Pico.</p> <p>Zero acknowledgment from anyone at MTA.</p> <p>Why are the above facts lost on all Project Leaders.</p> <p>No one cares about Eric Garcetti and 2028 Olympics.</p> <p>Nice job by Eric during pandemic.</p> <p>Janice Hahn, Mark Dieking, Dolores Roybal-Saltarelli all beyond clueless.</p> <p>Step up and improve South Bay.</p> <p>John Hough </p> |
| 70 | Project Email | 02/21/21 | Becky Nguyen | | <p>Dear Metro, please see my message below:</p> <p>"NO to Alternative 2".</p> <p>Thank you</p> <p>Becky Nguyen </p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|------------------|---------------------------------|---|
| 71 | Project Email | 02/22/21 | Scott St John | Westwood Building Materials Co. | <p>Hello,</p> <p>Our family business with 80 years of service in the South Bay would be affected should Metro choose to run the Green Line extension down the ROW. We strongly believe that the project should go along the freeway and then run elevated down Hawthorne Blvd too benefit businesses along its path, and decrease the overall impact the train would have on residential areas, and surrounding business.</p> <p>With that said, should the train end up going down the ROW...</p> <p>*How close can the train run too existing buildings along the ROW? *What sound, and v bration mitigation techniques would be used to limit disruption too businesses and residential properties along the ROW? *Given we lease the back portion of our property where we store all our steel from metro, what is the chance of us keeping that lease or getting it back after construction? Losing that section would greatly affect our ability to operate our business. Should metro need that section for the train we need to make plans way ahead of time. How much of a notice could we expect? *On what side of the existing freight tracks would the new rails for the metro train run? *Does Metro have any plans to walk the ROW with people who may be affected? If not, could something be set up?</p> <p>Kind regards,</p> <p>Scott St John Vice President Westwood-Logo-Color-1-1024x290 </p> |
| 72 | Project Email | 02/22/21 | Abby A | | NO to Alternative 2. Our home and neighborhood will be greatly affected. Value of the homes will go down. |
| 73 | Project Email | 02/22/21 | Margaret Naluswa | | <p>Good morning Mr. Dierking,</p> <p>I'm writing to say "No to alternative 2" of extending the Green line to an already congested Hawthorne Boulevard in Torrance; Which means that you might have to remove my home in order to accommodate a wider boulevard for your train tracks and a metro station. This plan will greatly affect my residential neighborhood.</p> <p>Thank you,</p> <p>Sincerely,</p> <p>Margaret Naluswa.</p> |

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Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|---------------------------------------|--|
| 74 | Project Email | 02/22/21 | Ashley Ramirez | | <p>Good morning,</p> <p>I am a resident in the neighborhood between Hawthorne, Artesia, and Prairie. I moved to Torrance for the school districts, and sold our larger and much quieter home in San Pedro to relocate to this area. We are in a much smaller home, and already stuck in our neighborhood because of the three main busy streets that border our neighborhood. I am asking you to reconsider Alternative #2 to extend the green line as our neighborhood is already an area where people cut through when there is traffic to get onto the 405 quicker. If there's an accident on Hawthorne or Artesia the traffic to get to the 405 from those streets already backs up into our neighborhood.</p> <p>Putting a metro station on Hawthorne would greatly impact our streets. I want my neighborhood to remain a place where I feel safe raising my three small children, and not threaten their safety when they're crossing the street anymore than it already is.. This neighborhood is dominantly a start up neighborhood with small children. The preschool, elementary, middle, and high school are all within a block and our kids walk to school.</p> <p>Please reconsider alternative #2!!!!</p> |
| 75 | Project Email | 02/22/21 | Angela Brizuela | | <p>Hi Mark Dierking.</p> <p>I'd like to be included in public comment. Please know that I am for the metro green line expansion on Route 1 (behind the target) since you already have and own a track there and it makes financial sense to use what infrastructure exists. I am OPPOSED to alternate route 2 on Hawthorne blvd since it is already a busy street and does not need more traffic nor traffic impediments. Tearing down the businesses that are on Hawthorne and Artesia would not be smart financially -- there is an empty lot right next to Target on Kingsdale and 182nd that would function perfectly as the station with a plethora of parking as well. Please do what's right and stop spending so much of our tax dollars. Please let me know if you are in receipt of this</p> <p>-- Angela Brizuela</p> |
| 76 | Project Email | 02/22/21 | Ben Delfin | | <p>NO TO ALTERNATIVE #2. Streets will be more congested and noisy. My house is near Hawthorne blvd and its value will decrease.</p> |
| 77 | Project Email | 02/22/21 | Renato Ramirez | The Canterbury (Retirement Living) | <p>Good afternoon,</p> <p>I would like to voice my strong concern with alternative #2, that would add traffic to already congested Hawthorne blvd. As a long time resident of the area I would hate to see the negative effect this new route would have on our neighborhood.</p> <p>Thank you</p> <p>Renato Ramirez Director of Dining Services [REDACTED]</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|------------------|---|
| 78 | Project Email | 02/23/21 | Candace Nasiffi | | <p>Hello, Please study a Hawthorne route that is also elevated between 166 and 182. I know residents would like to see it totally elevated all the way to 190th. (Your baseline is elevated from the 405 until 166th. then at grade, then elevated again starting at 182nd.)</p> <p>An all elevated position down to 190th would provide more parking spaces and have no impact on street crossings.)</p> <p>At your service,</p> <p>Candace Allen Nafissi, MPA Los Angeles County Beaches & Harbor Commissioner Redondo Beach Library Commissioner Redondo Beach General Plan Advisory Committee Member [REDACTED]</p> |
| 79 | Project Email | 02/23/21 | Bill Brand | Mayor of Redondo | <p>Please send me a link how residents can participate in the NOP hearing today and later in the month.</p> <p>Bill Brand Mayor Redondo Beach [REDACTED]</p> <p>Note: All communications related to City matters, including personal communications, are accessible via California Public Records Act requests. Retention policy is 30 days.</p> |
| 80 | Project Email | 02/23/21 | David Bailey | | <p>Hello Metro Project Managers,</p> <p>I am a resident of North Redondo Beach writing to support the C Line (Green) Extension to Torrance. Between the two 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 and because I believe costs will be lower as mentioned in your study. However I am concerned about worse bus connections compared with the South Bay Galleria alignment. 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. Thank you for your hard work.</p> <p>David</p> |
| 81 | Project Email | 02/23/21 | Maria Flores | | <p>I would like the detailed information on how to attend the virtual scoping meetings that will be held on February 24, 2021 and February 27, 2021.</p> <p>Thank you, Maria Flores Acosta</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|----------------|-------------|--|
| 82 | Project Email | 02/23/21 | Maria Flores | | <p>I would like to attend the scoping meetings for the C Line extension. Please send the appropriate link so I may attend the virtual meetings scheduled for February 24, 2021 and February 27, 2021.</p> <p>I called the phone number listed for Dolores Roybal Saltarelli, [REDACTED]. The recording directs callers to visit metro.net/clineextension which is currently undergoing maintenance. I have attached a screenshot. I left a message on 2/16/2021 and have not received a call back.</p> <p>Metro should provide accurate and timely information. It seems Metro is making it difficult for members of the community to fully participate during this DEIR scoping period.</p> <p>I look forward to your prompt response,</p> <p>Maria Flores Acosta [REDACTED]</p> <p>Sent from Yahoo Mail on Android</p> |
| 83 | Project Email | 02/23/21 | Ted Hofmann | | <p>Good morning, We own the property on the west side of the 405 freeway against the Southbound Hawthorne Blvd. offramp. Our property extends from 160th St. (against the west side of the freeway) to 161st St. (against the west side of the freeway).</p> <p>My question is if the rail goes along the freeway to Hawthorne Blvd, where will the metro rail be placed? Inside (freeway side) of the soundwall? Or outside of the soundwall between the soundwall and our property? There is a point where our property is less than 18' from the soundwall.</p> <p>Thank you, Ted Hofmann [REDACTED]</p> |
| 84 | Project Email | 02/23/21 | Ted Hofmann | | <p>I just measured another spot that is less than 12'. Thank you, Ted Hofmann [REDACTED]</p> |
| 85 | Project Email | 02/23/21 | William Ishida | | <p>Please add me to the Project mailing list.</p> <p>William Ishida [REDACTED]</p> <p>Thank you.</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|---------------|------------------|--|
| 86 | Project Email | 02/23/21 | Kevin Chun | City of Lawndale | <p>David, Dolores & Mark: Thanks for hosting today's meeting. As follow-up, at the end of the meeting David mentioned that the map used in the presentation showing at-grade and grade separated crossings for Alternative 1 is on the project website. As I can't find this map, can you please forward this to me. The City would be concerned about traffic circulation and pedestrian safety unless all intersections were grade separated.</p> <p>Separately, the schedule for the public scoping meetings isn't prominently visible on the project website. Since these are important meetings for our residents/businesses, please consider having this information on the homepage vs. on a separate page under "Connect."</p> <p>Thank you.</p> <p>Kevin M. Chun • City Manager • City of Lawndale [REDACTED]</p> <p>Visit us at www.lawndalecity.org</p> |
| 87 | Project Email | 02/23/21 | Monica Steele | | <p>Monica Steele [REDACTED] February 23, 2021</p> <p>Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking, I am a resident and have lived here 24 years with my family and we strongly oppose Alternative #2 of the Green Line extension running along Hawthorne Blvd, more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also our residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone (Alternative #2) would be extremely detrimental to our residential neighborhood which has been here in existence since the 1950s.</p> <p>A station in front of this corridor would not only add to the already congested traffic situation along Hawthorne Blvd, which is used heavily by emergency vehicles both day and night, but also add additional noise, debris pollution and other potential issues to this neighborhood. We are also very concerned of any possible widening of Hawthorne Blvd in our residential area to accommodate the extension and station, as it would mean possibly losing homes along this area due eminent domain. Please consider how this extension will affect our neighborhood and our homes.</p> <p>We believe Alternative #1 is the the best option for extending the Green Line. The residents along Alternative#1 currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Residents along Hawthorne Boulevard do not have any sound buffers, nor the space to create an ideal sound barrier. Most importantly, according to the information Metro has published, Alternative #1 is less costly and within the budget to start.</p> <p>One last very important consideration - some of the residents around Alternative #1 are voicing their complaints about the addition of the Metro Line and their wishes to have more green space added to their neighborhoods instead. We are not asking for more, but only to respect what we have worked very hard to afford that didn't already have a rail line in our immediate area. I dare bet, none of the residents voicing complaint of loss of potential extra green spaces or possible added noise, purchased their homes without already knowing about the existing rail track there and agreed to it and any decreased purchase value to compensate. We did not choose to and now are asked to pay again for the price of lowered home values.</p> <p>Please consider Alternative #1 as the best solution in this case. Please let us keep our neighborhoods intact.</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|---------------|-------------|--|
| 88 | Project Email | 02/23/21 | Niki Mitchell | | <p>To whom it may concern,</p> <p>I am emphatically opposed to option 1, to have the Green Line extension run along the existing freight rail track. I am a homeowner located right on the corridor opposite of El Nido Park in Redondo Beach.</p> <p>The existing freight track is within mere feet of my property's back wall. The proposal is to lay new tracks on either side of the existing track, which would squeeze a new busy rail between that track and my back wall. This seems impossible to expect it to work and surprising to hear it is even considered at all.</p> <p>The constant rattling and vibration would surely compromise the infrastructure on my property, my back wall is cinderblock and within 3 feet of that is my in ground swimming pool. The plaster would wear and crack quickly causing a lot of expensive damage.</p> <p>There is a Shell Gas pipeline located between the existing track and my back wall. We have no data on the condition or age of that infrastructure. Common sense would be that even if the gas line survives all of the construction, then the constant vibration of trains passing through every 7 - 10 minutes would surely quickly compromise that infrastructure. The prospect of neighborhood gas leaks is not only concerning but alarming.</p> <p>The noise coming from all of that new activity would be devastating to our quality of life in our home. Now we have one freight train per day we were told at the time of purchasing our home would possibly go away since all of the other many trains that used to come through have been rerouted through the Alameda Corridor. Before that there were round trip trains passing through about every hour. We would NEVER have considered purchasing a home here or even within a half mile of the tracks with trains going by that often. Never. We stuck out our necks and bought our home for the tree lined backdrop coming from the park and the quiet ambience of hearing birds and wind through the trees. A commuter train every 7 - 10 minutes would bulldoze right over all of that. The proposed retainer wall would completely cancel our tree lined view.</p> <p>The main cross streets, Inglewood Ave. and 182nd Street as they already are are short of being sufficient to handle the existing rush hour traffic. The constant trains crossing 182nd Street would be nothing short of a disaster and make it impossible pass through and for us to leave and return home.</p> <p>On top of all that and as a direct result of all the above this would be absolutely devastating to our property value. Our retirement investment would take a major hit. My social security payments that I start receiving this coming month will never make up for that major loss.</p> <p>SOLUTION: The only way to rescue all of this is to build option 2, on Hawthorne Blvd. That would EASILY boost the economy through the retail and entertainment at and surrounding the Galleria, putting the commuter rail far enough away from our street to not only save our property value but it might even add a little to it.</p> <p>Full comment included after Project Email Comments table</p> |
| 89 | Wufoo | 02/23/21 | Bryan K Henry | | <p>I was told a couple months ago that the Metro has no received any Olympic funds yet so the 2028 timeline for funding the green line expansion to the south bay was in jeopardy. Is that still the case?</p> |

C (Green) Line Extension to Torrance


Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|----------------|---------------------------|---|
| 90 | Project Email | 02/24/21 | Donald Szerlip | South Bay Service Council | <p>Metro must always be a good neighbor to all it serves. I suggest that the following be reviewed as part of the C Line EIR in order to accomplish that goal.</p> <p>I will describe the line as coming from the north. In Redondo Beach the C Line will have to traverse Grant Avenue via a bridge adjacent to the heavy rail tracks.</p> <p>I propose that the line then descend into a trench, leveling out at the location of the station, and continuing to eventually be grade separated at the 182nd Street intersection. This separation will be friendly to the neighbors by eliminating the need for audio alerts as the train goes beneath 182nd Street.</p> <p>As the line travels south it borders on residential neighborhoods. The line should continue to be trenched in order to reduce the noise to adjacent residents. I don't believe the trench, except at 182nd Street, needs to be covered. As the tracks approach the 190th Street intersection, they will have to exit the trench in preparation for crossing 190th Street.</p> <p>I believe that using the ROW is the preferred path for the C Line and that the above proposal will help all the residents to continue to enjoy an excellent quality of life.</p> <p>If possible, please acknowledge receipt by return email.</p> <p>Respectfully submitted,</p> <p>Donald Szerlip Adwerx Communications [REDACTED]</p> |

| C (Green) Line Extension to Torrance | | | | | |
|---|----------------------|-----------------|--------------|-------------|--|
| Scoping Period - Project Email Comments | | | | | |
| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
| 91 | Project Email | 02/24/21 | Gary Hawkins | | <p>My Comments Re Green Line Extension (Metro C):</p> <p>I recommend Alternative 1, following the existing Right Of Way (ROW).</p> <p>Alternative 2, Building the extension down Hawthorne Blvd, will result in tremendously large traffic impacts during the many years of construction, including, but not limited to:</p> <p>Forcing unacceptable levels of traffic down many residential streets for extended periods of time increasing noise, pollution, and safety risks. Causing traffic slow-downs on Hawthorne Blvd that will result in increased fuel being used, therefore increasing pollutants. Negatively impacting access bility to businesses and residents on or near Hawthorne Blvd. Increasing traffic accidents, especially during exceptionally busy holiday traffic</p> <p>Thank you for your consideration.</p> <p>Gary Hawkins [REDACTED]</p> |
| 92 | Project Email | 02/24/21 | Dani Quinto | | <p>To Whomever it May Concern,</p> <p>I am not opposed to the Green Line coming into our community; however, it is better that it go down Hawthorne (Option #2).</p> <p>I am a resident of Redondo Beach who will be greatly impacted by the Green Line Option #1. It will run perpendicular to my street, cutting off my street. We have 10 young children that live on our street and our street leads to the local elementary school as well as the local middle school. There is a large park that is on the other side of the tracks as well. There is a real safety concern that there would be a regular train running through a street with so many young citizens.</p> <p>In addition, the train would run directly behind many residents' backyards, greatly diminishing their quality of life.</p> <p>There is also a concern about the v brations and sound from the train being that my house is about 5 houses away from the tracks.</p> <p>Also, there is a concern about traffic baking up on 182nd Street, creating an unsafe environment for the families living there as well as not allowing people to access their homes.</p> <p>Lastly, it makes sense to put a train in a space where there are fewer houses and/or houses that are further away from the tracks. The Hawthorne option, although there are houses close to the street, is still further away from the homes than the ROW option.</p> <p>Thank you for considering my comments.</p> <p>Dani Quinto</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|----------------|--|---|
| 93 | Project Email | 02/24/21 | Craig St. John | Westwood Building Materials Co. | <p>I recall back when the City of LA was pushing for Measure M, the City of Lawndale was against the measure and the extension of the GreenLine. Mayorality candidate Gil Garcetti, asked the Lawndale officials, ""What if we promise to underground the Metro totally? Would you back it then?" So the city changed their position and supported Measure M.</p> <p>At Metro meeting downtown a few years ago, this was brought to both Mayor Garcetti and Mayor Butts. We were told they were going to look into and get back with us on it.</p> <p>We still have not received a reply.</p> <p>Why has the underground promise been Totally Abandoned?</p> <p>Craig St John President Westwood Building Materials Co.</p> |
| 94 | Project Email | 02/24/21 | Craig St. John | Westwood Building Materials Co. | <p>If the green line goes down the ROW, how are the going to connect the Gallery to the Redondo Beach Transportation center? No one is going to haul luggage that far to the proposed new hotel or shopping.</p> <p>Also if it goes down Hawthorne, How are they going to connect it to the to the center as well?</p> <p>Craig St John</p> |
| 95 | Project Email | 02/24/21 | Jamie Hwang | LA County 4th District-Office of Janice Hahn | <p>Good morning,</p> <p>This is Metro Deputy Jamie Hwang from Supervisor Hahn's office. I will be participating in this afternoon's scoping meeting as a representative of our office. As appropriate, I would like to ask for our office's attendance to be briefly acknowledged at the beginning of the meeting. Thank you!</p> |
| 96 | Project Email | 02/24/21 | Andrew Winje | City of Redondo Beach | <p>I attending the agency scoping meeting yesterday and there was some discussion of sending additional information about road crossings along each route. I have not been able to find it on the project website. Please send the slide deck that was shared.</p> <p>Thanks,</p> <p>Andy</p> <p>Andrew S. Winje, P.E. City Engineer</p> <p>cid:image004.png@01D31CB1.D133FA30 Engineering Services Division  www.redondo.org</p> <p>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.</p> |

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Scoping Period - Project Email Comments

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|----|----------------------|-----------------|--------------------|-------------|---|
| 97 | Project Email | 02/24/21 | Sarah Huante-Bimat | | <p>Thank you for the meeting. I am a homeowner in western Torrance. I am in favor of the ROW option as Hawthorne Blvd is terribly impacted by traffic. I found a video with the two routes on Los Angeles Productions channel on YouTube. Can you please upload a video that includes the details from the community meeting presentation (in 2018?) on YouTube for the public that did not attend so they can see how close the trains will come to homes, they can see the proposed walking and bike trails and the proposed safety and sound barrier information?</p> <p>Thank you for investing in our much needed transportation infrastructure.</p> <p>Regards, Sarah Huante-Bimat</p> |
| 98 | Project Email | 02/25/21 | Bruce Szeles | | <p>Dear Mark and Metro Staff,</p> <p>I just want to reiterate the importance of the study looking at several option impacts. The study must include the option of going under grade such has been done on other Metro area projects. Second, the study of going above grade as it is at the current Marine Station. Third, a bus route to both Redondo Beach and Torrance transit and what the cost or savings looks like using current infrastructure but issuing dedicated bus lanes. I am more interested in these studies for the Hawthorne Blvd. option but I understand it only fair to look at both options. Also, when I am referring to over and underground option I am referring to the entire length of the project and not just small sections as was presented at my last meeting with Metro. I look forward to you putting this email into the public record as I have continued to do since 2010. Thank you!</p> <p>Bruce Szeles [REDACTED]</p> <p>Via email</p> <p>Sent from my iPhone</p> |
| 99 | Project Email | 02/25/21 | Holly Osborne | | <p>Dear Metro:</p> <p>Would you please provide a preliminary list of properties that would be negatively affected by:</p> <ol style="list-style-type: none"> 1) The Metro going down the ROW 2) The Metro going down Hawthorne Blvd. <p>In particular, for Option 1: (ROW)</p> <ol style="list-style-type: none"> 1) Which residential properties will be condemned on the ROW? 2) How does the presence of all the pipelines on the ROW affect the amount of ROW that you can actually use? <p>For Option 2: (HB)</p> <ol style="list-style-type: none"> 1) Which properties will be condemned on Hawthorne Blvd if the route is overhead: <ol style="list-style-type: none"> 1a) How many parking spaces will be affected for overhead route. 2) Which properties will be condemned if route is partially overhead and partially on ground, as you have baselined it. <ol style="list-style-type: none"> 2a) How many parking spaces will be affected for the partially overhead and partially on ground route as you have baselined it. <p>Thank you Holly Osborne</p> |

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Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|---------------|-------------|--|
| 100 | Project Email | 02/25/21 | Amy Josefek | | <p>Hi Dolores,</p> <p>I was unable to attend either of the scoping settings planned for this week.</p> <p>Is it possible that they were recorded, and that I'd be able to watch at a later date?</p> <p>Thank you. Amy Josefek</p> |
| 101 | Project Email | 02/25/21 | Holly Osborne | | <p>Dear Metro:</p> <p>Regarding the Green Line project:</p> <p>1. How will riders from the South Bay get to LAX? Originally (several years ago), the South Bay was told that there would be a "one seat" ride to the airport from the Marine Ave (Redondo Station). A recent web site says, however:</p> <p>"To reach LAX, South Bay riders will have to transfer trains at the forthcoming Aviation/Century station; to reach Norwalk to the west, South Bay riders will connect at Willowbrook/Rosa Parks."</p> <p>1a. How long will it take to get to LAX from the Marine Ave/Redondo station if it is required to transfer at the Aviation/Century station.</p> <p>1b. How long will it take to get to LAX if one just takes the shuttle bus from the Marine Ave Station?</p> <p>Please answer these questions. Thank you</p> <p>Holly Osborne Redondo Beach</p> |
| 102 | Project Email | 02/25/21 | Tim Saenz | | <p>Hi</p> <p>Would like to receive project updates on this project. In addition, I tried to join the meeting today at 4 pm but the link and meeting ID did not work.</p> <p>Thanks</p> <p>Tim Saenz</p> |

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|-----|----------------------|-----------------|---------------|-------------|---|
| 103 | Project Email | 02/25/21 | Robert Graham | | <p>Good Morning After listening to the 24th presentation and most of the comment period please permit me to add a comment and raise an additional question or two.</p> <p>I think the argument from those from RB that are concerned by noise is legitimate and while I strongly support using existing transportation corridors for rail development I concur with the noise issue and recommend that green line design include noise abatement such as undergrounding, earth barriers or even new quiet technology such as magnetic levitation.</p> <p>I was surprised to understand that the train will not stop along Hawthorne, except at the the Mall, this fact negates any potential for economic development for example in Lawndale and in fact will probably harm businesses as parking spaces will be removed, car transit along the rail will be more dense thus driving shoppers away. I think an example of how rail harms not helps local business would be the downtown section of Sacramento's light rail system.</p> <p>My question s; the prevailing winds blow west to east along the routes in question. The wind blows the air pollution into the east of Hawthorne neighborhoods (as proven by the amount of trash that blows down these streets from the west side of Hawthorne today). Will the environmental impact study review the wind blown air pollution? Will the impact consider the slower traffic and increased traffic on Hawthorne especially at the Artesia/RB/Hawthorne intersection as riders go to the depot? Will the study discuss the increased air pollution during the construction period on both alternatives? Which is less? Not being an expert on construction but watching the other projects in LA and H S rail, for 30 years, I would think a minimum of 2 years and probably up to 5 years to complete the project. How does the project eliminate neighbor hood parking? What is the environmental impact in the nearby neighborhoods from the probable parking and for sure traffic increase? With the winds mentioned above, how far east does the study go to determine what would be the environmental justice zone? Both alternatives to the 405 or over 405 to say to Van Ness? an area of diversity and low/middle class homes?</p> <p>I appreciate your acceptance of my comment and questions and look forward to a careful review of the report when completed. Stay safe Bob Robert L. Graham [REDACTED]</p> |
| 104 | Project Email | 02/25/21 | Mary Miller | | <p>Hello Ms. Naluswa,</p> <p>I hope you were able to attend the Metro meeting last night. I also emailed our Torrance City Council members and they said they have a Torrance Council meeting this Tuesday, March 2nd at 7PM to talk about the Metro extension. I hope you can also attend that meeting for Torrance and tell our council members to support our concerns. Here is the link below.</p> <p>https://www.torranceca.gov/government/council-agendas-minutes.</p> <p>Thank you so much for your support! More information can be found on https://noto2.weebly.com. Mary and Paul Miller</p> |

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Scoping Period - Project Email Comments

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|-----|----------------------|-----------------|----------------|-------------|---|
| 105 | Project Email | 02/25/21 | Paige Brunt | | <p>Hello,</p> <p>I am a resident of Redondo Beach, wanting to urge you to select the Alternative 2 option (Hawthorne Blvd) for the metro line C extension. There are many reasons why this location has more overall benefit to both local citizens, as well as those that will utilize the light rail.</p> <ol style="list-style-type: none"> 1. The nearby galleria will be more easily access ble from the light rail if placed on Hawthorne Blvd, potentially helping customers who seek to go to the Galleria, and the businesses in the Galleria itself with more customers. Furthermore, there are a multitude of businesses on Hawthorne that will be more easily accessible to riders if there. 2. Residents have so little green space to enjoy as is. We must protect what little open space we have left in our city. Residents frequently play catch with their dogs and flag football on the proposed right of way route. We cannot sacrifice every green space just to save money. It is inexcusable that the city would consider ruining, again, what little open recreational space Redondo already has to offer its residents. 3. Hawthorne blvd is already densely traveled, and will not suffer an increase in noise, as that already exists in abundance. <p>For these reasons and more, I believe the metro would better serve local and traveling citizens at the Hawthorne Blvd locations.</p> <p>Best, Paige Brunt [REDACTED]</p> |
| 106 | Project Email | 02/26/21 | YA | | <p>Hawthorne blvd at Artesia blvd, the area is always very crowded. so definitely "NO to Alternative 2" !!!!!!!</p> <p>Best,</p> |
| 107 | Wufoo | 02/26/21 | Akemi Pradhan | | <p>We like Alternative 2 and it just makes sense to put Green line to put it down Hawthorne Blvd where businesses are, but you should consider elevated train line like that one in El Segundo. So, there are parking spaces and less congestion on the street and there will be no accident. Alt 2 will revitalize business in Lawndale/Redondo Beach (new Galleria mall). It will increase ridership if the train station is in front of Galleria mall on Hawthorne Blvd. Definitely, no on ROW!!! If Alt 1 will pass, then there will be litigations to come for involving potential accidents from running trains near by schools where many students are passing by train track everyday. Also, there are pipelines on the ROW. Vibrations from trains (3 trains) passing by might cause huge catastrophic accidents. Also, sounds/vibration may cause health issues. Damaging foundation will cause neighbor's house foundation issues/damage. You could have green belt, dog parks, community garden on ROW instead where all the neighborhood will be enjoying, riding bicycles, etc.</p> |
| 108 | Wufoo | 02/26/21 | Freshta Sidiqi | | <p>Alternative 1 adds on to what already exists (ROW). Alternative 2 would disrupt an already disadvantaged low income community, the residents and the businesses. The infrastructure already exists on the ROW, which makes logical sense to extend the green line there (Alternative 1). Moving forward with Alternative 2 will only harm Lawndale residents to a greater degree without providing any sort of benefit to our community.</p> |
| 109 | Wufoo | 02/26/21 | Diane Smith | | <p>I do not support the green line extension. I was born & raised in Torrance. I've lived here all my life. It's too crowded already. We have a bus system already in place. When you need a car to get to a metro station, it defeats the purpose. Who is this extension supposed to help?</p> |

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Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|--------------------|-------------|--|
| 110 | Project Email | 02/27/21 | Christos Sbarounis | | <p>Hello, As a resident of Torrance I am really excited about the green line extension project.</p> <p>One complaint I have however is the lack of stations between the Torrance transit center and the South Bay Galleria stations. Adding a station near the intersection of Prairie Av and Del Amo Blvd would service a larger portion of the community, including the many businesses and residences around Del Amo Blvd between Prairie and Hawthorne.</p> <p>Thank you, Christos Sbarounis</p> <p>Sent from my iPhone</p> |
| 111 | Project Email | 02/27/21 | Marianne Davidson | | <p>Hello, I am writing to you because I am a resident of Lawndale who lives three houses away from the tracks on 165th St. Please do not put the extension over the existing tracks. Alternative 2 - Hawthorne Blvd. is a better option for our neighborhood.</p> <p>Thank you, Marianne Davidson</p> |
| 112 | Project Email | 02/27/21 | Shirley Casas | | <p>[REDACTED]</p> <p>February 27, 2021 Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking, [I am a resident here for 5 years] and we strongly oppose Alternative #2 of the Green Line extension running along Hawthorne Blvd, more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative #2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s.</p> <p>A station in front of this corridor would not only add to the already congested traffic situation along Hawthorne Blvd, but also add noise pollution and other potential issues to this neighborhood. We are also very concerned of any possible widening of Hawthorne Blvd in our area to accommodate the extension and station, as it would mean possibly losing homes along this area due eminent domain. Please consider how this extension will affect our neighborhood and our homes.</p> <p>We believe Alternative #1 is the the best option for extending the Green Line. The residents along Alternative#1 currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks, ROW, behind the Target store. Residents along Hawthorne Boulevard do not have a sound buffer, nor the space to create an ideal sound barrier. Most importantly, according to the information Metro has published, Alternative #1 is less costly and within the budget to start.</p> <p>Please consider Alternative #1 as the ideal solution. We love our community and neighborhood along Hawthorne Blvd. Please let us keep it intact.</p> <p>Sincerely, Shirley Casas</p> <p>Sent from my iPhone</p> |

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Scoping Period - Project Email Comments

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|-----|----------------------|-----------------|-------------------|-------------|--|
| 113 | Project Email | 02/27/21 | Thomas Dorsey | | <p>After walking the current greenway & railway and listening to Lawndale and Redondo Beach residents, I can assure you that residents will rebel against loss of Greenway and increased noise. I assume that Metro will apply for New Starts Grants & Loans from the Biden Administration to help fund this project.</p> <p>I still support Alt 1, but with these modifications since Lawndale does not get a Metro Station:</p> <ol style="list-style-type: none"> 1. Since Metro owns Alt 1 ROW, remove freight trains to improve quality of life. 2. Shortly after Manhattan Beach Blvd, build a subway to Artesia Blvd for a complete new Greenway atop Metro Rail. 3. The Greenway would be safer for kids & families, lower noise and better unify Lawndale. 4. The Greenway should contain a bike path that ultimately connects to the Torrance bike path. 5. Build an underpass at 182nd St and continue as a trench beside the first 9 houses south of 182nd St. 6. Additional noise mitigation must be applied 7. No homes are removed. 8. If a homeowner near Manhattan Beach Blvd overpass proves their home value decreased, they should be partially compensated. <p>Thomas Dorsey Torrance Resident since 2004</p> |
| 114 | Project Email | 02/27/21 | Anonymous | | <p>please add me to Green Line Extension newsletter.</p> |
| 115 | Project Email | 02/27/21 | Sara Duenas | | <p>I am writing regarding the Metro proposal going in on Hawthorne Blvd. It's not a good idea to put the tracks on Hawthorne Blvd. The reduction of lanes would mean more cars. If there is traffic jam/accident on the Blvd, the excess traffic would then ride into our neighborhoods causing traffic and would destroy the peace and quiet in our residential street.</p> <p>The train on Hawthorne Blvd would also destroy our right to a quiet home. I didn't move near train tracks for a reason. I live approximately 1/4 of a mile from Hawthorne the noise is barely tolerable now, a train with its humming and bells would ruin our peace.</p> <p>The proposal for the line to go in on existing rails should be and is the best alternative. These people knew the lines where there and they knew they were active lines. They chose to buy adjacent to lines. I did not.</p> <p>I request that the Alternative 1 the best location. Those using the line will have the same access to the Blvd without disrupting families and residences who did not sign up to live near rail.</p> <p>Respectfully yours, Sara Duenas</p> |
| 116 | Project Email | 02/27/21 | Stephen Zimmerman | | <p>Hello!</p> <p>I am very pro Green Line. I think the Harbor Division ROW is a much better option, as it will link with the new Redondo Beach Transit center and will increase public transit links in the South Bay. We don't want a hodge podge of transit in the South Bay. Plus, the Hawthorne median is quite pretty right now with its median of trees. The ROW is also already owned and has track already in it.</p> <p>Please build the harbor subdivision version of the green lion. NIMBYS have ruined too many good projects in the South Bay.</p> <p>Stephen Zimmerman</p> |

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Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|----------------|-------------|---|
| 117 | Project Email | 02/27/21 | Rose Rodriguez | | <p>My family adamantly opposes Option 1. This will destroy our neighborhood. Hawthorne Blvd is a transpiration hub and you can do it above or under ground like you did for more affluent areas.</p> <p>You are trying to destroy a beautiful very diverse neighborhood. This is unacceptable. Our neighbors are just becoming aware of this issue. Everybody who is near the train tracks are furious. You have awoken a sleeping neighborhood that is realizing we are about to be treated like second class citizens because we are diverse and working class ,</p> <p>Sincerely, Rose Rodriguez</p> <p>Sent from my iPhone</p> |
| 118 | Project Email | 02/28/21 | Kurth Family | | <p>I propose using Hawthorne Blvd for the Green line extension. It is the former Red car route. It will be safer and would support the commercial businesses along Hawthorne Blvd and South Bay Galleria. I support stopping Metro from putting the Green Line South Bay Extension through the backyard of our homes. I live next to the existing tracks. This route is dangerous because there are High pressure Shell gas pipelines that regularly need replacement. This has happened repeatedly In the 42 years that we have lived here. There is a reason that there is easement on both sides of the tracks because of poss ble derailments. Our property values will plummet, The noise and vibration destroying our homes . There will be homeless encampments, graffiti and crime will escalate in our neighborhood. If this project must go ahead use Alternative 2 Hawthorne Boulevard Extension Please.</p> |
| 119 | Project Email | 02/28/21 | Chris Maloney | | <p>I am very excited about the extension to the South Bay. Please add me to the mailing list.</p> <p>Chris -- Chris Maloney [REDACTED]</p> |
| 120 | Project Email | 02/28/21 | Holly Osborne | | <p>Dear Metro:</p> <p>When you study the alternatives to the Green line extension, I would like to add to make sure you keep the current parking that we have at the existing station on Marine. When people inquired about parking at stations at the scoping meetings, they were talking about the new stations; I want to make sure you keep the parking that we have at the current station.</p> <p>That parking lot was heavily utilized before the stay-at-home orders, and I expect it will be heavily utilized again. In fact, the street leading up to the Marine Station (Redondo) also had cars parked on it when the lots were full. It even spilled into our neighborhood. So, please retain the parking capability we have there.</p> <p>Thank you Holly Osborne Redondo Beach</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|------------------|-------------|--|
| 121 | Project Email | 02/28/21 | Colleen Villegas | | <p>Dear Metro: I did not get the opportunity to comment at yesterday's Zoom meeting regarding the "C" Greenline Extension but had the following to add to the comments. I believe it is important in the IER to study the impact of the constant vibration from the high speed rail on our home foundations. I don't believe these structures were built to withstand this type of vibration. In addition, I would like to add that I strongly support option #2, along Hawthorne Blvd. It makes the most sense to keep the Metro in the business section and not in the middle of a residential neighborhood.</p> <p>Colleen Villegas [REDACTED]</p> |
| 122 | Project Email | 02/28/21 | Sandra Szabo | | <p>[REDACTED]</p> <p>2/28/21 Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking, I am a resident here and have lived here 21 years and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2), more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single-family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach, and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive but as a result, potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due to eminent domain.</p> <p>As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian wa kways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities.</p> <p>We believe extending the Metro on the ROW, Alternative 1, is the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks</p> <p>Full comment included after Project Email Comments table</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-------------|-------------|--|
| 123 | Project Email | 02/28/21 | Mark Torres | | <p>When I first heard of the Green Line Extension that would go along the same path as existing train tracks, I thought that this was an excellent plan. Modification to an existing infrastructure already owned by Metro would be elegant & efficient.</p> <p>Then, when I heard that an alternative was being proposed to run the line down Hawthorne, I could not believe it. Who in their right mind would consider that. Why was it even considered?</p> <p>Hawthorne is already a busy street. Not only would the time during the construction be a nightmare, traffic congestion would be horrendous even after its built.</p> <p>I have lived on 177th Street right off of Hawthorne Blvd for over 20 years. Adding Metro crossing bells on 177th would add to the noise pollution. If there is the possibility of widening Hawthorne and adding a metro station near Sizzler, than there would be a chance that my house would be at risk. At risk of my house being lost for the expansion. If not, then the risk of added street parking and foot traffic.</p> <p>Please, please stick with the original, well designed plan and drop the absurd Hawthorne alternative.</p> <p>Thank you, Mark Torres [REDACTED]</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|---------------|-------------|---|
| | | | | | <p>██████████ 2/28/21 Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking, I am a resident of North Torrance and have lived here 15 years, I strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.</p> <p>As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian wa kways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a a substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities.</p> <p>We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1)</p> <p>Full comment included after Project Email Comments table</p> |
| 124 | Project Email | 02/28/21 | Alex Gasper | | |
| 125 | Project Email | 02/28/21 | Holly Osborne | | <p>Metro: I did not get a formal acknowledgement of this, as I did for my other two questions, so I am resending it, just to make sure it gets in the formal list of comments)</p> <p>Thanks in advance for the information</p> |
| 126 | Project Email | 02/28/21 | Teresa G | | <p>Best wishes, Teresa</p> |
| 127 | Wufoo | 02/28/21 | Janette Kurth | | <p>I propose using Hawthorne Blvd for the Green line extension. It is the former Red car route. It will be safer and would support the commercial businesses along Hawthorne Blvd. I support stopping Metro from putting the Green Line South Bay Extension through the backyard of our homes. I live next to the existing tracks. This route is dangerous because there are High pressure Shell gas pipeline that regularly need replacement. This has happened repeatedly In the 42 years that we have lived here. There is a reason that there is easement on both sides of the tracks because of possible derailments. Our property values will plummet. There will be homeless encampments, graffiti and crime will escalate in our neighborhood. If this project must go ahead use Hawthorne Boulevard Please.</p> |

| C (Green) Line Extension to Torrance | | | | | |
|---|----------------------|-----------------|---------------------|-------------|---|
| Scoping Period - Project Email Comments | | | | | |
| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
| 128 | Wufoo | 02/28/21 | Christopher Maloney | | <p>I would like to support the extension of the C Line to Redondo and Torrance. I formerly lived near the Expo Line near Overland and National in Palms area of Los Angeles.</p> <p>I hope that a Class 1 bicycle path is built next to the rail system to allow residents to quickly get from their houses to the stations. We need more bicycle friendly lanes and paths to reduce the driving and parking problem at the transit centers.</p> <p>Thank you! Chris</p> |
| 129 | Project Email | 03/01/21 | Mike Jamgochian | | <p>Metro Team,</p> <p>It's clear from the public sentiment that many of the residents adjacent to either proposed right of way have concerns about the Green Line Extension. My recommendation is that Metro has too quickly focused on the light rail alternatives. I went back and reviewed the original 2009 Metro Harbor Subdivision Transit Corridor Alternatives Analysis Report. Paragraph 3.2.3.2 Bus Rapid Transit (BRT), page 3-12 states:</p> <p>"Redondo Beach – Watson Yard – With the Harbor Subdivision ROW much wider in this portion of the Corridor (generally 100 feet), the BRT option would run parallel to the freight tracks in the Metro-owned ROW. BRT passenger service and freight service could run simultaneously in this portion of the Corridor as long as there was physical separation of the two services (fence, wall, etc). A potential spur traveling south to Del Amo Fashion Center in Torrance would require the BRT option to switch to on-street operation or an aerial structure along Hawthorne Boulevard. Section 3.2.4.3 describes central routing / terminus options in more detail."</p> <p>This area encompasses the are of the Green Line extension being covered. A busway that follows the ROW through Lawndale, Redondo, and Torrance has the potential to transform local commuting in the South Bay. If Metro allowed our local bus lines to use that right of way, Torrance Transit, BCT, and the Lawndale Beat could provide a single seat bus ride from local neighborhoods right to existing the Redondo Green Line station. A bus line would have almost no noise impact on the adjacent residential neighbors, and with battery electric busses, no noise.</p> <p>The cost to pave a two lane busway is negligible compared to the cost to build an LRT. The only real costs would be if Metro chooses to build any bridges for the busway intersecting major roads like Artesia and Hawthorne Blvds.</p> <p>I can be reached by email if you have any questions for me about how this bus lane concept might work.</p> <p>Best Regards, Mike Jamgochian Redondo Beach</p> |
| 130 | Project Email | 03/01/21 | Scott Behrendt | | <p>If you are going to proceed with the Green Line extension, please do not use the Redondo Beach route. Thank you.</p> |
| 131 | Project Email | 03/01/21 | Eddie Jira | | <p>Dear Metro:</p> <p>Please keep the parking we now have at the Marine station when you do your study on the Green Line (C Line) extension from the Redondo Station at Marine. Before the pandemic that lot was always full.</p> <p>Thank you.</p> <p>Eddie Jira [REDACTED]</p> |
| 132 | Project Email | 03/01/21 | Olivia Salinas | | <p>I live on hawthorne blvd in north torrance. I am not in favor of having the train on hawthorne blvd. Thank you</p> <p>Sent from my iPhone</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|----------------|-------------|---|
| 133 | Project Email | 03/01/21 | Julie Iffland | | <p>I'm sending an email regarding putting such dangers near residential areas How will the vibrations affect homes</p> <p>I'm very concerned about the increase in crime along the line, who pays for the needed police patrol?</p> <p>Julie</p> <p>Sent from my iPhone</p> |
| 134 | Wufoo | 03/01/21 | Steve Eccles | | <p>Hello</p> |
| 135 | Project Email | 03/02/21 | Shirley Otsubo | | <p>I'm a resident of North Redondo along Firmona Avenue, near the current railroad tracks being considered for Alternative 1 (ROW option).</p> <p>I've lived here for 25 years, and see and hear the train come by everyday. Like others, I was told the train would only rarely to come down the tracks and thus have tolerated the noise. When I heard Metro was considering adding another track for the Green Line Extension to come down every 7-10 minutes, I was appalled.</p> <p>My vote and preference is for Metro to go down the Hawthorne route.</p> <p>My primary concerns are:</p> <ul style="list-style-type: none"> * noise levels - how much noise and vibration will be expected, even with trenching? Even with trenching I can imagine vibration and rumbling ALL DAY LONG. * visually undesirable - the train can be seen from my windows. What kind of 20-30 foot wall can be built to visually hide the train if on surface level? Even with the wall, I can't imagine this wall will be aesthetically pleasing at all. * housing prices will decrease - I'm retired and living in a house I've been in for a long time. If I need to sell my house in need of funds, I can't imagine I'll get the same amount of money now vs when I live 2 houses away from the railroad tracks with the train coming down all day long. - provide some reparation to those who live within a block or two, some monetary compensation, either through a local a tax break, or money to replace windows with double or triple pane glass, or other forms of noise or vibration abatement up to the homeowner to decide. * Security and safety at the nearby train hub - we have an area for the homeless who live in tiny homes about a quarter mile from the anticipated station which has 24 hour security. Will there be 24 hour security at the local Metro hub too, to help manage the unsavory characters hanging around the hub or those coming down the tracks? <p>Thank you for taking these issues under consideration. I look forward to hearing more about the details of the different options when they're available.</p> <p>Thank you,</p> <p>Shirley Otsubo</p> |
| 136 | Project Email | 03/02/21 | Shana Pacheco | | <p>To whom it may concern,</p> <p>As a concerned citizen and voter I ask that you veto the Green Line Alternative 2. It will adversely impact traffic for the thousands that use Hawthorne for school and work and will impact our residential communities by removing homes. Please keep the initial plan in place.</p> <p>Thank you.</p> <p>The Pacheco Family</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-------------|-------------|--|
| 137 | Project Email | 03/02/21 | Judy | | <p>Dear Green Line Extension project:</p> <p>Thank you for the information during the Zoom meeting last week. My name is Judy Hong and I am a resident of Torrance. I used to live in Philadelphia and commuted quite a bit on SEPTA. I am happy to see that the light rail is being planned. I hear a lot of "NIMBY" comments and totally understand how they feel. I feel during the presentation, there wasn't enough information for the residents to feel confident about what was being planned. The construction cost of both alternatives should be presented as a "positive" to either one.</p> <p>I am not sure if Metro has completed the study on the total trip time from Torrance Transit Center to any of the major destinations, ie. Torrance to Downtown 7th and Metro, or to LAX, or to any major sporting events at Staples Center (or other locations), or to Union Station. I don't know if there has been a breakdown to show residents how much time/money they could save by having the light rail here. I know many of my neighbors do not know about the transit options. I feel if more benefits were shown to the residents, the environmental impacts, safety concerns (showing study, and how it could help the future generations, they may be more accepting of it.</p> <p>I used to work downtown LA and have searched many alternative routes to commute. I finally found the best way is to drive to Artesia Transit Center (I guess now is called Harbor gateway). However, it is still a 15 minutes drive for me before I can be on the express for another 30 minutes (5-10 minutes longer if I missed the bus, but thankfully the headway is short between buses). I would rather be in just one mode of transportation without having to "transfer" to downtown.</p> <p>I share with my friends and neighbors about the express bus to Dodger games and also to USC football games. They all love the convenience once they took the bus. I feel if METRO could somehow provide all the "positive" impacts to people, ie. elderly or people who don't normally go toward Downtown, it may be able to put more people at ease. I don't know if there were any studies in other major cities that suggested new transit lines do not contribute to increased crime rates, etc.</p> <p>I assume the train operation to the end of the line will be similar to what it is now at Redondo Beach station and Norwalk that the conductors will switch cab and continue northbound again. I feel most residents are not familiar with transit systems and more education that shows the benefits would help. Educating our young children about public transportation is also another way to reach parents. These are just some of my thoughts to help bring light rail to Torrance. Thank you very much for your consideration.</p> <p>Judy</p> |
| 138 | Project Email | 03/02/21 | Ben Zubkoff | | <p>Comments:</p> <p>I would like to see you guys use the ROW as its cheaper option and wont involve massive construction along hawthorne blvd. There has already been a lot of money spent on hawthorne blvd on parking/hardscaping/landscaping</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|----------------|-------------|--|
| 139 | Project Email | 03/02/21 | Janet West | | <p>[REDACTED]</p> <p>3/2/2021</p> <p>Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking, I am a resident here and have lived here 22 years and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.</p> <p>As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian wa kways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a a substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities.</p> <p>Full comment included after Project Email Comments table</p> |
| 140 | Project Email | 03/02/21 | Anna Maldonado | | <p>Dear Green Line Extension Board,</p> <p>My family & I live at Ruxton Place, a townhome community, between Condon & Inglewood Ave and Grant & Artesia Blvd. Our east community directly faces the existing train tracks. Currently, freight trains run through only a few times a day.</p> <p>My main concern regarding extending the metro line through our neighborhood would be a safety issue. There's a Shell pipeline underground, running parallel to our community and the train tracks. More frequent trains would bring more vibrations which could cause cracks, leaks, and other hazards which could pose health risks to us, and structural risks to our property. Your entity owns the land that houses the Shell pipeline, so I will assume that you have a study in place on the possible risks.</p> <p>Thank you,</p> <p>Anna Maldonado [REDACTED]</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|------------|-------------|---|
| 141 | Project Email | 03/02/21 | Ken Yang | | <p>Dear Mr. Dierking, I am a resident here and have live here 26 years and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.</p> <p>As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian wa kways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a a substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities.</p> <p>We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.</p> <p>Extending the Metro along the ROW, Alternat 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.</p> |
| 142 | Project Email | 03/02/21 | Adam Young | | <p>Looking at your plans for the metro line I want you to move it down Hawthorne blvd. you have all the shops and business there this will make for more retail for those business. The metro station should also be with the buss station at the corner Hawthorne and Artesia so people can transition from one metro to another.</p> <p>Adam Sent from my iPhone</p> |
| 143 | Project Email | 03/02/21 | Hue Nguyen | | <p>No Metro on Hawthorne Blvd please Thank you!</p> <p>Sent from my iPad</p> |
| 144 | Project Email | 03/02/21 | Hue Nguyen | | <p>[See attached pdf] No to Alternative 2</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-------------|-------------|---|
| 145 | Project Email | 03/02/21 | Tammy Clark | | <p>Re: Metro Green Line Extension</p> <p>Dear Mark Dierking, Community Relations Manager with Metro,</p> <p>I am a long time resident of North Torrance who was born and raised here and chose to remain here to raise my husband's and my two children. I have many long time friends that live in this neighborhood and my parents live in the same house they have occupied for over 50 years. In addition I have worked at Magruder Middle School which is close to 186th and Hawthorne Blvd. My family and friends, strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically in front of the South Bay Galleria and through the busiest intersection of Hawthorne Blvd and Artesia Blvd.</p> <p>Hawthorne Blvd and Artesia are heavily congested all hours of the day and I can attest to it taking me 45 minutes to travel a few blocks down Hawthorne in this area at the Christmas season due to traffic at and around the Galleria Mall. When this type of congestion occurs, many cars race through the residential street of 177th dangerously impacting the residents who live there. In addition, there have been many accidents, including fatalities, at the Hawthorne/Artesia intersection. It is important for Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the 405 freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. The widening of the boulevard would mean losing homes and any business due eminent domain. For the homes and businesses that remain, their environment will be negatively impacted with possible pollution and crime.</p> <p>As residents near Hawthorne Boulevard, we are concerned about potential light pollution and potential safety issues having a Metro so close to our residences and school crossings (186th, 182nd are two main school crossings). We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>We are concerned that if this route is selected possible construction and having the metro travel along Hawthorne Blvd will divert additional traffic into our neighborhoods such as cutting through Amie from Artesia Blvd to Redondo Beach Blvd and back.</p> <p>Metro indicated there was not enough space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities such as to the shopping areas adjacent to us.</p> <p>We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1)</p> <p>Full comment included after Project Email Comments table</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|---------------|-------------|---|
| 146 | Project Email | 03/02/21 | Kay Peterson | | <p>[REDACTED]</p> <p>March 2, 2021</p> <p>Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking, We have resided at this address since 1975 and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically in front of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.</p> <p>As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian wa kways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a a substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities.</p> <p>Full comment included after Project Email Comments table</p> |
| 147 | Wufoo | 03/02/21 | Daniel Zimmer | | <p>Hello Mark Dierking,</p> <p>I'm writing to you to thank you and Metro for bringing Metro to the community of Lawndale and its surrounding areas. Ive been a metro train rider for 20 years now and am very excited about the project and its benefits.</p> <p>My only Caveat is the lack of a centralized light rail station on Manhattan Beach Blvd. and Inglewood Blvd. where the Westwood Building Materials lot is located. This is as central as you can get in the city of Lawndale. the next block over via Manhattan beach Blvd. is Hawthorne blvd. and after that Prairie ave which leads to El Camino Village, Alondra Park, and El Camino college. El Camino College students park up and down Manhattan Beach Blvd. It's A very walkable blvd. and only 3 blocks from the proposed light rail station. Also a large working class community that utilizes public transportation more often than not. It would be a shame to shut out such a vital artery of the workforce and students from all over the South bay, who would in my opinion utilize this important station. I know this whole right of way dilemma has caused a lot of disruption with its agitators and protesters, but I ask Metro to please not loose sight of the majority who will use this Metro train, and reconsider putting a centralized light rail station in the actual city limits of Lawndale.</p> <p>Thank You Daniel Zimmer</p> |

C (Green) Line Extension to Torrance**Scoping Period - Project Email Comments**

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|----------------|-------------|---|
| 148 | Project Email | 03/03/21 | Kristen McCann | | <p>Good morning,</p> <p>As a resident of Lawndale, I ask that you choose the Hawthorne route for the green line extension.</p> <p>We are currently a small city amidst other growing cities who all have lots to offer. However, our city seems to remain stagnant. By connecting public transit to other parts of LA, including LAX and even the new Galleria and down into Torrance, or small city will be provided opportunities for growth.</p> <p>Hawthorne Boulevard is created for the type of transport you were looking for. The retail along that strip of Hawthorne could use a facelift and I know that bringing in public transportation would help.</p> <p>Running a train down the back yard of many homes of working class people in order to allow wealthier communities access is just wrong. I urge you to think of the bigger picture and think of the families who live in these homes and the rest of us who live in the small city of Lawndale.</p> <p>We deserve the same growth that the rest of the Southbay is benefiting from. Thank you for your consideration.</p> <p>Sincerely, Kristen McCann</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|--------------|-------------|--|
| 151 | Project Email | 03/04/21 | Philip Lewis | | <p>Mr. Dierking,</p> <p>Good evening. I am absolutely opposed to the Alternative #2 extension of the green line extension. For the following 3 main reasons;</p> <p>1) Impact on residential properties both east and west of the proposed Alternate #2. Between Artesia on the north and 190th street on the south, there are right up to and on Hawthorne Blvd. The negative impact to these and adjacent homes and families is incalculable, for both constructions and for ongoing operations.</p> <p>2) Alternate route #1 follows along an existing rail bed. This a far more practical route in terms of disruption to existing homes and businesses along Hawthorne Blvd. It also makes far more sense from a cost perspective. There will be far less need for eminent domain and other property acquisition challenges.</p> <p>3) The disruption to traffic along Hawthorne Blvd is also incalculable. Hawthorne Blvd from the 405 freeway on the north to 190th Street on the south has a very high daily traffic volume. Construction along this stretch of Hawthorne is bound to create increased congestion.</p> <p>Please keep the extension along the alternate route #1. Thank you.</p> <p>Philip Lewis</p> |
| 152 | Project Email | 03/04/21 | Blake Jung | | <p>Hello,</p> <p>My partner and I just purchased our first home on 163rd and condon. We love it here we just got a dog and that space by the tracks is our only green space. This neighborhood is amazing and adorable and we love it. This train will ruin it for everyone. Please consider sending it down Hawthorne blvd.</p> <p>Thank you, Blake Jung</p> <p>[REDACTED]</p> <p>Sent from my iPhone</p> |
| 153 | Project Email | 03/04/21 | Alice Hall | | <p>The C Line extension should use the Alternative 2 Hawthorne Blvd route option.</p> <p>It just seems way too risky to try to do the construction along a railroad-right-of-way that has a many decades old Shell Gas Pipeline. Digging and pounding a few feet away along this local mile or so length of the pipeline seems like a recipe for trouble. I would imagine there would have to be a lot of studies and great care would have to be taken during the work. But there is the potential for leaks, real or suspected, which could really slow things down. Finally, what if the C Line work was completed, and then a pipeline problem was suspected? Would the C Line trains have to be stopped until the investigation was completed? Would homes have to be evacuated? What if something more serious happened? Who would be liable?</p> <p>Alice Hall</p> <p>[REDACTED]</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-----------|-------------|---|
| 154 | Project Email | 03/04/21 | Bill Hall | | <p>The C Line extension should use the Alternative 2 Hawthorne Blvd route option.</p> <p>I've lived in North Redondo for nearly 40 years and have long observed the bustling surface street intersection of two state highways, 107 and 91, also known as Hawthorne Blvd and Artesia Blvd. During the 1990s when Southern California rediscovered rail line mass transit, locally embodied by the "Green Line" (now referred to as the "C Line") it seemed obvious that one day there would be an extension and a major station at that intersection.</p> <p>But many times, for some reason, the obvious approach isn't what happens. Take LAX as an example. The question of, why the C Line went right by LAX yet didn't have a direction connection with it, is something that has come up innumerable times in conversations over the years. In my opinion, this was a major missed opportunity to service a large group of potential customers. These riders might have offset the 7-year decline in annual C Line ridership from 2012 to 2019 of 13.9M to 9.1M (source: MetroRidership website).</p> <p>On April 26, 2018 and November 21, 2018, the Daily Breeze published articles delineating possible routes for that extension. The route (shown in purple) that would diverge from the railroad-right-of-way, follow the 405 freeway to Hawthorne Blvd, drop south for almost two miles and then rejoin the railroad-right-of-way, seemed like the obvious choice. It would directly connect with the major Hawthorne Blvd and Artesia Blvd intersection, along with the South Bay Galleria Mall and its very large parking lots.</p> <p>In 33 years of working in aerospace, I had to always be on the alert for disruptive technologies and paradigm shifts, which could render billion-dollar systems obsolete. It is already apparent that the 2020 pandemic has impacted all sorts of long-established patterns and trends. A lot of office workers transitioned, from commuting, to working from home. The decline of brick and mortar retailing greatly accelerated as the amount of online-shopping and home-delivery sky rocketed. Avoidance of crowds translated to diminished use of mass transit. The annual ridership of the C Line plummeted in 2020 to 4.8M (source: MetroRidership website). When things return to normal, whenever that is and whatever that looks like, many of these newly established patterns will remain.</p> <p>Full comment included after Project Email Comments table</p> |

| C (Green) Line Extension to Torrance | | | | | |
|---|----------------------|-----------------|---------------|-------------|--|
| Scoping Period - Project Email Comments | | | | | |
| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
| 155 | Wufoo | 03/04/21 | Janette Kurth | | <p>As a 42 year home owner next to the existing Harbor Row rail line and proposed C Line (Green) Extension to Torrance, my family wanted to express our distress at the devastating disruption in our quality of life. Where currently there are poss bly 5 freight trains going by daily, we will have ongoing additional noise and v bration of a metro train running by every 7 minutes throughout the day and night.</p> <p>The catastrophic loss to our property value.</p> <p>Loss of privacy and tranquility. There will also be electrical lines in addition to bright LED lights beaming down from above.</p> <p>Safety is another concern. The existing line is elevated 30 feet above our house and we have been advise by Redondo City Mayor Brand, that Metro are planning an elevated two rail line construction above the existing rail line. There is only a 5-6 feet width next to each side of the existing rail and then a drop of 30 feet on each side next to our property. There is a reason for the easement in case of a poss ble derailment. SAFETY: (Gas Leaks)There are also high pressure petroleum pipelines running next to the tracks. Shell, Plains Pipeline, Torrance Logistic Company and a number of others.</p> <p>Your alternative 2 Hawthorne Boulevard route (The former Pacific Electric Railway {Red car} would be safer). It would service the commercial businesses along Hawthorne Boulevard along with the Galleria Shopping Center. We are also concerned with the stability and infrastructure of our home to the vigorous v bration and shaking effect over time to our home.</p> <p>Please consider Alternative 2. The center green space down the center of Hawthorne Boulevard.</p> |
| 156 | Project Email | 03/05/21 | Chris Horsman | | <p>Hello,</p> <p>My name is Chris Horsman and I am a resident of 163rd street in Lawndale. I am writing to urge you to please run the green line extension down Hawthorne Blvd instead of on the existing tracks that run along the Harbor ROW greenbelt. Running it along the greenbelt will be detrimental to so many who live near that line. Not only will is cause residential home prices to plummet in the area, it's also a major safety concern for residents who live along that route.</p> <p>If the line runs on Hawthorne, it will not only be beneficial to the residents along the greenbelt, it also helps to revitalize the businesses along Hawthorne. The median that already exists down the middle of Hawthorn Blvd is the perfect alternative to safely run the extension line without negatively impacting local Lawndale (and surrounding area) residents. For those reasons, I urge you to please advocate for the Hawthorne Blvd. option for the Green Line Extension. It's the only option that is pro-resident, pro-safety and pro-local business.</p> <p>Sincerely, Chris Horsman [REDACTED]</p> <p>Chris Horsman Talent Agent</p> |
| 157 | Project Email | 03/05/21 | Edith Marquez | | <p>Demand Metro build the South Bay Green Line Extension down Hawthorne Boulevard (Alternative 2), and not through the backyards of our community (Alternative 1). Metro may have the right-of-way but as residents we have the right of say! And we say "No on ROW and Yes on Hawthorne!"</p> <p>Edith Marquez [REDACTED]</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-----------------|-------------|--|
| 158 | Project Email | 03/05/21 | Adam | | <p>Hello,</p> <p>My family and neighbors are totally against the option that goes parallel to Condon Ave (ROW). It's such a beautiful stretch of greenery that would be lost with the addition of the C Line. The route we all prefer is the one that travels down Hawthorne Blvd. It doesn't make sense for it to run down the ROW...it won't serve Lawndale or Redondo Beach residents any good...just a huge nuisance. Now, if you were to make the trains subterranean/below grade, that would be great. But still, it makes more sense to run down Hawthorne Blvd. The businesses in the area will also serve to benefit, since they'll have Metro's riders awareness.</p> <p>Adam</p> |
| 159 | Project Email | 03/05/21 | Kimiko Shiozaki | | <p>Good afternoon, Please add me to the mailing list. [REDACTED]</p> <p>Thanks, Kim ko shiozaki</p> <p>Sent from my iPhone</p> |
| 160 | Wufoo | 03/05/21 | Stefan Englund | | <p>I am a Torrance resident and I oppose Alternative 2. Adding a track down the middle of Hawthorne Boulevard would create extra congestion on an already busy artery. The train on Hawthorne would not benefit any of the businesses located there, since it would not stop along the street. Additionally, a lot of time and energy went into beautifying the meridian on Hawthorne Blvd. in Lawndale; it would be a waste to destroy that for a train, especially when the infrastructure already exists. Metro should decide on Alternative 1, and keep the train on the pre-existing track. The stop at the Galleria is already under construction and seems like the best location. Please choose Alternative 1.</p> |
| 161 | Project Email | 03/06/21 | Yuko Aoki | | <p>Please DO NOT to Alternative 2 !!!!! " NOT 2 "</p> |
| 162 | Project Email | 03/06/21 | Julie Iffland | | <p>I'm sending this email with concerns re having the green line go through the neighborhoods of redondo There are several groups no opposing this And looks like a law suit could be filed soon The v brations Noise and safety of children walking to the nearby schools is a major concern. Julie Sent from my iPhone</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|----------------|-------------|--|
| 163 | Project Email | 03/07/21 | Cynthia Voyles | | <p>To whom it may concern,</p> <p>I believe I should preface this email by stating that I am not giving you a biased opinion on which alternative I believe is the correct choice. Based on where my house is (sandwiched in between both proposed routes) I would be forced to deal with the effects of both future railway locations. From traffic on Hawthorne Blvd - my only way out of the neighborhood - to the proximity to my own home (which is on Kingsdale Ave), I am a resident who believes they can give valuable insight on this matter.</p> <p>With this in mind, I am emailing you to voice my concern and disapproval of Alternative 1. The reasons being; you are putting more South Bay citizens in a direct position where we are forced to have an additional rail line in front of or behind our homes which would directly affect our property values, take away the lush green space for our families to enjoy, and (most noticeably) create more noise pollution that will take away our peace we get when the current train is not rattling our homes. This is of course forgetting to mention the worry we will endure constantly over our safety should any train malfunctions/crashes occur on this line since our homes would be on the front lines of it all. The residents of the ROW have to be the one dealing with the aftermath of a new metro line all day, everyday. Our place of living would be changed forever.</p> <p>Alternative 2 is the way this needs to be handled. You would be sparing the tranquility of not only our homes but also our parks and current walking trails. It would show South Bay residents that Metro takes the safety of South Bay residents seriously. We would not lose valuable green space for not only our families to enjoy but future families as well. For those who have concerns over the traffic the line would cause I believe an elevated track is the best solution to retain all lanes.</p> <p>Thank you for your time, Cynthia</p> |
| 164 | Project Email | 03/07/21 | Anne Bender | | <p>Do not put a commuter train through my nice neighborhood! You guys are monsters for even considering it. Shame on you.</p> <p>Sent from my iPhone</p> |

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Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|------------------|-------------|--|
| 165 | Project Email | 03/07/21 | Monique Mitchell | | <p>As a homeowner along the ROW at the El Nido Park section in Redondo Beach, the following points of environmental impact on our Life and Home MUST be studied before considering the devastating changes to our lifestyle that would be imposed by Option 1, The ROW:</p> <ul style="list-style-type: none"> • VISUAL - One of the aspects of our property that inspired us to purchase in 2007 was the beautiful tree-lined backdrop provided by the park that would be obliterated by lightrail poles and cables and/or a retainer or buffering wall which would change our home environment completely, turning it into a penitentiary-like setting. Now we have one roundtrip train per day which we were told at time of purchase would probably go away in the future. For now the one train has not been too obtrusive, however, the visual over and above our 8 foot property wall is massive so trains passing by every 7 - 10 mins would be unbearable. • SUNLIGHT - We purchased our home with an in ground sustainable swimming pool without gas heat. Our morning Sunlight warms up the water by using a dark color treatment on the pool floor plaster. Having our morning Sunlight obliterated would not only have a devastating impact on our ability to use our pool, it would also kill our garden and deprive us of our outdoor living lifestyle. • PROPERTY VALUE - We have been advised that adding commuter rails directly behind our back wall passing through every 7 - 10 mins would lower our property value by a devastatingly significant amount. Should we decide to sell our home to escape the chaos we can lose in the hundreds of thousands range which would detrimental to our future and make it impossible to afford a reasonably similar replacement for our lifestyle. Of course we would be legally required to disclose your plans of drastically changing the home environment here on our property and in our community. • NOISE - The 182nd Street crossing is two doors down from our property. By law trains must blare their horns at least 3 teams upon approach to the crossing. There is no wall that could ever be built to absorb that noise and make it quiet. Working from home would be impossible. Phone calls need to be paused for the passing of a train, videos need to be paused since the noise overpowers any audio. Bedrooms are at the back of the houses, it would be impossible to sleep. Quiet enjoyment of our home, backyard and pool would be completely destroyed. • VIBRATION - The vibration from the one roundtrip train do add wear and tear to our property's infrastructure, especially the back wall and swimming pool. Small objects do move and tumble over in our garage which is located behind the house. • TRAFFIC - During rush hour here 182nd St and Inglewood Ave. serve as main arteries for work commuters. That intersection is very chaotic as it is and can barely handle that level of traffic. Inglewood Ave. has only 2 lanes going each direction, 182nd St. has only one lane going in each direction. The constant passing trains, even trenched, will without a doubt overwhelm that intersection. Emergency responders would not be able to access our community in a timely manner. <p>Thank you for your consideration of our rights to our established lifestyle as Redondo Beach, California homeowners and tax paying citizens of Los Angeles County.</p> <p>Sincerely,</p> |
| 166 | Project Email | 03/08/21 | Christine | | <p>Good morning!</p> <p>Can you please tell me the current status of project LA0G632? The description is in the subject line if needed.</p> <p>Thank you, Christine</p> |

C (Green) Line Extension to Torrance



Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|--------------------------|-------------|---|
| 167 | Project Email | 03/08/21 | Junwen and Christine Lin | | <p>Junwen and Christine Lin [REDACTED] March 8, 2021</p> <p>Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking,</p> <p>We are a young family residing a few blocks East of Hawthorne and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2), more specifically east of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean neighbors losing homes and any viable business and commercial buildings along this area due eminent domain.</p> <p>As residents near Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian wa kways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will separate our neighborhood from a better quality of life and access to safe, walkable amenities.</p> <p>Full comment included after Project Email Comments table</p> |

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Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-----------------------|-------------|--|
| 168 | Project Email | 03/08/21 | Domenica Cresta | | <p>Hi!</p> <p>I currently own a home in North Redondo in the Franklin Park area (Fisk Lane & Fisk Ct) with my husband and two young children. We chose to live in this neighborhood because it is safe, quiet and filled with TONS of children and families. We recently moved here from NYC, thinking that we escaped the noise and chaos of the elevated subways and cars. It pained me to hear that there was a possibility that the C Metro line would be running on the tracks facing / backing into our homes, making our now quiet and safe neighborhood into a noisy, dangerous and chaotic area. This would destroy our neighborhood, as well as our home value. The tracks are VERY close to our homes, some have these tracks literally backed up into their backyards. I cannot imagine the noise level and potentially dangerous situations, this train running multiple times a day, would pose to our children and families surrounding the tracks.</p> <p>Considering that Hawthorne Blvd is already a busy area, filled with businesses and noise, it makes more sense to have the train line run in this location, versus in a quiet residential area. Whatever I need to do to stop this and vote to have the alternative choice (Hawthorne Blvd) for the C line, PLEASE let me know.</p> <p>I've copied a few of my neighbors to this email, that agree with placing the C line on the Hawthorne location, verses here and share my concerns.</p> <p>I appreciate your understanding and time to read my email of concern.</p> <p>Thank you. Domenica Cresta</p> |
| 169 | Project Email | 03/08/21 | Lori Plesz | | <p>Dont want it in Torrance especially on 190th Street. Bring it closer to the freeway away from Private property. Will just make it easier for criminals to get to our area and also get out. Pease do not extend to 190th st. Go by the 405 and follow it.</p> <p>Concerned residents, Lori Plesz and David Geere West Torrance residents</p> <p>Sent from my iPad</p> |
| 170 | Project Email | 03/08/21 | Carl and Marcia Gehrt | | <p>In response to the Metro C Line Extension question, we feel it would be best to select Alternative #1, Metro Railroad Right-of-Way. This seems the easier route and less evasive than using Hawthorne Blvd. There are railroad tracks already present.</p> <p>Thank you,</p> <p>Carl and Marcia Gehrt [REDACTED]</p> |
| 171 | Project Email | 03/08/21 | Luis Chaves | | <p>Please accept my feedback and suggestion for the Metro C Line Extension.</p> <p>I would suggest Alternative 1: Metro Railroad Right-of-Way, beginning at the existing Redondo Beach Station and follow the existing Metro right-of-way for the length of the project.</p> <p>Thank you,</p> <p>Luis Chaves</p> |

| C (Green) Line Extension to Torrance | | | | | |
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| Scoping Period - Project Email Comments | | | | | |
| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
| 172 | Project Email | 03/08/21 | William Champlin | | <p>Metro has proposed 2 alternatives for South Bay routes of the Green Line.</p> <p>Alternative 1: Follow the existing railroad right of way that passes behind El Nido Park and over Hawthorne Blvd at 190th St.</p> <p>Alternative 2: Redondo Beach Station beside the 405 freeway and down the middle of Hawthorne Blvd to merge into the existing railroad right of way at 190th St.</p> <p>We prefer not to have it come through our city but if it must we prefer Alternative 1 that the route be built solely on the existing right of way.</p> <p>Regards,</p> <p>William Champlin </p> |
| 173 | Wufoo | 03/08/21 | Jesse Jobert | DLR Group | <p>Does Metro know the desired project delivery method yet? Design-build, P3 or traditional design-bid-build.</p> <p>Attention: Mr. Phillip A Washington Chief Executive Officer Los Angeles County Metropolitan Transportation Authority </p> <p>I attended the February 28th meeting at our neighbors @ 1302 Firmona regarding the Green Line extension. As a 42 year home owner living on a quiet cul de sac on Fisk court next to the existing Harbor Row rail line and proposed C Line (Green) Extension to Torrance, my family wanted to express our distress at the devastating disruption to our quality of life. Where currently there are possibly 5 freight trains going by daily, we will have ongoing additional noise and vibration from a metro train running by every 7 minutes at peak hours and every 15 minutes at off hours from 4:00 a.m. to 12:00 p.m. midnight (20 hours a day.)</p> <p>Conservatively if a train ran every 10 minutes, that would be 120 trains a day in addition to the existing freight trains. As you can imagine there will be little sleep in the remaining 4 hours of down time. IS THIS SOMETHING YOU WOULD WANT NEXT TO YOUR HOME?</p> <p>The existing railway track is elevated about 35 feet above our property. There is only a 5-6 feet width next to each side of the existing rails before it drops off to a very steep slope and a small access road below. From the center of the track it is only about 30-35 feet to our property line. In the plans it indicates there is a 100 feet minimum width required. This is not the case next to us. How is Metro going to erect a 40-50 foot tall, two rail Metro line above the existing track. Conservatively 70 feet above us. There will be Loss of privacy and tranquility. There will also be electrical lines in addition to bright LED lights beaming down from above. Not to mention the disruption and noise during construction. IS THIS SOMETHING YOU WOULD WANT NEXT TO YOUR HOME?</p> <p>The catastrophic loss to our property value. How would you feel about losing possibly half of your home valuation and possibly more?</p> <p>Safety is another concern. There is a reason for the easement in case of a possible derailment. SAFETY: (Gas Leaks)There are also high pressure petroleum pipelines running next to the tracks. Shell, Plains Pipeline, Torrance Logistic Company and a number of others. I have been in contact with them. Have spoken to Suzy Husner (310) 212 4468 and Terri Shinde (310) 212 1794 at Torrance Logistic Company. They have only recently been contacted by METRO. They say they have leases and Right of Way and their legal departments are investigating their rights. Along with the engineering departments requesting drawings and plans of construction.</p> |
| 174 | Project Email | 03/09/21 | Janette Kurth | | |


C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|---------------|-------------|--|
| 175 | Project Email | 03/09/21 | Holly Osborne | | <p>Dear Metro:</p> <p>At the last scoping meeting on Feb 27th, I made a comment; just want to make sure it is included:</p> <p>Please indicate what the Green Line (C) route is NORTH of the Marine Ave (Redondo) station when you do your ridership studies. (The original route for the Green line was Norwalk to Redondo, but I am no longer sure that route is correct.)</p> <p>Also, please indicate whether there will be a "one seat" ride from the Green Line Station at Marine Ave (Redondo) to LAX. Or will you have to change metro trains to get to the airport? Please be specific about how to get to LAX from the Redondo Station, regarding both the route and expected travel time.</p> <p>Thank you</p> <p>Holly Osborne [REDACTED]</p> |
| 176 | Project Email | 03/09/21 | Frances Koo | | <p>I prefer Alternative 2, because there are more destinations on Hawthorne Blvd. It's a main street and I can see people hopping on and off between working, shopping, and restaurants.</p> <p>I hope one day you can extend the green line all the way south on Hawthorne to PCH.</p> <p>Frances Koo</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|---------------|-------------|---|
| 177 | Project Email | 03/09/21 | Jessica Smith | | <p>To whom it may concern, I live in the city of Lawndale on 161st street. I live about 4 houses down from the train tracks. I have lived here for 33 years. I am strongly against putting a metro light rail where the train tracks are (alternative 1). I am strongly in favor of putting the metro light rail on Hawthorne Blvd. (alternative 2). Here are my concerns regarding putting a metro light rail along alternative 1 and why I disapprove of alternative 1:</p> <ul style="list-style-type: none"> - The tracks will be too close to houses. There is not enough room for all those metro trains and the regular train to fit safely in the existing space. - The potential for accidents will go way up, jeopardizing residents who did not previously have to worry about a high-poss bility of accidents. The train could derail. When trains derail, they tend to stack up and in that small space, it would crash into residents' homes along the sides of the train. People and cars can also get injured by the train. - I heard in the virtual meetings that the trains will be passing very frequently, as much as a train passing by every 15 minutes. That is disruptive to the community. It will cause a lot of back up for local traffic. - I am worried about the noise. Currently there is a freight train that passes by about twice a day and it is very loud. I hear that it is required to honk the horn at least 3 times every block. Do metro light rail trains have to do the same thing? If so, that is too much noise! Our neighborhood is fairly quiet except for the short train twice a day. I am worried about the noise that the metro will make on it's tracks. I hear light rail is pretty quiet, but I am also concerned about the railroad crossing warning signs that make loud noises when they go up and down. If the metro train does not make a lot of noise, those warning signs will, going up and down all day and night. Also, does this noise hurt animals' ears. There are many cats and dogs in homes in this area. - Living so close to the railroad tracks also makes me concerned for v brations. How much v bration will all of these trains create over time. Will it mess up the foundation of the houses nearby? - Currently there are trees and grass along the railroad tracks. It seems as if metro will have to take out this greenery to put in these tracks. We need more trees and plants to update this part of our city, we don't need metro taking out our plants and making our little neighborhood into a concrete jungle. Also, will part of the land have to be leveled? <p>Full comment included after Project Email Comments table</p> |
| 178 | Project Email | 03/09/21 | Sabrina Heim | | <p>Greetings. My homeowner's association has asked that we give you input into which metro line alternative we prefer.. I would ask for Alternative 1. Thank you, Sabrina Heim </p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|---------------|-------------|--|
| 179 | Project Email | 03/09/21 | Brian Cohen | | <p>Hello</p> <p>Would it make sense to expand the green line to the 110 where it can meet with the silver line?</p> <p>This way there can be access to san pedro</p> <p>Thanks</p> <p>Brian</p> <p>Sent from my iPhone</p> |
| 180 | Project Email | 03/09/21 | Briana Hansen | | <p>Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking,</p> <p>My husband and I bought a home in the area about a year ago and are in love with the neighborhood for our growing family - and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2): more specifically east of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.</p> <p>As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW. Additionally, we are expanding our family with a newborn son and this is not the type of neighborhood we envisioned for him safety-wise.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian wa kways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will separate our neighborhood from a better quality of life and access to safe, walkable amenities. Every day, my family (including our two dogs) and I take a wa k around our quiet neighborhood, often across the street to enjoy some of the amenities easily available. This would change with this Metro addition and be detrimental in many ways to our enjoyment of the neighborhood.</p> <p>We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1)</p> <p>Full comment included after Project Email Comments table</p> |

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Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|------------------|-------------|--|
| 181 | Project Email | 03/09/21 | Dennis Sulies | | <p>Thank you for giving me the chance to leave a comment on this project.</p> <p>As a Lawndale resident / homeowner next to the existing tracks, it's probably not surprising that I don't want a light rail about every 5 – 10 minutes (one in each directions) right next to my bedroom. I still can't believe Metro is seriously thinking on that option which would destroy one of the nicest neighborhoods in the city of Lawndale as well as Redondo Beach. People who live here love the peace and quietness in this area. Take some more dollars and build it along the Hawthorne Blvd. where a light rail belongs. In the middle of a huge Blvd. with stores and big intersections. Not through neighborhoods where people enjoy their lives just because Metro owns already the land.</p> <p>I always hear an argument about parking spaces in the middle of Hawthorne Blvd. which has to be taken away to build the tracks. That's no issue in my opinion. On most days there are plenty of spots available not matter what time. Furthermore is the biggest argument from Metro and LA County that more people would love to use public transportation. That's even better for all the stores there because they will have a public transportation next to their businesses and can easily attract new customers as well as existing ones who can use the rail as well.</p> <p>Please take some parking spots and build the extension where it belongs. Through a business district Boulevard with plenty stores instead of a peaceful neighborhood.</p> <p>Thank you,</p> <p>Dennis Sulies</p> |
| 182 | Project Email | 03/09/21 | Angelica Sanchez | | <p>Hello,</p> <p>My name is Angelica Sanchez-Velazquez and I am a resident of Redondo Beach. The existent railroad is right behind our property, we live on Firmona Ave close to the Galleria Mall.</p> <p>We do not oppose the project but rather would I ke to suggest the Hawthorne Blvd alternative. We have lived here for almost 4 years and bought this home thinking we will be having a good family investment for our kids. Choosing the existent railroad will devalue our property. Since we bought our house, we have remodeled it and spent hundreds of thousands of dollars that we are afraid we will be lost in equity. Unfortunately, we cannot afford to sell and move, we would not be able to buy anything in Redondo Beach since the prices are so high. We are a working family and had made sacrifices to live in this city and feel very worried about the future of our investment.</p> <p>Also, this area of Redondo Beach has already a lot of traffic due to the proximity to the Galleria Mall. Having the Line C right behind our backyard will increment the noise and traffic. Having the current train passing twice a day is tolerable, but having a train passing by every 20 minutes or so is way much more noise. This will bring more disruption to the family-oriented neighborhood we have, and we will not be able to enjoy our backyards with our families.</p> <p>I strongly opposed having the C Line run through the existing railroad and hope you can listen to the resident's concerns. My family and neighbors would I ke to have the Hawthorne alternative instead to maintain the property value and not to have more noise in the neighborhood.</p> <p>Best,</p> <p>Angelica Sanchez-Velazquez Resident of [REDACTED]</p> |

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Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-----------------------|--|--|
| 183 | Project Email | 03/09/21 | Norman & Yukie Gibson | | <p>Hi there, just commenting that we support the green line extension to Torrance. We live about 3/4 of a mile away from where the new Torrance station will be and are looking forward to having such convenient access to Metro's network.</p> <p>Based on where we are, we of course are OK with either of the routing options, though I have to say the one to use the existing greenway along Condon Avenue seems to make the most sense and be the most cost-effective. Maybe putting a stop at/near South Bay Galleria would make it more attractive to the folks in that area.</p> <p>Thank you,</p> <p>Norman & Yukie Gibson Torrance</p> |
| 184 | Wufoo | 03/09/21 | Madeline Ocampo | CA Public Utilities Commission | Please add my email to the mailing list. Thank you! |
| 185 | Wufoo | 03/09/21 | Concepcion Barragan | | Send METRO to Hawthorne. Already a commercial area. Residential areas deserve peace and quiet. Keep the few green spaces we still enjoy in the middle of this concrete jungle. We enjoy daily "nature walks" with my grandkids. |
| 186 | Wufoo | 03/09/21 | Chuck Ellingson | | no to extension thru railroad rightaway. for cars that run empty,run them down hawthorne and not impact residents near the tracks |
| 187 | Project Email | 03/10/21 | Dave Amat | | <p>Metro, Will this project fall under SB288, If so will the time-line for competition be shortened? Thank you Dave A</p> |
| 188 | Project Email | 03/10/21 | Audra Arbini | Watt Companies (Property Manager of Southbay Estates) | <p>Hi, Please add me to the mailing list.</p> <p>[REDACTED]</p> <p>Sent from my iPhone</p> |
| 189 | Project Email | 03/10/21 | Melanie Dreike | West Torrance Homeowners Association | <p>Hi,</p> <p>I live in West Torrance and I prefer Option 1 which utilizes the ROW that exists (my personal preference would not to have the Metro come to Torrance at all) and DOES not go down Hawthorne Blvd. Our Executive Board of the West Torrance Homeowners Association of which I am the president feels the same way.</p> <p>Thank you, Melanie Dreike</p> <p>Melanie Dreike [REDACTED]</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|------------------|-------------|--|
| 190 | Project Email | 03/10/21 | Andrew Lesser | | <p>Use the existing Metro-owned right-of-way.</p> <p>It would be terribly expensive to re-route the C Line (Green Line) to Hawthorne Blvd. In addition, Redondo Beach has already spent a great deal of money on planning for the RB transit Center near the Target store. It makes no sense to have the C Line routed away from the location of the planned RB Transit Center along the Metro-owned ROW.</p> <p>If one buys or rents a home next to railroad tracks, one should not complain when there are plans put forward to place the right of way back into rail service of one kind or another. The east side of Ruxton Lane used to have all industrial uses. Then it was developed into townhomes---no one ever should have assumed that the rail line would be abandoned.</p> <p>I favor Alternative 1, using the existing Metro-owned right-of-way.</p> <p>Andrew Lesser RB resident</p> |
| 191 | Project Email | 03/10/21 | Rene Arreygue | | <p>Hello,</p> <p>I live across the street from Columbia Park on the 186th st. side. I believe having the C line come down Hawthorne Blvd. will create lots of traffic disruption for many commuters on Hawthorne Blvd. It seems the natural flow of the current rail way will have the least amount of overall disruption to the community. For those houses that border the rail line, a larger, sound barrier wall will minimize the amount of noise.</p> <p>Regards, Rene</p> |
| 192 | Wufoo | 03/10/21 | Benjamin Zubkoff | | <p>Please use ROW. Much cheaper alternative, and safe tons of traffic from hawthorne Blvd. There has already been a ton of money spent beautifying hawthorne blvd, and this will undo that and get rid of much needed parking.</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-----------------|-------------|--|
| 193 | Project Email | 03/11/21 | Ian Westlake | | <p>Good Morning</p> <p>I am writing to you to express my concern over the continued consideration of using the existing rail line track for the Green Line extension. I had the experience of working at Northrop Grumman in El Segundo working at the plant at Aviation Blvd and 120th streets. I experienced first hand the huge impact on the local infrastructure. The amount of moved earth, the piles of moved earth and rubble, the vibration of the large vehicles, the noise of those vehicles, the traffic disruption and the impact of the noise created by the workers themselves. I had the experience for nearly two years until I retired from the company in Aug 2020. At that time the work was still on-going. The impact was huge and was at a location that supposedly would be minimal as only businesses would be impacted. If the same amount of effort is needed for the section from 182nd street to 190th street in Redondo Beach the impact would be horrific. I assume the level of effort will be far greater here, as the level of the area needed for the track and the infrastructure, will require vast amounts of soil and gravel to be moved. There is also the grave concern on the Gas pipe line which is running along the same section. I assume that this will have to be un-earthed and strengthened to account for the increased seismic activity that will occur, during the potential construction and due to increased activity if the rail line is built here. This is again without consideration for the large impact on the residents and the issues that using that corridor will create. Listed below are some of the things that I think the impact assessment MUST address. With this being said I highly recommend that the Metro Organization very seriously consider using the Hawthorne Corridor as the best solution. I realize there is likely to be traffic and cost impacts to that option but to all concerned it is by far the best option in my opinion, again for the reasons noted below.</p> <p>Impacts that need to be considered and addressed with the consideration of the Rail Line track location Option</p> <p>1/ The existing Gas Pipeline and the possible impact of that being ruptured during construction or during line operation.</p> <p>2/ The amount of earth that needs to be moved and the impact on the roads, the impact of additional blown rubble that WILL affect every property on either side of the proposed route.</p> <p>3/ The amount of impact the length of time the project will take and the associated noise and seismic activity that all of these very heavy vehicles will create.</p> <p>4/ The impact to the residents on loss of sun light or other natural light by having additional obstructions blocking this required resource.</p> <p>5/ The concern that El Nido park is one of very few 'green zones' in this area, with many trees and lots of wild life. The park is also a haven for Kite Flyers in the summer, as there is a natural wind lift that occurs in that park with the normal off and on shore breezes. This would have to be seriously considered if electrical lines would be present. As I am sure this would cause all sorts of maintenance issues to the line operator. The current rail line is a haven for large flocks of crows which spend a lot of time on the track in the summer.</p> <p>6/ Using the existing line would also make it so that all riders will be able to 'look down' into the back yards of all of the houses along the 182nd to 190th corridor, as the properties are lower than the rail line in this area. This impact cannot be overlooked as there will be an invasion of privacy.</p> <p>7/ Then the impact that is personal to me, is the increased seismic activity and the impact on the properties adjacent to the proposed route. I am already experiencing significant cracking in my driveway, and my back patio due to the current train activity. This activity and degradation will only increase with additional trains and because of the construction vehicles. This will be of significant impact to everyone in this area.</p> <p>8/ The tra</p> |
| 194 | Project Email | 03/11/21 | Laurie Paolozzi | | <p>Please use the existing right of way. If there are no stops between the Redondo Transit Center and the Torrance Transit center, there is no reason to go down the middle of Hawthorne Blvd.</p> |
| 195 | Project Email | 03/11/21 | John Lee | | <p>Will the C Line extension alternative 1 require the taking of any private property between El Nido Park and the intersection of 190th Street and Hawthorne Blvd.?</p> <p>John Lee</p> |

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Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|--------------------|---------------------|--|
| 196 | Project Email | 03/11/21 | Caroline Bustillos | Eden Eco-consulting | <p>Hello, I am writing to you to express my concern as a Lawndale resident. I live near the train track and enjoy this green belt every day to walk my dog or just run, and I know many neighbors do the same thing! I do know that L.A. needs more (clean) public transportation as a Sustainability Consultant myself. But I do also know that L.A. needs more trees and more green areas for air quality and community well-being. I believe that the option going through the Hawthorne boulevard is a better and more logical option as: 1/ It will bring more walking people to the area and the multiple businesses on the Boulevard, whereas this won't happen if the metro goes through residential areas. 2/ I have concerns with the safety of the Condon Avenue area with the pipeline being nearby. 3/ Owning a house in the neighborhood I am off course concerned about the devaluation of the house because of noise / vibration disturbance. 4/ As I already mentioned I do not want the green belt along the current train track to disappear. I hope you will take my voice into consideration in your decisions, as you thrive to build a better Los Angeles for its inhabitants. Sincerely,</p> <p>Caroline Bustillos Inspiring organizations to sustainability [REDACTED] www.eden-ecoconsulting.com</p> |
| 197 | Project Email | 03/11/21 | Ian Westlake | | <p>Good Morning I realized after I sent the original email that I failed to properly identify myself. My name is Ian Westlake and I live at [REDACTED] The house number is case you wish to contact me is [REDACTED] I look forward to hearing from you and I am hoping I get a reply letting me know that you got my email and that is will be seriously consider my opinion in your review.</p> <p>Thanks You. Ian Westlake</p> |
| 198 | Project Email | 03/12/21 | Grace Houzvicka | | <p>To whom it may concern:</p> <p>I attended one of the virtual meetings regarding the green line recently.</p> <p>I am very concerned with what I heard.</p> <p>My husband, daughter and I live near the Galleria Mall on Inglewood and 184th St. The train tracks go through my neighborhood.</p> <p>I am very concerned about a Metro line running along my house. During the presentation, it was mentioned that a train would run 8-10 times per hour. I can only imagine the noise pollution that my family would have to deal with. I am also concerned about my property value falling.</p> <p>It seems like it would make more sense to have the Metro run on Hawthorne Blvd below ground. That way it doesn't negatively affect 40 blocks of residential neighborhood.</p> <p>I implore you to consider the people who are affected. Please don't put money over the concerns of the residents.</p> <p>Thank you, Grace Houzvicka</p> <p>Sent from my iPhone</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-------------------|-------------|---|
| 199 | Project Email | 03/12/21 | Roland Blancaflor | | Gentlemen/Ladies, Our preference is the Alternate 2 which stops at the Galleria but Alternate 1 would be so much cheaper. Roland and Linda Blancaflor |
| 200 | Project Email | 03/12/21 | Masa Aoki | | Please DO NOT ALTERNATIVE 2!!!! |
| 201 | Project Email | 03/12/21 | Aoki Masakazu | | Please DO NOT ALTERNATIVE 2!!!! |
| 202 | Wufoo | 03/12/21 | Gala Burkholder | | I have viewed the Zoom and the printed proposed plans for the C line. Unless this line is put UNDERGROUND, it will greatly negatively impact the communities and homes in Redondo Beach, Lawndale and Torrance in several ways. The chief complaint will be the unwanted NOISE generated through the residential areas. If line C goes forward at grade or above grade, the quality of life for these families will be sacrificed in the name of progress for the benefit of others. Line C should not be implemented if it cannot be done correctly without negatively impacting the community with added noise, vibrations and possible safety from train cars being de-railed or trains hitting people or other vehicles. DECISIONS on the construction of line C should be made as if this RAIL LINE WAS GOING BEHIND YOUR OWN HOUSE! If line C is delayed or eliminated from current transportation plans, the South Bay will continue to survive with ridership leaving from the Marine Station. Metro should WAIT to begin this construction until the required funds are found to UNDERGROUND Line C! |
| 203 | Wufoo | 03/12/21 | John Reece | | Please add me to the mailing list. We would like to stay abreast of the timeline and pursue opportunities to perform the electrical (Complete scope) |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|------------------|-------------|---|
| 204 | Project Email | 03/13/21 | Stephen E. Price | | <p>From: Stephen E. Price</p> <p>[REDACTED]</p> <p>March 13, 2021</p> <p>To: Mark Dierking, Metro Community Relations Manager Re: Metro Green Line Extension</p> <p>Dear Mr. Dierking,</p> <p>I was raised with 7 other siblings in this lovely home in this delightful, quite, safe, family friendly neighborhood in Torrance and lived here from 1952 until 1979 when I married. I returned to live in this, our family home, from 2011 to 2016 to be a full time caregiver for our mom. I and all of our family have many, many close friends of many years and generations living in this beautiful, quiet, safe neighborhood between Hawthorne Blvd and Praire Ave. All the streets, including 177th St which has the traffic signal controlled intersection with Hawyhorne Blvd have an existing sound, grass and tree barrier access-road separating the neighborhood from the huge 8 lane Hawthorne Blvd. This is a very important safety and quality of life barrier that has been protected successfully over the years from business interests seeking to take it away from the neighborhood and severely impact the quality of life. Putting a railroad here makes no sense when an existing, buffered, rail road exists (the Row) and can be used to the great benefit of all.</p> <p>Myself and entire family strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically east of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which</p> <p>Full comment included after Project Email Comments table</p> |
| 205 | Project Email | 03/13/21 | Terri THomas | | <p>Hello,</p> <p>If I have to choose one or the other, I personally prefer Alternative 1. It seems less impactful on surrounding communities & follows the existing Metro right-of-way for the length of the project.</p> <p>Thank you,</p> <p>Terri Thomas</p> |


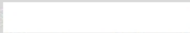
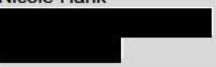
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|-----|----------------------|-----------------|-------------|-------------|--|
| 206 | Wufoo | 03/13/21 | Leyla Giles | | <p>I vote NO to the Metro on Hawthorne Blvd!</p> <p>As someone who has lived in this area all my life, I find it inconceivable to run the Metro down Hawthorne Boulevard.</p> <p>*The traffic now a days is quite heavy. We are blessed & cursed with easy freeway access. Lots of traffic flows through our area as people access our nice weather, restaurants, shopping, & beaches.</p> <p>* The intersection of Hawthorne & Artesia is one of the busiest in the area. Given the traffic already impacting this area, Metro route Alternative #2 would only exacerbate the traffic issue.</p> <p>* The obvious route is the one that is already there & waiting which is Alternative #1. There is already a clearance area, it would be less expensive & less disruptive to this most trafficked area; and homes & businesses along Alternative #2 could remain in place.</p> <p>Thank you for your attention.</p> |
| 207 | Project Email | 03/14/21 | | | <p>Hello,</p> <p>I vehemently object to even the thought of the green line being extended through the quiet neighborhood surrounding the Harbor ROW, alternate 1.</p> <p>I've lived nearby, about 10 lots east of the ROW, for 30 years. As a homeowner here, I've already been extremely distraught for years over the possibility of more tracks and trains on the ROW happening, causing me to have to re-think plans for my property and my future. Consider that...and I know I'm not the only one. There are many of us,</p> <p>Except for the 2 daily freight trains that run down the ROW and blow their loud horns that could be heard for thousands of feet, this is a quiet neighborhood.</p> <p>The ROW is green with trees, grass, plants, etc. People who live along the ROW, in the hundreds of houses directly along the ROW, the thousands of homes and thousands of people adjacent to them, have had that area for their enjoyment.</p> <p>You want to tear all of that up and put in two more tracks that run every five minutes, hundreds of times a day, blowing their loud horns from the early morning to midnight? Right in people's backyards???</p> <p>You would have to be sadistic and hate people, families, and communities to even consider such a thing! Seriously. Think about it. How are people even supposed to sleep?</p> <p>What if this were YOUR home being affected in this way? You ALSO would find it to be completely unacceptable.</p> <p>Those tracks go to nowhere! It was a badly conceived idea from the start. As someone whose taken the bus to work since 2016, on a path that parallels the ROW, there is very little ridership.</p> <p>But decades ago, your agency bought the ROW with this bad idea in mind and it's been your twisted agenda ever since.</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-------------------------|-------------|--|
| 208 | Project Email | 03/14/21 | Shawn & Michelle Purkey | | <p>March 14, 2021</p> <p>Resident: Shawn & Michelle Purkey </p> <p>Re: Metro Green Line Extension Attn: Mr. Mark Dierking, Metro Community Relations Manager</p> <p>Dear Mr. Dierking, We are residents at the above noted address and have resided here a little over 20 years and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically east of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.</p> <p>As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north,</p> <p>Full comment included after Project Email Comments table</p> |
| 209 | Project Email | 03/14/21 | Nicole Hank | | <p>Dear green line extension committee:</p> <p>This is a picture of my backyard. I live at  Redondo beach and I do not want another train. This one is close enough and only goes by 2-4x -a day. Yes, it shakes my house. I can't imagine what would happen to my \$\$ million dollar home (built in the 1950s) if another train was built in my backyard. Please consider Hawthorne for the residents. We want to support our community but not with a train in the row. We want it to go down Hawthorne to support the businesses.</p> <p>Thank you, Nicole Hank </p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-------------|-------------|--|
| 210 | Project Email | 03/15/21 | Wally Marks | | <p>Hello Metro.</p> <p>I support Alternative #1 (RB Transit Center) – using the Metro owned right of way as the preferred choice.</p> <p>Benefits Using the Metro owned ROW makes the most sense:</p> <ul style="list-style-type: none"> i. Faster to construction ii. Less potential litigation and avoid conflicts with the three cities, Hawthorne, Redondo Beach and Torrance. iii. Less car and pedestrian conflicts using the ROW because it can be separated from the everyday travel patterns of the South Bay public. iv. Faster travel times from the South Bay to LAX and Crenshaw lines. v. Linkage to good sized South Bay centers that offer connectivity to other modalities for the community <p>Costs Using the owned ROW will save time to construct and save millions of dollars. Opening this extension of the C-Line as early as possible is an obvious benefit to everyone. Taking cars off the road is paramount.</p> <p>Feasibility Again, using the owned ROW avoids engineering challenges with the various height transitions on Hawthorne Boulevard as well as figuring a means to abut the 405 Freeway and avoid the Hawthorne exit and entrance ramps. One needs to develop key centers like the South Bay Galleria as economic hubs, coupled with this light rail line. Then the adjacencies will bloom, meaning development will follow and more housing will built along Hawthorne Boulevard, along Artesia Boulevard, in this one example.</p> <p>Impacts The use of sound walls in the Hawthorne portion of the extension works. As an active Expo Line user, I know the benefits and do not believe it is a deficiency. As a business and property owner in both Santa Monica and Culver City, the value of property has only gone up with the opening of the Expo Line, and those businesses close to the line become more resilient and accessible for more patrons.</p> <p>Mitigations Compared to buses with rubber tires, the light rail trains have a reduced sound factor.</p> <p>Full comment included after Project Email Comments table</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|------------|-------------|--|
| 211 | Project Email | 03/15/21 | Daniel Lee | | <p>To whom it may concern:</p> <p>I am a resident of Redondo Beach and currently live on Ruxton Ln, which is directly adjacent to the current ROW railway line. After reading about the proposed options of the Metro C Line extension, I am writing to you to express my concerns for potentially using the existing ROW rail.</p> <p>The main reasons for my concern is how close the tracks are to residential neighborhoods. Although I am on the end unit, literally less than 50 feet from the rail, and can feel every single train that goes through the neighborhood, the trains only seem to pass through once a day and rarely past late afternoons. Building new commuter lines using this path will destroy the neighborhood due to the noise and vibrations alone. We chose to live in Redondo Beach to get away from large cities and the noise that accompanies them.</p> <p>I know there is opposition for the other alternative and can understand the concern, but out of the 2, using the Galleria is the most viable option that will have the least amount of negative impact to residential areas. Hawthorne Blvd is already a very busy street at most times during the day, so having a Metro Line will not impact the area that is primarily businesses and shopping centers anyway. Having a commuter line directly connecting to the South Bay Galleria sounds like it would also directly benefit the businesses in the area as it will drive more people to stop at the station rather than the ROW rail, which is a residential neighborhood.</p> <p>There are some arguments that I've heard from Lawndale officials that mention that they will not be reaping any benefits having the Metro use this path because there is no station being built in their city, but that discounts the fact that the ROW path will impact thousands of residents that will likely end of leaving the area, which will indirectly impact Lawndale businesses. I know that if this option is chosen, our family will be forced to leave the city.</p> <p>I hope that the right decision is made here.</p> <p>Best, Daniel Lee</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|--------------|-------------|---|
| 212 | Project Email | 03/15/21 | Heather Wood | | <p>Dear Mr. Dierking, I live off of Hawthorne and W 176th street with my husband and two young children. We have lived in this neighborhood for four years and it has been a wonderful place for our family. We strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically east of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.</p> <p>As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian wa kways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a a substantial border physically and visually that will separate our neighborhood from a better quality of life and access to safe, wa kable amenities.</p> <p>We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.</p> <p>Extending the Metro along the ROW, Alternat 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|--------------------------|-------------|--|
| 213 | Project Email | 03/15/21 | Janette and Thomas Kurth | | <p>Los Angeles County is pouring billions of dollars into expanding its public transit system. But despite the completion of several expensive new rail projects, transit ridership is plummeting. Boarding's for Southern California's largest transit carrier, the Los Angeles County Metropolitan Transit Authority (Metro), dropped around 17% in the past five years from just under 473 million in 2013 to around 391 million in 2018 (Metro).</p> <p>In Los Angeles County, overall transit ridership is down about 19% since July of 2013, the year that ridership most recently peaked, the latest figures show (Metro). Metro estimates 32.3 million boarding's in July of 2017, which was down from 39.8 just four years prior. That is across the entire system of bus, subway, and light rail lines. Bus ridership alone is down by 20% in the same period. That is especially problematic, because buses carry more than twice as many passengers daily as Metro's trains (Tinoco). When taking ridership numbers from 2009 through 2018, Metro's bus ridership was down by over 25%. Recently buses are empty during the pandemic.</p> <p>The Metro Green Line runs from Norwalk to El Segundo. This line serves the communities of Paramount, Lynwood, Watts, and Hawthorne. This line has experienced an 8% ridership decline in the past 3 years (2017-2019) and a massive 30% decline from 2014-2019. This is the hardest hit rail line in the Metro system from 2014-2019. Metro customers have abandoned the older Blue and Green lines at startling rates. On a typical weekday in 2018, the Green Line carried nearly 15,000 fewer riders than in 2012.</p> <p>The Blue Line, meanwhile, has lost more than 20,000 daily riders over the same period. In 2018, passengers took 9 million fewer trips on the line than they did in 2012— a drop of more than 30%. The Blue Line, during the prior 3-year period before the refurbishment (2016-2018), ridership on the line was down about 21%. From the period between 2014 and 2018, ridership was down 27%.</p> <p>Even the Red Line, which carries more people than any other transit route in Los Angeles, saw ridership decline by about 1.5 million trips in 2018, compared to 2017</p> <p>From the period between 2014 and 2019, bus ridership declines by around 21%, which was worse than rail for the same period. Declines were seen across most of their bus routes.</p> <p>A major reason for transit's decline has been the dispersion of jobs from concentrated job centers to distribution across the urban landscape. Many of the large employers that were located within Los Angeles County have moved to surrounding counties or out of state. For example, Toyota which left Torrance moved its U.S. headquarters along with 3,000 jobs to Dallas in 2018 (Donlon). Also having left for Dallas is Jacobs Engineering Group, \$6.3 billion firm formerly based in Pasadena. Nestle USA also moved its headquarters from Glendale, a suburb just miles from downtown Los Angeles, to Rosslyn, Va., near Washington, D.C., and took 1,200 California jobs with it (Donlon). A study estimates that 1,800 relocation or "disinvestment events" occurred in 2016, setting a record yearly high going back to 2008 (Hethcock). About 13,000 companies left the state during that nine-year period.</p> <p>Full comment included after Project Email Comments table</p> |

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|-----|----------------------|-----------------|--------------|-------------|--|
| 214 | Project Email | 03/15/21 | Marc Gebauer | | <p>To: Dolores Roybal Saltarelli, Project Manager</p> <p>For the proposed extension of the Green Line; The Metro needs to find another solution to using the existing railroad track path, or alternate Hawthorne Blvd, which both pass through the city of Lawndale. If this is going to happen, then please do it underground. Our town has sacrificed more than its fair share, and has been injured enough when we were forced by the big and the powerful to accept a freeway cutting directly through the heart of our town. The current Green Line Extension plan will cause for myself, and my neighbors, unbearable noise, lost sleep, lost work, more traffic problems, along with the cutting off of vital streets in and out of Lawndale, particularly my neighborhood. I've spend time next to Metro rail tracks, and the noise is beyond belief. The result of the aforementioned is the ruining of the resale value of our homes, our biggest life's investment, and hurting small business. In this economy, life is already beyond unbearable for many, and to the breaking point for some families. This is going to ruin lives, cause more foreclosures, and force good hard working people to leave Lawndale. When good people start moving away, the void left will kely be filled by crime, drugs, and other undesirable elements, all hurting the local economy, and lowering the standard of living for everyone in Lawndale. This is a tragedy in the making, that will last for generations.</p> <p>Please have caring and concern for our small municipality.</p> <p>Sincerely,</p> <p>Marc Gebauer</p> |

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|-----|----------------------|-----------------|--------------|-------------|---|
| 215 | Project Email | 03/15/21 | Cynthia Ogle | | <p>Hello,</p> <p>I am a 53+ year resident of Condon Ave. in Redondo Beach between Grant & Artesia. My concerns of putting the greenline extension on Harbor Row are as follows.</p> <p>Ridership was down prior to the pandemic. Many businesses have closed, many people now work from home, saving employers brick & mortar overhead costs and saving employees commutes. I suggest you put this extension to the public. Create a poll to see how many people would realistically ride the greenline extension daily. I don't believe it will be worth the money you would spend at this time. Perhaps this project would be more viable in the future if you place it on Hawthorne Blvd.</p> <p>The homes in my neighborhood are 70 years old. The oil pipeline is no more than 10 linear feet from my property line. I am concerned what your construction will do to my home. In the late 1960's/early 1970's there was Santa Fe railroad or oil pipeline work & a subsequent rain sent mud flooding into my backyard up to my windows. The oil pipeline was completely exposed. What a huge awful mess. Because our homes are older lath & plaster construction I am very concerned that vibrations, pounding, etc from your rail work will cause cracks and or falling plaster in my home. If you insist on putting the extension behind our homes instead of on Hawthorne Blvd where it belongs I will be taking photos of every nook & cranny of my home prior to construction and will petition my neighbors to do the same. We will be contacting a lawyer at the very first sign of a crack.</p> <p>Our home values will decline if we have trains going by every 5 to 15 minutes. Our sleep will be horrr bly disturbed. I do not want to lose the sunlight that comes into my backyard. My quality of life would decline immensely. We have a lot of wildlife on the hill behind our homes...raccoons, possums, skunks, lizards, hummingbirds, lesser goldfinches, hawks, owls, doves, etc. What will happen to them? Where will they go?</p> <p>What happens to the crossing at 182nd? It is a very busy street leading to & from Inglewood Ave. How do emergency responders get past all of the trains? How safe is it for children walking to the nearby schools? Please consider all of this. Our concerns are real. If you feel we really need a greenline extension then you need to put it down Hawthorne Blvd. There were tracks there years ago and it was built to support commuter trains. Residents and homes will not be harmed if you run it there. You will avoid resident lawsuits by just using Hawthorne. And I will happily have sleep, sun shine in my backyard and they joy of neighborhood wildlife.</p> <p>Thank you for taking this under consideration.</p> |

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|-----|----------------------|-----------------|------------------|-------------|---|
| 216 | Project Email | 03/15/21 | Derrick Yamauchi | | <p>[REDACTED]</p> <p>3/15/2021</p> <p>Dear Mr. Dierking, My name is Derrick Yamauchi and I have lived at the above address for 35 years. We strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically east of the South Bay Galleria.</p> <p>While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.</p> <p>We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.</p> <p>As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.</p> <p>More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian wa kways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a a substantial border physically and visually that will separate our neighborhood from a better quality of life and access to safe, wa kable amenities.</p> <p>We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential developments of the South Bay Galleria along with the plan along the ROW will create a</p> <p>Full comment included after Project Email Comments table</p> |

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|-----|----------------------|-----------------|----------------|--|--|
| 217 | Wufoo | 03/15/21 | Audra Arbini | Watt Companies (Property Manager of Southbay Estates) | <p>I am the Asset Manager for 18801 Hawthorne LLC, the owner of South Bay Estates (SBE), a 99-unit Senior 55+ mobile home park located at 18801 Hawthorne Blvd in Torrance. SBE's west property line stretches just under 651 feet, and is contiguous with the railroad right-of-way (ROW).</p> <p>We object to Alternative 1 of the C Line Extension for the following reasons:</p> <ul style="list-style-type: none"> --Trains will run within 25 ft. of the shared property line and within 75 ft. of homes located on the west side of the SBE property. --Trains will be elevated above the SBE property and in close proximity of the 5 ft. high retaining wall that separates the properties and will have to be replaced with a more structurally sound retaining wall. --The presence of the line will promote vagrancy in an already impacted area. --Constant noise and vibration will be detrimental to the SBE property value, infrastructure and the value of the residents' homes. --Three main natural gas lines are located on the railroad ROW and will have to be relocated closer to the shared property line. --Dust mitigation will be needed regularly to ensure air quality for residents. --Biannual releveling of resident homes will be required because of increased vibrations. --Increased vibrations may cause damage to the fragile underground electrical lines, water main lines and sewer laterals at SBE. <p>Please feel free to contact me via email at the address provided, or call me at (310) 429-6160 if you would like to discuss further.</p> <p>Thank you for your time and consideration.</p> <p>Respectfully, Audra Arbini Asset Manager [REDACTED]</p> |
| 218 | Project Email | 03/16/21 | Antonio Edward | | <p>Hello. I believe that ALT 1 is best because it will serve both transit centers, Torrance and Redondo Beach. If we go with ALT 2, it will only be serving the mall. From Redondo Beach transit center, a shuttle bus can take people to South Gallery Mall and Del Amo Fashion Center. It could be free shuttle to and from, maybe the city can provide this service.</p> <p>Plus, I feel that ALT 1 would be cheaper than ALT 2.</p> <p>Thank you for allowing me to add my two cents.</p> |
| 219 | Project Email | 03/16/21 | Bill Lam | | <p>Hi I just want to say that I am in favor of running the line on the Right of way because it is faster than running on street and it costs less than running on street</p> <p>Thank you for your time</p> <p>Get Outlook for iOS</p> |

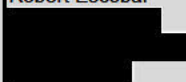
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|-----|----------------------|-----------------|-------------|-------------|---|
| 220 | Project Email | 03/16/21 | Dominic Lin | | <p>To the Metro Board and all the stakeholders,</p> <p>As a homeowner in Lawndale, I want a metro station in Lawndale for all route options.</p> <p>A Lawndale metro station will benefit me in the following ways: Go places without driving or paying for parking SpaceX LAX for family and business trips Proposed Clippers stadium The Natural History Museum with my family Alleviate traffic Reduce parking issue Bring in better stores Boost local economy, which leads to more tax revenues for city services Bring in more quality residents Improve property value</p> <p>Along with my support for the Lawndale station, I'd like the Metro to address these concerns: Parking for the station (if any) Impact of homelessness and crime around the station Impact of Metro's construction to Lawndale businesses and residents Clearly state the direct benefits of C-Line to us, the Lawndale residents.</p> <p>Yours, Dominic Lin --</p> <p>---WARNING---</p> <p>The information transmitted is intended only for the person(s) or entity to which it is addressed and may contain sensitive and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient(s) is prohibited. If you received this in error, please contact the sender and destroy any copies of this document.</p> |

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|-----|----------------------|-----------------|----------------|-------------|--|
| 221 | Project Email | 03/17/21 | Robert Escobar | | <p>Metro,</p> <p>I am a homeowner in Lawndale and am completely opposed to the use of the rail line in residential areas.</p> <p>Your proposed use of the rail line through residential areas only puts residents in harms way by exposing the community to potentially rail accidents and unwanted noise pollution. That's apart from the monetary loss that homeowners will face from the proposed project, all while also lowering quality of life.</p> <p>Your disregard for the local community is astonishing, I know we are not a higher net worth city like Redondo Beach, Torrance or Manhattan Beach but there is no reason to try devalue our neighborhood for another city's gain and ambition.</p> <p>I'm not opposed to the secondary option of using 405 to Hawthorne blvd, as long as it isn't disruptive to traffic flow and pedestrian movement. Transportation is important but more so are residents and community.</p> <p>Instead of destruction look for creation, make that railway a green space that promote health, community and quality of life. All at the same time uniting the Southbay, not dividing us like the proposed rail line through our lawndale residential community.</p> <p>Thank you,</p> <p>Robert Escobar </p> |

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|-----|----------------------|-----------------|--------------|-------------|--|
| 222 | Project Email | 03/17/21 | David Tusick | | <p>I live on [REDACTED] and I would like to express my concern with alternative route 1. I would prefer alternative route 2 down Hawthorne Blvd because it will be a better route for passengers and the local community.</p> <p>A few of my top concerns with alternative route 1 are: loss of property value increased foot traffic increase in crime levels added cost to the Lawndale municipality and an ultimately increase in taxes health implications increase noise loss of greenspace near the rail line destruction of a healthy ecosystem (birds, ground mammals, trees, etc) Also what is the point of the proposed redondo beach transit center stop? You are helping no one by dropping them off in the middle of a community. If a stop is added to South Bay Galleria at least there are businesses and other modes of transportation immediately available via bus.</p> <p>I have also attached a picture of an immature cooper's hawk perched on a tree next to my house (a few houses in from the greenspace) as an example of the wildlife that uses the greenspace around the rail line in lawndale.</p> <p>Please do not approve alternative route 1! Alternative route 2 will help the local businesses more, be better for the passengers, won't destroy an ecosystem and won't hurt my neighborhood.</p> <p>Thank you for listening to my concerns.</p> <p>David Tusick Homeowner at [REDACTED]</p> |
| 223 | Wufoo | 03/17/21 | Alan Hall | | <p>I am in favor of alternative 1, to run the extension along the existing train ROW. The people that moved there were aware of and accepted the existing train. This option would cost the least and adding sound walls would mitigate both the existing train and additional metro rail sound. Yes, the people that live there have enjoyed the use of the ROW, which is like a park, but technically they were never allowed to. They were trespassing.</p> <p>I live near the 405 freeway and there used to be a lot of noise. I couldn't complain because it was there first. But when the sound walls were added 20 years ago the sound from the 405 was dramatically reduced.</p> <p>Alternative 2 would cause a lot of disruption to traffic at cross streets and pedestrian traffic to access the businesses on Hawthorne. Above ground rail would further amplify the sound and broadcast it much further, affecting more homes in total than any other alternative.</p> <p>As you know, only the access stations will be useful to residents, not the line itself. It would be better to isolate the line within sound barriers within the existing ROW.</p> <p>Thank you.</p> |

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|-----|----------------------|-----------------|-----------------|-------------|---|
| 224 | Project Email | 03/18/21 | Sandra Suarez | | <p>Dear Metro, I am a citizen of Lawndale and not in favor of allowing the C line to run through our small city. I see no benefit to us since there is no stop in Lawndale. If our community has no option then it needs to go underground. Hawthorne Blvd is the focal point of our little city and with no room for parking in our neighborhoods many people who use our businesses use the center median for parking. When campaigning for measure M, Mayor Garcetti of Los Angeles and Mayor Butts of Inglewood said they would look into underground. What happened with that? Regardless of the cost for underground this is something we citizens of Lawndale are going to have to live with.</p> <p>Sincerely, Sandra Suarez Lawndale</p> <p>Sent from my iPhone</p> |
| 225 | Project Email | 03/18/21 | Christine | | <p>Thank you for the update. Where can I view the meetings that were held online? I couldn't find them on the website.</p> |
| 226 | Project Email | 03/19/21 | Ruchi Joshi | | <p>Hey,</p> <p>Hope you are doing well there!</p> <p>I found your Email [REDACTED] and I might want to talk about SEO.</p> <p>Contact Us Now.</p> <p>If you are interested, then I can send you our Packages and Price list.</p> |
| 227 | Project Email | 03/19/21 | Jeannette Olmos | | <p>While walking along the greenspace next to the railway in north Redondo and Lawndale, I came across a newsletter stating that public comments have been extended to March 29, 2021. This is the first that I've seen of any proposals to extend the greenline.</p> <p>According to the website, there are two alternative routes for the C line extension to torrance.</p> <p>Alternative 1 would run through the greenspace along the railway, thereby removing the last remaining greenspace and trees and increasing noise through the neighborhood and driving down property values.</p> <p>Alternative 2, run along Hawthorne boulevard and the 405.</p> <p>I propose that Alternative route #2 be utilized. Large multi lane roadways, highways, freeways and industrial areas are the preferred locations for any metro. Metro lines should not be run through neighborhoods or areas where children and pets play. The added noise and risk to locals in the north Redondo and Lawndale area will drive families away and reduce property values.</p> <p>Thank you, Jeannette Olmos [REDACTED]</p> |

C (Green) Line Extension to Torrance

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-----------------|-------------|---|
| 228 | Project Email | 03/19/21 | Becky Eastman | | <p>I am a resident of the neighborhood directly adjacent to the Southbay Galleria to the east. I strongly prefer Alternative 1, Metro owned ROW, as the route for this project. The mall is access ble from the west side as well and there are other closely located retailers within walking distance of the proposed transit center on the ROW route. That route is already built out for a train line. Having a ground level train on Hawthorne would significantly and negatively impact my neighborhood due to sound, traffic and increased general activity. Also, as a light rail, I feel that most will take some form of transportation to the station. That will dramatically increase congestion and traffic at the access point to my neighborhood at 177th and Hawthorne. There is no need for this as the traffic could be routed separately from already heavy mall and retail traffic if it were located on the ROW. Please select Alternate 1 for the c line extension project.</p> <p>Becky Eastman</p> |
| 229 | Project Email | 03/19/21 | Richard Itow | | <p>To whom it may concern,</p> <p>Looking at the "general" plans for extension into Torrance, not sure of it's benefits to the city by extending into current site. Ending at the Galleria would be sufficient to service the South Bay and it would be a more efficient site for access to freeways. It would also decrease increased congestion and pollution that seems to be on the rise in our city.</p> <p>Thank you for the considerations,</p> <p>Richard Itow</p> <p>Sent from my iPhone</p> |
| 230 | Project Email | 03/19/21 | John Curtis | | <p>This should have been built 20 years ago get it done ASAP!!</p> <p>Sent from Yahoo Mail on Android</p> |
| 231 | Project Email | 03/19/21 | Cecile Callahan | | <p>Metro:</p> <p>My house is next to the existing rail line and am very much concerned with having the metro running all day and night in my backyard. I will list my issues with the purposed route versus routing the metro to Hawthorne Blvd.</p> <ul style="list-style-type: none"> •Devastating loss to our property value. •Constant noise as the metro runs.. •Shell Gas Pipeline, which is old, will be in line with the new rail and is has been worked on many times since I have lived here. •Our privacy will be at risk with riders looking into our backyards and neighborhoods. •Crime will be an issue with our privacy at risk. <p>The proposed route that runs to the Torrance location does not have any value to the commuter as far as shopping or medical needs. Hawthorne Blvd route would give commuters the opportunity to mall shop without having to drive a car and access to Walgreens. Plus, it would not be in the neighborhood backyards or add more traffic on Inglewood Ave.</p> <p>Thank you for your consideration.</p> <p>Cecile Callahan</p> |

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| 232 | Project Email | 03/20/21 | Mabel Bejar | | <p>I maybe late for my comment, I've been not feeling well for the past few days and wasn't able to submit my comment.</p> <p>We, my family are fortunate enough to have lived in West High Torrance for already 30 years. We started our family in the late 70's and have lived in the nearby neighborhood of South Bay along Hawthorne Blvd. in the early 80's. The Torrance Unified School District has one of the best program and platform on learning and effective educational system for children. My sons grew up here and have achieved high learning and education. Even during the early days, Torrance had been considered a quiet community as seen from a documentary old film and read from old library books. Torrance is a Well-Balanced City as to its infrastructure, its public utilities' services, city officials, hospitals and medical facilities, emergency and fire prevention service and most important is its peaceful environment.</p> <p>Actually, we don't need the railways services here in Torrance. The residents of Torrance working people are satisfied with the current transportation system, the Torrance Transit and Metro. This is true because I've been one of the commuters coming from Torrance and those from Palos Verdes and from others nearby cities of South Bay. The Artesia Park and Ride Center is good enough for working people to commute mostly for working people on weekdays going to LA Downtown. The weekdays are the busiest days than the weekends. We want to maintain the current situation and condition and most especially the Security of the City of Torrance and nearby Redondo vicinity.</p> <p>If ever this will be voted upon and pushed through, the Alternative No. 1 is preferred.</p> |
| 233 | Project Email | 03/21/21 | Leyla M Giles | | <p>I vote NO to the Metro on Hawthorne Blvd!</p> <p>As someone who has lived in this area all my life, I find it inconceivable to run the Metro down Hawthorne Boulevard.</p> <ul style="list-style-type: none"> •The traffic now a days is quite heavy in the area. We are blessed & cursed with easy freeway access. Lots of traffic flows through our area as people access our nice weather, restaurants, shopping, & beaches. •The intersection of Hawthorne & Artesia is one of the busiest in our area. •Given the traffic already impacting this area, Metro route Alternative #2 would only exacerbate the traffic issue. <p>The obvious route is the one that's already there & waiting which is Alternative #1. There is already a clearance area, it would be less expensive & less disruptive to the most trafficked area and homes & businesses along Aternative #2 could remain in place.</p> <p>Thank you for your attention.</p> <p>Leyla M Giles [REDACTED]</p> |
| 234 | Wufoo | 03/21/21 | Gailene Tofiga | | I am a resident of Torrance, CA and would like to state I am against Alternative #2 (Hawthorne Blvd) route. |
| 235 | Wufoo | 03/21/21 | Kati Krumpe | | Option 1:will not I,pact traffic like opinion 2 will. Please consider option 1 |
| 236 | Wufoo | 03/21/21 | Marcus Simon | | Option 1 is clearly the way to go. Leverage existing right of way. Lower cost, lower disruption to homes and traffic. |
| 237 | Project Email | 03/22/21 | Nancy Griffith | | <p>I have lived and worked in Torrance and Redondo Beach for 30 years, returning after having been raised in Torrance. Please use Alternative Path 1 along the metro owned ROW. It will be very disruptive to Hawthorne BLvd if plan 2 is used. Hawthorne Blvd is already crowded and disrupting traffic or taking away any lanes would be very bad. I like that the first option goes to both transit centers.</p> <p>Thank you, Nancy Griffith</p> |

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| 238 | Project Email | 03/22/21 | Irene Griffith | | Hawthorne is already too small for the traffic it has, we don't have room for the extension! Thank you! Irene Griffith, [REDACTED]. Thank you. |
| 239 | Project Email | 03/22/21 | Christina Osit | | Dear Sir, Hawthorne Blvd can no longer accommodate another lane for a Metro rail. Hawthorne Blvd is a vital road way in the heart of South Bay that running a train in its major artery will lead to unnecessary congestion. Why do this when there is already a better plan in place. The ROW with current track rails at Redondo Beach for the original Alternative 1 plan for the Metro is definitely a more suitable location. As they say, the first answer is almost always correct and it rings true in this case. Thank you for hearing a commuter at Hawthorne Blvd. Christina |
| 240 | Project Email | 03/23/21 | Steven Redlich | | Another destination parking lot, going where no one wants to go. Like the original green line, which avoided dense districts along Century Blvd, LAX and Sepulveda, the extension favors industrial destinations and a dying mall. The people of Los Angeles would be much better served if the train stopped at dense developments like the Del Amo mall, hotel and office complexes instead of a refinery parking lot. Our transit dollars would be much better spent on dedicated bus lanes, and frequent buses which would make transit faster than driving, rather than sinking funds into fixed inflexible infrastructure that will be greatly underused. As long as transit is slower than driving, people will continue to drag 1 1/2 tons of metal and plastic with them on their way to work. The required parking lots contribute nothing to our tax base and takes up valuable real estate that could be used for housing I recommend ending the green line extension and instead build dedicated busways and frequent flexible buses. Don't spend more transit dollars accommodating the automobile like the proposed Parking lot on Crenshaw Blvd. If you insist on continuing this foolish plan, Put in a stop at Torrance Pavilion which is a destination unlike the refinery parking lot on Crenshaw and stop using transit dollars to accommodate the automobile. I recommend the Hawthorne Blvd alignment with stops in commercial districts instead of adjacent to residential, parks and industrial sites along the existing Burlington Northern rail line. Thanks, Steven Redlich -- Steve Redlich [REDACTED] |


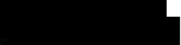

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| 241 | Project Email | 03/23/21 | 1st District | LA County 1st District- Office of Hilda Solis | <p>Thank you for your message.</p> <p>If applicable, your inquiry will be processed and you can expect a response within 48 hours. Any comments and feedback on a particular issue will be logged and tallied.</p> <p>For other questions and inquiries, please feel free to contact our:</p> <p>Hall of Administration Office: [REDACTED] East Los Angeles Office: [REDACTED] Southeast Los Angeles Office: [REDACTED] San Gabriel Valley Office: [REDACTED] East San Gabriel Valley Office: [REDACTED] Or visit www.hildasolis.org for more information.</p> |
| 242 | Project Email | 03/23/21 | A. Owens | | <p>My family and I have lived in Lawndale for over 20 years. The green space next to the railroad tracks near Condon Ave has essentially been the only real open green space for me and my neighbors, because the parks are closed during the school hours.</p> <p>Although I don't live across from the tracks, I am close enough to hear the noise and if two Metro tracks were laid down, I would never get any sleep.</p> <p>I strongly urge you to put the tracks on Hawthorne Boulevard, which is already a busy thorough fare. Rather than running it through the only green space in this residential neighborhood.</p> <p>(_/) (-o) [REDACTED] (><) A. Owens' Cell Sent from a "not-so-smart" phone.</p> |

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| 243 | Project Email | 03/23/21 | Beryl Bryant | | <p>I am a resident on 165th and Condon in the City of Lawndale - we-our neighbors and myself in this area from 162nd St to Artesia Blvd do not want any trains traveling in our neighborhood. And we definitely do not want a stop at 165-166 St. Now you want to drop undesirables in our neighbor which would bring crime up. This is a family neighborhood along with Senior Citizens. We wa k down Condon which is a one way street from 162nd St to 170th St. Noise level is to minimum. The sheriff department comes when we call. But to have a train every 7-10 minutes coming through a family community is not right and is unsafe for all of us who live here. Response time will be affected because of the train coming every 10 min.</p> <p>Take your train down Hawthorne Blvd. That's where the train should be because of all the business on Hawthorne Blvd. This neighborhood don't you this train at our backdoors. We should have the same consideration that you give Redondo Beach, Torrance, Manhattan Beach - are you taking the train thru affluent neighborhood? No because you consider us a Low income neighborhood-I own my property and was told when I moved here in 1996 that the Train would be stopped going thru my neighbor in 1997. It is still her but does not come as often as it did - your train will disrupt all of us that live off Condon- and I am one of them. Find an alternative route.</p> <p>Life is a Gift. Have a Blessed Day!</p> <p>Beryl Bryant </p> <p>"SOMETIMES we don't realize the BLESSING we have until we no longer have them".</p> |
| 244 | Project Email | 03/23/21 | Mary Emily Smiley | | <p>I live just east of the railroad tracks which I understand the Metro already owns either as an easement or in fee. I prefer that the Metro go down that route. It's less cost to the taxpayer, whereas the Hawthorne route would be disruptive in the building compliments of law suits no doubt. Businesses would be in effect condemned during construction. Why reinvent the wheel?</p> <p>Mary Emily Smiley Attorney at Law State Bar #67581  </p> |

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| 245 | Project Email | 03/23/21 | Vivienne Edwards | | <p>Hi,</p> <p>It's not easy to see on the website, is there a period / time frame when public comment on the project will be fielded?</p> <p>Thanks,</p> <p>Vivienne</p> <p>signature_1647364782 VIVIENNE EDWARDS RED BULL NORTH AMERICA Director, Beverage Initiatives ██████████ www.redbull.com @redbull</p> |
| 246 | Project Email | 03/23/21 | Amy Josefek | | <p>Re which would be the preferred route... I've been hearing about "going thru backyards," and would like to ask what the (realistic) pros and cons are for both of the possible options.</p> <p>Thank you.</p> |
| 247 | Project Email | 03/23/21 | Jordan Wong | | <p>Hello,</p> <p>I'm writing to express strong support for Alternative 1 that will utilize existing the existing railroad right-of-way.</p> <p>This will mitigate construction costs, time to completion, and disturbance of traffic in the surrounding areas.</p> <p>The intersection of Artesia Blvd and Hawthorne Blvd. is already congested during peak traffic times. Adding a metro crossing and stop would lead to further congestions due to pauses in traffic and additional pedestrian crossing. As you may have read in the news, there have numerous traffic accidents that occur at this intersection.</p> <p>It would be a safer alternative to have the C (Green) Line following the existing ROW to avoid a high-traffic area and simultaneously provide a public transit stop next to the South Bay Galleria and other shopping destinations such as Target, Nordstrom Rack, and Sprouts grocery store.</p> <p>Thank you,</p> <p>Jordan Wong Torrance Resident</p> |
| 248 | Project Email | 03/24/21 | Anonymous | | <p>This is long overdue. I think this is an important extension to the Green line.</p> |
| 249 | Project Email | 03/24/21 | Heather | Caring Transitions South Bay/PV | <p>Thank you for your hard work on this extensive project. Please make sure the station has adequate parking. Thank you. Heather</p> |

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| 250 | Project Email | 03/24/21 | Donald Ford | Training Education Management LLC | <p>I am unable to join your meeting but would like to advocate for the Hawthorne Blvd. route for the C line extension. This is the major commercial thoroughfare for the entire South Bay and the busiest arterial in Torrance. Although I suppose this route might be more expensive and construction would certainly be more disruptive than following the existing rail line, it would pay off in much higher ridership after completion.</p> <p>If there is one lesson to be learned from the failed Green Line, it is building light rail to nowhere is a really bad idea. Instead of coming close to the commercial hub of the South Bay, the line should go directly to it, including to the South Bay Galleria and the many other stores along Hawthorne. I would even like to see it extended to Del Amo Mall instead of ending in another dead end next to the refinery. Other than the people who work there, who wants to end their rail journey next to a refinery and a lumber yard?</p> <p>Stop cutting corners and build light rail the right way and you will see people exit their vehicles, especially for trips to the airport.</p> <p>Best regards, Don Donald Ford, Ph.D. President Training Education Management LLC [REDACTED]</p> |
| 251 | Project Email | 03/24/21 | Virginia Erxleben | Center For Learning Unlimited | <p>Good morning Donna. I took this wonderful opportunity to our small high school community because I feel it's important for them to have input. It's a good exercise for them. So our teacher will of course review was being sent your way but just wanted you to know how I included this in a lesson in teaching our students to participate in evaluating/responding to a request for public opinion.</p> <p>Ginny Erxleben Director Center for Learning Unlimited</p> |

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| 252 | Project Email | 03/24/21 | Jon Kaji | Kaji & Associates (Real Estate) | <p>Dear METRO:</p> <p>I prefer Alternative #1 as the Locally Preferred Alternative.</p> <p>Unless Alternative #2 is placed fully-underground, on-grade would not be an acceptable option.</p> <p>Jonathan Kaji Kaji & Associates [REDACTED]</p> <p>Jonathan Kaji Kaji & Associates [REDACTED]</p> |
| 253 | Project Email | 03/24/21 | Jean & Ingrid Gomez | | <p>Hi,</p> <p>My wife and I live in North Torrance, close to the South Bay Galleria. We wanted to submit a comment regarding the options for extending the C Line. We recommend that it NOT go down Hawthorne Blvd. because of the noise, traffic and pollution already present. It is preferred if the train follows the proposed route for Alternative 1 in the Metro owned R.O.W. There would be less pedestrian and automotive traffic in this route, so less concern of accidents. Also, there is a bus station on the northwest side of the Galleria, close to the proposed station location on Alternative 1. It would make sense to have it go down that path instead of Hawthorne Blvd.</p> <p>Thanks!</p> <p>Jean and Ingrid.</p> |
| 254 | Project Email | 03/24/21 | Donald Cheney | | <p>Use existing right of way. Hawthorne Blvd is already a mess. Construction will make it much worse. Existing right of way connection to transit station at Galleria minimizes impact to residents. Sent</p> <p>Sent from my iPhone</p> |

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| 255 | Wufoo | 03/24/21 | Larry Halvorsen | Express Employment Torrance CA | As a business owner and resident of the South Bay/ Torrance I would like to highly encourage Metro to expedite the extension to the 2028 timeframe. I am sure you have many good reason already but I want to emphasis how difficult it is for workers in areas like Compton/Inglewood and other parts of South LA City to get to Torrance for work if they don't own a car. It is vital for these economically disenfranchises area to get access to long term jobs offered in the Torrance area and the extension will be a vital asset for these individuals. The sooner this is accomplished the better for all of Los Angeles. |
| 256 | Project Email | 03/25/21 | Virginia Dargen | | I think it's a great idea to extend the C line. I have lived in the city of Torrance for 32 years. I don't have an opinion on the Alternative 1 vs 2. Either way, I will not take it, as it does not come anywhere near my home. I would have to walk or drive over a mile to get to any of the stops. Thank you Virginia Dargen West Torrance CA |
| 257 | Project Email | 03/25/21 | Lynn Carroll-Carter | | PLEASE do not extend Metro lines into Redondo Beach. There are enough issues with crime and overcrowding already! Let us be the beach town that we know and love...STOP the extension. Thank you, Lynn Carter Redondo Beach resident |
| 258 | Project Email | 03/25/21 | Eric Smith | | Hello, Prior to the pandemic, I was a fairly frequent rider of the Green Line and would begin and end my commute at the Redondo Beach station, the current end of the line. I'm writing to comment that I am against proposed plan to extend the Green line down Hawthorne Blvd. into Torrance. It has been my experience that very few commuters utilize the Green Line past the LAX station. Building new rail through a major street will undoubtedly create undue burden for the residents around this area for what may very well be little to no benefit. I ask that should the Green Line be expanded, to direct construction towards Kingsdale Avenue ending behind the Target. Thank you, Eric Smith |
| 259 | Project Email | 03/25/21 | | | Please add me to your mailing list |

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| 260 | Project Email | 03/25/21 | Alexander Makarczyk | | <p>I am imploring each individual member of the Metro Board to protect the quality of life for the residents who live near the future Metro Green Line commuter train to the South Bay near the East Redondo border. Our quality of life is severely threatened by a commuter train that will pass by our homes every 7-10 minutes, 24/7!</p> <p>Please keep Metro Green Line in Business districts and NOT near peaceful homes! Please select Alt # 2 on Hawthorne Blvd and Not Alt #1 near Redondo Beach and Lawndale homes!</p> <p>EIR Question : Was the Metro Green line Commuter train designed for traveling through quiet neighborhoods with houses (70 or so in RB alone, and in Lawndale about 200) flanking both sides of the track with house backyards butting up to the track Property? Or was the Metro Green Line commuter train designed to run through Business / Commercial Districts? Furthermore, was the commuter train designed to run side by side with a BNSF freight train and track for 3 miles with multiple gas lines (one being Jet fuel !) right underneath the tracks, with neighborhood houses flanking the tracks the whole run?</p> <p>Please keep Metro Green Line in Business districts and NOT near peaceful homes! Please select Alt # 2 on Hawthorne Blvd and Not Alt #1 near Redondo Beach and Lawndale homes!</p> <p>EIR Question: What is the impact on the emotional /mental well-being of individuals who live next to the tracks (who's property butts up against the train property), those who experience a commuter train that will pass by our homes every 7-10 minutes, 24/7? Some homes would be within fifty feet (others 60 feet) of the Green Line commuter train. In RB it's about 70 homes and in Lawndale probably 200 homes that flank the train property.</p> <p>Please think about this for a minute. Your home, for years a quiet and peaceful place and then the interruption of a commuter train every 7 minutes day or night announcing its arrival ? The train's arrival would happen 8 times an hour and that would be 192 times in a 24-hour period! It would surely take away the peace I have enjoyed in my quiet neighborhood. I see my house as a refuge of peace away for my busy work day. Why should I have to suffer such an invasion into my peaceful life? Why should hundreds of others (who live alongside of the tracks) have to suffer such an invasion into their peaceful lives? This harm to individuals can be avoided if Alt #2 Hawthorne Blvd Business District is chosen and NOT Alt #1 near the neighborhood homes.</p> <p>EIR Question: El Nido Park is a quiet place of tranquility, a refuge away from the busy day and the peace of the Park is worthy of being protected. The Parks natural landscape borders the future site of the Metro to the South Bay in Torrance. What will become of its tranquility and refuge when a Metro commuter train will pass by every 7-10 minutes, 24/7? What will become of the parks wild life of Hawks, Owls, crows, etc? What would become of the Parks natural landscape look when three tracks are implemented (widening the berm for 3 tracks) and concrete walls are constructed to contain it, the whole length of the track turn about 1800 feet (nearly 5 football fields long) and at places 25 plus feet tall ? Again, the Metro Green Line would be better suited for the Business / Commercial District of Alt #2 and not disturbing the peaceful El Nido park near Alt #1.</p> <p>Full comment included after Project Email Comments table</p> |
| 261 | Project Email | 03/25/21 | Madeline Ocampo | CA Public Utilities Commission | <p>Hi Ms. Roybal-Saltarelli,</p> <p>Please find attached CA Public Utilities Commission's Response Letter to the Metro C Line (Green) Extension to Torrance NOP. Thank you.</p> <p>From, Madeline Ocampo Utilities Engineer – Rail Transit Safety Branch Rail Safety Division California Public Utilities Commission</p>  |

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| 262 | Project Email | 03/25/21 | Daren Gilbert | CA Public Utilities Commission | <p>Dear Ms. Roybal-Saltarelli,</p> <p>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 from the Commission are 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 Notice of Preparation (NOP) from Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), who is the lead agency for the proposed Metro C Line (Green) Extension to Torrance Project.</p> <p>According to the NOP, Metro proposes to construct a light rail transit (LRT) line that would extend approximately 4.5 miles southeast from the end of the existing Metro C Line (Green) at the Redondo Beach (Marine) Station to the under-construction Torrance Transit Center. Two alternatives will be carried into the Draft Environmental Impact Report for further analysis: Alternative 1 along Metro Railroad Right of Way (ROW) and Alternative 2 along Hawthorne Blvd. The proposed project includes two rail stations along the LRT line and would connect the Metro system farther into the South Bay, serving the cities of Redondo Beach, Lawndale, and Torrance.</p> <p>The C Line (Green) Extension to Torrance project described in the NOP will be subject to several rules and regulations involving the Commission. These may include, but are not limited to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings <input type="checkbox"/> California Public Utilities Code, Sections 2111, 2112, 99152; rail transit safety <input type="checkbox"/> Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing |

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| 263 | Project Email | 03/26/21 | Jackie Caro Ecklund | | <p>Comments for Draft Environmental Impact Report (DEIR) on the Metro Green Line Extension project.</p> <p>I am in favor of the Metro owned Right of Way. (ROW) I would like you to study a trench configuration for this line near the neighborhoods in Redondo Beach and Lawndale.</p> <p>I would also like to know the dimensions of the proposed track, such as, width & height. Could this information be found on your website?</p> <p>I oppose the Hawthorne Blvd. option. It is an arterial highway and is highly congested with traffic. If a metro line were to take up space on this boulevard, it would create massive congestion. There are also several bus stops along this boulevard. The bus stops are used by LA Metro, Beach Cities Transit and Torrance Transit. This is a very busy bus corridor and when I drive along this boulevard, the buses need to stop, create more congestion.</p> <p>I would like you to do a study on the multiple bus stops running north & southbound from 3 different municipal bus carriers and study how it affects traffic on Hawthorne Blvd. There are also many intersections on this route near the bus stops. I would like you to study how it affects pedestrian traffic, some of which is created by the people who ride the bus.</p> <p>In Torrance, there is a neighborhood across the street from the Galleria on Hawthorne. If you put the metro in the middle of this highway, it would not have a sound wall to protect the residents. Also, the metro on Hawthorne would cause more congested traffic causing people to cut-through surrounding neighborhoods to avoid Hawthorne Blvd.</p> <p>I do not believe putting the metro on Hawthorne Blvd. would help businesses. Prior to the pandemic, businesses began to suffer from competition from Amazon and other online retailers. The pandemic only exacerbated this trend.</p> <p>I also oppose the greenline traveling along the 405 freeway in the city of Lawndale. Residents who live near the loud and busy 405 freeway already deal with a transportation system that never closes.</p> <p>Thank you,</p> <p>Jackie Ecklund Resident of Torrance</p> <p>Here's Wishing You the Bluest Skies...! Jackie Caro Ecklund</p> |
| 264 | Project Email | 03/26/21 | Donald Chaney | | <p>Less impact to Lawndale residential neighborhoods.</p> <p>Avoids impacts to Hawthorne Blvd during construction. Existing traffic is a mess already.</p> <p>Tying into existing Galatea Transit Center is less costly than new construction for new southern stations. Avoids creating right of way through Torrance neighborhoods.</p> <p>Donald Chaney</p> <p>Sent from my iPhone</p> |

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| 265 | Project Email | 03/26/21 | Daniel Lasdow | | <p>Hello, I am a resident of Redondo Beach. I use Inglewood Avenue regularly as a route to the the 405 as well as a route to areas within the South Bay. I am writing this to support the proposal to have the Metro Extension stop at the South Bay Galleria NOT at the Redondo Beach Transit Center.</p> <p>I believe that citizens of LA would appreciate the station at the Galleria for the following reasons: Convenient access to the mall and shopping Easy access to the station via Hawthorne Blvd. Obvious visual access which over time would increase ridership Reduced congestion on neighborhood streets on and around Inglewood Ave. Help protect neighborhood on Inglewood Ave. and surrounding streets from noise and traffic</p> <p>Citizens appreciate easy access to public transportation. This will ensure that more people use the Metro. Please consider my opinion as the project decisions get closer.</p> <p>Thank you.</p> <p>Daniel Lasdow Redondo Beach Resident</p> |
| 266 | Project Email | 03/26/21 | Patricia Riley | | <p>My name is Pat Riley and I live in Redondo Beach. I want you to know my concern of placing the metro near schools and homes in Redondo Beach. In my opinion it would be much better to locate it on Hawthorne Blvd. where people can access shops and where ridership will be maximized.</p> <p>Sent from my iPhone</p> |

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|-----|----------------------|-----------------|-------------------|-------------|---|
| 267 | Project Email | 03/26/21 | Grace Peng | | <p>After listening to public comments, particularly from young people living in Lawndale, I have more comments.</p> <p>I agree that Lawndale should have a train stop. I hope that you build a train stop straddling the corner of Inglewood and Manhattan Beach Boulevard, the way that the Green line currently straddles Marine Ave. It could even function as a way to safely cross that dangerous intersection of two arterials if you have the fare-controlled section at the platform only.</p> <p>At-grade crossings are not acceptable due to the noise pollution. It would be more considerate to the neighbors and faster/more fuel-efficient for the trains to navigate on a continuously elevated line between Marine/RB station and 190th/Hawthorne.</p> <p>Lawndale is such a park-poor and dense neighborhood, the existing RR right of way is already a de-facto linear park. Whichever route that the extension takes, please build it a little wider (+10' for a multi-use path) so that people can walk/bike along it (outside of fare-controlled area) without having to mix with dangerous motor vehicle traffic below.</p> <p>Grace Peng</p> |
| 268 | Project Email | 03/26/21 | Michael Ian Sachs | | <p>While considering possible routes for this extension please recognize that when we eventually connect this line into an east/west route, the best location for a station that improves transit accessibility would be at Artesia Blvd. and Hawthorne Blvd. By locating the station at Artesia Blvd. and Hawthorne Blvd, METRO will also be saving tax payers millions of dollars of future construction costs when the east/west tie-in is built.</p> <p>Thank you,</p> <p>Michael Ian Sachs Redondo Beach</p> |
| 269 | Wufoo | 03/26/21 | Steven Catalano | | <p>I strongly object to the use of the ROW corridor, option #1 for the Metro C Line (Green) Extension to Torrance. Some concerns I have are: Environmental impact on El Nido Park and surrounding neighborhoods, The safety issues regarding the Shell gas pipelines that run near the train tracks, Traffic congestion and commuter parking in our neighborhood, Invitation to crime and the stress it would put on Redondo's police and fire department, Noise and vibration, Loss of property value. Option #1 would cause devastating disruptions to the quality of life in our communities. Hawthorne Blvd. option #2 is the only logical and sane option for the Metro C Line. Public transportation in a commercial corridor not a residential neighborhood.</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
| 270 | Project Email | 03/27/21 | Michael & Nancy Prueter | | <p>As concerned residents in Redondo Beach, we are urging Metro to choose Alt 2 (Hawthorne Blvd) for the green line extension. Our concerns for having the metro go through a residential area are listed below:</p> <ul style="list-style-type: none"> - Quality of Life – Our quiet neighborhood will no longer be quiet. We will have to contend with noise, dust and traffic congestion during construction. After construction there will be the constant noise of multiple trains (metro and freight) traveling on the tracks every 7 to 10 minutes. Our peaceful view of the park will be replaced with a view of a block wall. - Loss of Property Value – Property values along the residential corridor will be adversely affected. Will prospective home buyers purchase a home adjacent to multiple metro lines? - Safety – The Shell gas line is a real safety concern. Will the constant vibration of the metro trains compromise the aging gas lines? <p>Has the wisdom of a commuter transportation system in a residential neighborhood been adequately studied?</p> <p>Michael and Nancy Prueter</p> |
| 271 | Project Email | 03/27/21 | Connie Huante | | <p>Hi there,</p> <p>I am a 27-year resident of Lawndale and live near the tracks on Condon that would be used for the Metro Line. While I agree we are in desperate need of a Metro line extension in the South Bay (and welcome it in hopes of reducing traffic), I would prefer to keep it on Hawthorne Blvd., as opposed to running it through a residential area. My primary concern is safety going through this residential where there is a great deal of pedestrian and traffic activity.</p> <p>Hawthorne Blvd. is more suitable in that it is a large boulevard where new and better quality tracks can be layed, like the ones in Long Beach which are excellent! It keeps the metro rail in the public area which I think minimizes crime and is just better for the metro travelers and home owners alike.</p> <p>My secondary concern is that we Lawndalians have very few "natural" areas left and taking away the green path where the train runs would be a huge negative impact to our community. We need the green to walk our grandchildren and pets. We would hate for it to become another slab of concrete, plus the noise from the metro would keep many of us up. I still wake up whenever the train goes by at 12am; thankfully, it only comes through twice a day now.</p> <p>I commend and thank you in your efforts to help tackle the traffic congestion in the South Bay; however, please, please, PLEASE have mercy on the mostly elderly population of Lawndale and place the Metro Line on Hawthorne Blvd!</p> <p>I appreciate you taking the time to read my concerns.</p> <p>Best regards,</p> <p></p> <p>"Spread Kindness As If It Were Confetti."</p> |

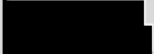
C (Green) Line Extension to Torrance

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| 272 | Project Email | 03/27/21 | Steven Catalano | | <p>I strongly object to the use of the ROW corridor, option #1 for the Metro C Line (Green) Extension to Torrance. Some concerns I have are: Environmental impact on El Nido Park and surrounding neighborhoods, The safety issues regarding the Shell gas pipelines that run near the train tracks, Traffic congestion and commuter parking in our neighborhood, Invitation to crime and the stress it would put on Redondo's police and fire department, Noise and vibration, Loss of property value. Option #1 would cause devastating disruptions to the quality of life in our communities. Hawthorne Blvd. option #2 is the only logical and sane option for the Metro C Line. Public transportation in a commercial corridor not a residential neighborhood.</p> <p>Cordially, Steve Catalano, 24 year North Redondo Beach Homeowner</p> |
| 273 | Project Email | 03/28/21 | Dawn Ng | | <p>I'm a north Torrance homeowner and Metro rider and I support Alternative 1 for the C Line extension.</p> <p>It only makes sense for the C Line to stop at the Redondo Beach Transit Center.</p> <p>Since the north Redondo neighborhood concerns can be addressed with sound reduction and safety features, the disadvantages of Alternative 2 appear to greatly outweigh the advantages.</p> <p>Thank you for the opportunity to give my input.</p> <p>Dawn Ng</p> |
| 274 | Project Email | 03/28/21 | | | <p>Choose the existing Inglewood Avenue right of way for the Green Line extension!</p> <p>Inglewood Ave., suffers from severe traffic congestion, Hawthorne Blvd hasn't for years, and is likely to see even less traffic given the demographics of the area. Extending the Green Line along Hawthorne Blvd., isn't going to encourage drivers along Inglewood Ave., to Hawthorne Blvd., find parking which does not exist on the residential streets and is limited to two hours in the median of Hawthorne Blvd, when it can be found, and then take the Green Line. Today, the drivers along Inglewood Ave could drive the half mile to Hawthorne Blvd, which is a faster, less congested route, but they don't. They certainly aren't going to take the time to drive the half mile to Hawthorne Blvd, hunt for a non-existent parking place, and then take the Green Line. All of which would take them more time to get to their destination than driving along either Inglewood Ave or Hawthorne Blvd.</p> <p>As importantly, choosing Inglewood Ave., would disrupt fewer residents. There are still residents who live on Hawthorne Blvd, particularly south of the 405 freeway and the depth of the commercial property next to the residential property along Hawthorne Blvd, south of the 405 freeway is very shallow.</p> <p>Finally, you already have an existing right of way along Inglewood Ave. Why choose Hawthorne Blvd and risk years of litigation that would delay your current goal well beyond 2028/2030-2033?</p> |

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| 275 | Project Email | 03/28/21 | Michael Garlan | | <p>As a Redondo Beach resident who lives near the BNSF right of way I am very concerned about the noise generated by a high frequency train running through my quiet neighborhood at virtually all hours of the day and night. I am gravely concerned about the bells and horns that will sound whenever a train passes through the at-grade crossing at 182nd Street. If "Option 1" is chosen the noise generated by the train will have a disastrous effect on the quality of life and the health and well being of those of us who live near the ROW.</p> <p>Please specifically address both the short and long term effects of the fragmented sleep that residents who live near the 182nd Street crossing and along the entire ROW will experience should option 1 be selected. Studies have shown that noise during sleep periods effect sleep quality by changing the time spent in certain sleep stages, even when subjects are not actually awakened. Research has shown that environmental noise such as light rail operations during sleep periods is associated with increased rates of high blood pressure, heart disease, strokes, certain types of cancers and decreased overall health.</p> <p>Please address the effect of the frequent noise generated by the train and the at-grade crossing would have on the many children who live along the ROW. Studies have shown that environmental noise such as light rail operations has an adverse effect on sleep quality, learning ability, test scores and both physical and mental health.</p> <p>Many vehicles cross the tracks at 182nd Street at all hours of the day, especially during the morning and evening rush. Please address the increased local air pollution caused by idling cars stopped at the 182nd Street at-grade crossing. The effects on the health of the nearby residents will be significant. This could be solved by closing 182nd Street at the tracks. This would also allow the sound wall to be extended across 182nd Street mitigating some of the train noise and eliminating the need for the train horn and crossing bells.</p> <p>The existing freight track runs atop a berm when it passes through our neighborhood which means the train would run at roof level and above allowing the noise generated by the train to be spread over a wider area than if it was truly at ground level. Most of the residents of our neighborhood do not have air conditioning, we sleep with our windows open and we spend lots of time outside in our yards or walking our tree lined streets. Do not run this train through our quiet neighborhood. It will destroy our current way of life. Build it in an elevated position down Hawthorne Blvd. or not at all.</p> <p>Michael Garlan </p> <p>Sent from my iPad</p> |

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| 276 | Project Email | 03/28/21 | Gale & Jill Lee | | <p>We live in North Redondo Beach near the Metro Right-of-Way and 182nd Street.</p> <p>We oppose Alternative 1 for the following reasons.</p> <p>The Metro Right-of-Way between 159th Street and 170th Street runs through a densely populated family neighborhood. The tracks a within a few yards of homes on each side of the tracks. The frequency of Metro trains going through the neighborhood would reduce the quality of life for those families through increased noise pollution and danger to children and animals in the neighborhood.</p> <p>182nd Street has a high traffic volume as an east west corridor between Inglewood Ave and major traffic arteries to the east (Hawthorne Blvd, Praire Ave, Crenshaw Blvd). The frequency of Metro trains will significantly impact traffic on 182nd Street.</p> <p>Between 182nd Street and 190th Street, the Metro Right-of-Way runs parallel to homes within a few feet of property lines.</p> <p>The frequency of Metro trains would have a detrimental impact to the quality of life in this neighborhood through increased noise pollution. It would also have a negative impact on the property values in this neighborhood. This would, in turn, result in a significantly lower tax base over the next several decades.</p> <p>We urge you to adopt Alternative 2: Hawthorne Blvd as the route for the Green Line extension.</p> <p>Gale and Jill Lee</p> |


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| 277 | Project Email | 03/28/21 | Ignatius Lin | | <p>Dear Metro Board and all the stakeholders,</p> <p>As a homeowner in and a resident of Lawndale, I strongly support a metro station in Lawndale for all route options.</p> <p>A Lawndale metro station will benefit me in the following way</p> <ul style="list-style-type: none"> -Reduce traffic congestion -Reduce parking congestion -Boost local economy and improve property value, which leads to more tax revenues for essential services -Better access to work hubs (without driving or paying for parking) -SpaceX -LAX for family and business trips -Better access to recreational activities -Proposed Clippers stadium -The Natural History Museum with my family -Bring in more quality residents and tenants <p>Green Line extension MUST include a Lawndale station for Lawndale residents and businesses to receive the benefit of the project.</p> <p>Along with my support for the Lawndale station, I'd the Metro to address three concerns</p> <ul style="list-style-type: none"> -Parking for the station (if any) -Concern of homelessness and crime around the station -Impact of Metro's construction to Lawndale businesses and residents -Reduction of greenspace and trees in Lawndale -More congestion on Hawthorne Blvd. as a result of the metro line -Clearly state the direct benefits to us, the Lawndale residents. <p>Thank you for listening.</p> <p>Yours,</p> <p>Ignatius "Nash" Lin www.ignatiuslin.com</p> |

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| 278 | Project Email | 03/29/21 | Thomas Dorsey | | <p>Mark,</p> <p>I've listened to many community concerns and personally walked the railway/greenway path in Lawndale. Based on what I perceive to have the highest Benefit/Cost Ratio and be sufficient to overcome community objections, I recommend the current railway through Lawndale option as subway from 160th Street to 173rd Street and an underpass at 182nd street.</p> <ol style="list-style-type: none"> 1. Create A Complete Greenway for Lawndale — otherwise the two remaining alternatives provide only construction hassle & safety concerns for Lawndale. 2. Eliminate freight trains & their attendant horn noise in Lawndale and that section of Redondo Beach. 3. It best compliments the Redondo Beach Transit Center 4. It remains walking distance to South Bay Galleria, whose redevelopment includes a housing component. 5. By 2035-40, Metro C (Torrance-Redondo Beach-El Segundo-LAX-Inglewood-Crenshaw-Expo) Line will extend north to Wilshire Blvd/Museum District, West Hollywood and Hollywood & Highland. It will be important that South Bay commuters from Torrance reach Hollywood in 60 minutes or less to maximize ridership. Given the deletion of a Lawndale Station and a 190th-Hawthorne Station, faster speed to Wilshire Blvd/Museum District, West Hollywood and Hollywood should be a major selling point to commuters, nightlife patrons and art patrons. <p>Given the Transportation component of Biden's Infrastructure Bill has a very good chance of passing, this South Bay Lawndale option should score high enough to attract \$350-400 million in FTA funds for the subway component. It will also help FTA analysts rationize the need to fund C Line extension to Wilshire Blvd by summer 2028.</p> <p>Regards,</p> <p>Thomas Dorsey </p> |
| 279 | Project Email | 03/29/21 | Patricia and Dennis Smith | | <p>To whom it may concern,</p> <p>As lifetime residents of Redondo Beach In the area of the proposed expansion, we are concerned about the impact to our neighborhood and would like to encourage you to chose the alternate 2 Route down Hawthorne Blvd instead of building in our back yards.</p> |

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| 280 | Project Email | 03/29/21 | G P Suddeth | | <p>to: Mark Dierking and All Decision Makers at Los Angeles County MTA Regarding the Green Line Extension</p> <p>The MTA will soon be initiating a D.E.I.R. for the C Line Extension from Redondo Station to Torrance. Among the aspects to be covered in the D.E.I.R. are: Aesthetics, Hazards, Noise, Public Service, and Transportation.</p> <p>Alternative 1 fails badly in all of the above considerations.</p> <p>Aesthetics, Noise, and Hazards: It is a natural thing for a public transport line to be found on a major commercial artery such as Hawthorne Boulevard, because that is where the action is that people want to be transported TO. It is also a natural thing that such arteries are noisy and busy, and the sounds generated by public transport in such locations are understood to just be a part of what is expected on a busy commercial street. Conversely, a public transport system running through a residential neighborhood is simply an aesthetic oddity, and the noise of north and southbound trains every 15 minutes, giving the required auditory warnings at every grade level crossing, is clearly something that will degrade the quality of life for all residents in the areas to the east and to the west of the proposed Alternative 1 route. If you ask an appraiser who provides prospective lenders with property valuations whether proximity to a rail line that produces noise pollution at a series of crossings every 15 minutes north and southbound, will enhance or reduce the value of a property...well, you know the answer to that one. I live in a home 50 feet from a major intersection, and an appraiser reduced my valuation by 2% based on that proximity. Further, it is not a question of "if", but of "when" one of the multiple grade level crossings in the residential neighborhoods through which alternative 1 would be routed will be the scene of a serious accident or a tragedy involving a neighborhood child at play or on the way to school. People who participate in a decision to select alternative 1 should be prepared to live with the knowledge of their potential role in setting up such a tragic event.</p> <p>PUBLIC SERVICE and TRANSPORTATION:</p> <p>A major stated goal is to persuade people to chose public transport instead of personal vehicles. This goal is far more likely to be achieved if that transport is routed along a busy commercial artery, rather than through a (formerly) quiet residential neighborhood. In connection with this, it is important that a station be placed on Hawthorne Boulevard IN LAWDALE. This routing and station placement will also greatly benefit the businesses along Hawthorne in Lawndale. Also, the building of the Hawthorne routing should be done in an elevated form (as with the Gold Line crossing La Cienega in Culver City) to avoid disrupting current business activity and traffic.</p> <p>Finally, I urge each person who will play a role in making this routing decision to be honest: if your home were located in the Lawndale neighborhoods that would be impacted by the selection of Alternative 1, would you be in favor of that choice, or of Hawthorne Boulevard. To propose that residents o the area should just "suck it up" and "take one for the benefit of the larger community" because it is the less expensive option to the taxpayers is a manifestly elitist point of view that should not win out in this case.</p> <p>Thank You –</p> |

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| 281 | Project Email | 03/29/21 | Nancy Arestegui Hunt | | <p>To Whom It May Concern,</p> <p>Please choose alternative route #2 for the extension of the Metro Greenline to Torrance. Hawthorne Blvd. is the main road, from LAX Airport to Torrance. Many Airport employees live in South Bay and especially Torrance. If the Metro runs above Hawthorne Blvd, many Airport employees and airline passengers will find it quick and easy to get to and from the airport. Most of the major shopping centers, movie theaters and hospitals are on or near Hawthorne Blvd. and the traffic has only gotten worse because we need to drive to several different locations to do our shopping. With the Metro over Hawthorne Blvd, people can park their cars, in one spot, and ride the Metro to practically every place they need to visit.</p> <p>Route #1 is a bad choice. It's not convenient for a majority of Metro riders as it's in a neighborhood that lacks enough lanes for the amount of traffic the Metro would attract. Also many kids walk to and from school and will be in danger of being run over by speeders. In the mornings, there is traffic just from parents dropping off kids, add commuters rushing to catch the Metro, and this is a recipe for road rage. The noise of the Metro running all day and night, strangers roaming around, looking for trouble or stuff to steal, increased traffic, accidents, road rage, endangering kids and destroying property values are just some of the consequences the people living there will have to endure if Route #1 is chosen. Please choose Route #2. Thank you.</p> <p>Sincerely,</p> <p>Nancy Arestegui Hunt Redondo Beach resident.</p> |
| 282 | Project Email | 03/29/21 | Wendy Tan | | <p>Please consider green line extension alternative route 2 to have least residential disturbance and have a South Bay galleria shopping center station.</p> |
| 283 | Project Email | 03/29/21 | Matt Hank | | <p>Hello,</p> <p>As a North Redondo resident the proposed green line extension would impact my family and community directly. Attached are pictures from my backyard. The new train system would run right behind my house all day long.</p> <p>Consider the residents and move this project to Hawthorne Blvd please. Matt Hank https://linktr.ee/coachmatthank</p> |

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| 284 | Project Email | 03/29/21 | Charles Michel Deemer | South Bay Service Council | <p data-bbox="1220 256 1392 277">-The Deemer Plan-</p> <p data-bbox="1274 310 1655 380">A proposal to save substantially on the construction costs of extending the C Line to the Torrance Transit Terminal (T3).</p> <p data-bbox="1274 407 1696 500">These items are a further update to those previous statements made by me on this issue based on updated information up to January 2021 A.D..</p> <p data-bbox="1274 529 1704 769">Metro's continuing efforts to maintain freight service beyond the Torrance Refinery on Metro's owned Right-of-Way is extremely a waste of money. To spend potentially tens of millions of Dollars to keep a fairly small number of customers for the BNSF Railway in El Segundo should be transferable to the Union Pacific Railroad through possible funding by Metro to balance things out as mentioned in previous statements.</p> <p data-bbox="1274 799 1714 1065">With Torrance Transit Terminal (T3) opening up in half a year or so. & Redondo Beach getting a lot closer to starting work on their Transit Center limited service can still start well before 2013 or even the Olympics. First connecting the current Redondo Beach Station by building out a temporary (few years) connection to the current existing freight-line on a single-line service using the yet-to-be built Redondo Beach Transit Center as a crossing point in conjunction with the Torrance Transit Terminal (T3).</p> |


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| 285 | Project Email | 03/29/21 | Nancy Lewis | | <p>Greetings and Salutations!</p> <p>I am writing to express my concerns regarding one of the proposed alternatives for the C Line extension to Torrance.</p> <p>By way of background, I am an east coast transplant, having migrated to Los Angeles 12 years ago from Philadelphia where I lived, very happily, without a car for close to 30 years. The public transit light rail system and walkability of the city were great advantages, in my opinion, and I've long bemoaned the lack of sufficient public transit in LA. Buses, operating on the same roads as and competing with cars, semis, etc., makes them a less than desirable alternative. So I am by no means opposed to the C Line extension - I welcome it.</p> <p>My concern is regarding the alternative that proposes to route the line on the Metro-owned Right of Way. These tracks run very close to - in the middle of, actually - an extremely densely populated residential neighborhood, one filled with children. As a homeowner living close to the tracks, I've observed how many families with children, and young people on their own, utilize these tracks and the adjacent green space, for access to and from school, recreation, exercise and socialization.</p> <p>I've noted how, whenever attempts are made to restrict access, by, for example, erecting chain link fencing at the ends of the cul-de-sac streets fronting the tracks, those barriers are very quickly breached, and access to and activity along the tracks resumes. The safety of neighborhood residents, especially children, remains by primary concern. Should Metro's Board decide to proceed with the option along the Right of Way, I STRONGLY propose a solid wall barrier, similar to the one that exists further east in the neighborhood, along the western boundary of the 405, be erected. Not only would this preclude people from attempting to cross and/or walk along the tracks, or to hang out, play, exercise, etc., alongside of them, it would substantially diminish, if not prevent, catastrophic injury to people living in the homes and being out and about on the streets immediately adjacent to and below the grade of the tracks, should a derailment(s) occur.</p> <p>In addition to safety concerns, I am also very concerned about pollution, including sound - the existing trains that run only a couple of times a day are at decibel levels that exceed safety and the addition of many more trains per day, while they may operate at lower levels, would still increase the noise pollution and potential damage to hearing of local residents. Further, the vibrational effects of the trains on our homes has been demonstrably damaging, causing cracks in ceilings and walls, windows to rattle and items to be dislodged from walls, shelves, etc. Likewise, the amount of soot dispersed by the trains' movement along the rails impacts our respiratory health in a most negative manner - its presence is pervasive on every surface in and around our homes - and this will only be exacerbated by increased traffic.</p> <p>Lastly, the impact of the extension being aligned with the Right of Way on the property value of our homes will be substantial. Many of my neighbors have lived here their entire lives, and their homes represent the greatest share by far, if not the sum total, of their assets. Personally, I worked and saved my</p> <p>Full comment included after Project Email Comments table</p> |

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| 286 | Project Email | 03/29/21 | Candace Allen Nafissi | Los Angeles County Beaches & Harbor Commissioner Redondo Beach Library Commissioner Redondo Beach General Plan Advisory Committee Member | <p>Hello, I am a resident of Redondo Beach. I am writing you today to urge you to consider the following things when moving forward:</p> <ol style="list-style-type: none"> 1) Public Safety-Please consider the impact of the increase of crime to the surrounding neighborhoods who will be directly impacted--Also, please consider 2) Noise-The increase of noise due to the sound of the train passing through multiple times a day 3) Traffic- We anticipate the traffic increasing due to traffic waiting for the train to pass by SEVERAL times a day 4) Hazardous- This area is known to have brittle pipes near the railway and could propose significant issues moving forward <p>I would like to urge you to support alternative 2 that will allow Metro to run down Hawthorne in an elevated position. It doesn't make sense to ruin our quality of life in our backyards when you have the option to put it down a BOULEVARD!</p> <p>At your service,</p> <p>Candace Allen Nafissi, MPA Los Angeles County Beaches & Harbor Commissioner Redondo Beach Library Commissioner Redondo Beach General Plan Advisory Committee Member</p>  |

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| 287 | Project Email | 03/29/21 | Esther M. | | <p>To Whom It May Concern:</p> <p>Please consider the negative impact on surrounding neighborhoods should Alternative 1 be considered in Green Line Extension:</p> <ul style="list-style-type: none"> •Public Safety <p>Alternative 1 will bring significant impact to the neighborhood surrounding the current Line C and along an existing low-traffic freight railway and at the new Torrance Transit Center. The noise created by horns, bells, and rumbling with increased train traffic within mere feet of homes definitely need to be evaluated and scrutinized. This will greatly impact the safety, security, and well-being for residents.</p> <ul style="list-style-type: none"> •Increase in crime in the area <p>Should the Alternative 1 proceed, there will be an increase in crime from unwelcome passengers to the otherwise safe and quiet neighborhoods. With increased traffic of Metro trains, there will an increase in passengers brought in to the neighborhoods where they may not necessarily live or work and thus an opportunity for unwelcome misdemeanor and unforeseen violations.</p> <ul style="list-style-type: none"> •Increase in traffic congestion <p>As seldom as the existing train traffic exists, each time a freight train passes through the neighborhoods, there is a considerable amount of surface traffic congestion which causes added pollution and noise in the neighborhoods, not to mention the aggravation on the motorists' part.</p> <ul style="list-style-type: none"> •Decrease in Property Values <p>There will be significant decreases in property value should Alternative 1 proceed. I understand there is a plant to shift the petroleum freight rail lines closer to homes. This would certainly impact the value of properties surrounding areas.</p> <p>I strongly support Alternative 2E which will allow Metro run its route along Hawthorne Blvd. in an Elevated position to mitigate traffic. This choice will bring added benefits of economic stimulation to local enterprises along Hawthorne Blvd. and closer access to shopping and dining for commuters. By avoiding the Row (Alternative 1), there will be fewer negative impacts to residents and homeowners, maintaining Redondo Beach quality of life. Issues brought on with six at grade crossings and 3 closures in the original Alternative 2 at grade are hereby resolved. I believe you will see that Alternative 2E is a win-win situation for both neighboring residents and Metro.</p> <p>Sincerely,</p> <p>Esther M. Resident of Redondo Beach, CA</p> |
| 288 | Project Email | 03/29/21 | Jason Miller | | <p>Please run the metro down hawthorne blvd and not my backyard. I live at [REDACTED], DIRECTLY across from the train tracks. This house has been in my family since 1976. putting a metro directly across is going to destroy my property value, creates unbearable noise, and who know's what else. It will probably force me to move out of the area, which I do not want to do....</p> <p>Please consider Alternative Route #2.</p> |
| 289 | Project Email | 03/29/21 | Denise Nolan Delurgio | | <p>Extend the Green Line through Redondo Beach, and end at the Torrance Transit Center. Planned 2 stops. Needs more in order to attract riders.</p> |
| 290 | Project Email | 03/29/21 | G P Suddeth | | <p>Just to be clear: I support Alternative 2 in an elevated form !</p> |

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| 291 | Project Email | 03/29/21 | Holly Osborne | | <p>Dear Metro:</p> <p>At the Sept 2018 meeting, Mr. Garcetti said that Metro would look at undergrounding (not trenching) for the Greenline.</p> <p>Please investigate complete undergrounding for the Metro Green Line for both the ROW Option and the Hawthorne Boulevard Option.</p> <p>Undergrounding would have the least effect on neighbors:</p> <p>Thank you</p> <p>Holly Osborne</p> |
| 292 | Project Email | 03/29/21 | Russell Czuleger | | <p>Good Afternoon</p> <p>Would like to see the green line extension go down Hawthorne BL. Also would like to see engineering provisions to send a line north along Hawthorne BL to Inglewood from the 405 freeway in the future.</p> <p>Thanks</p> <p>Russ Czuleger</p> |
| 293 | Project Email | 03/29/21 | Diane Parsley | City of Lawndale | <p>Ms. Roybal Saltarelli,</p> <p>Please see the attached comment letter on the above mentioned project on behalf of the City of Lawndale and Lawndale Mayor Robert Pullen-Miles.</p> <p>If you have any questions, they may be directed to City Manager Kevin Chun at [REDACTED] or Community Development Director, Sean Moore at [REDACTED]</p> <p>Respectfully,</p> <p>Diane Parsley, Executive Assistant on behalf of Mayor Robert Pullen-Miles City of Lawndale</p> <p>[REDACTED]</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|--------------|-------------|--|
| 294 | Project Email | 03/29/21 | Rich Gossett | | <p>Dear Metro C Line,</p> <p>I do have a comment regarding the facility you are constructing on Crenshaw Blvd in Torrance.</p> <p>Since 1989 my family has lived on Elm Avenue in the neighborhood just south of your facility between Maricopa and Torrance Blvd. I am very concerned about the volume and flow of traffic going to and from your facility. Elm Avenue in particular already has a tremendous problem with employees coming and going from the commercial area north of Maricopa because they do not want to wait for the light to make a left turn (west) onto Maricopa from Crenshaw. Instead they will make their turn at Elm Avenue to cut through our neighborhood to Maricopa making Elm Ave a major thoroughfare. In the morning they go from south to north and at the end of the day when the traffic backs up on Maricopa going to Crenshaw they will again cut through using Elm.</p> <p>We get additional traffic from drivers who are going south on Crenshaw and rather than waiting for the light to make a right turn onto Torrance Blvd, they turn right at Maricopa then left on Elm. Again making Elm as busy as a freeway, creating noise and a safety hazard because Elm is on a hill and the drivers cannot see all the way down the street for pedestrians or oncoming traffic. I have asked the City of Torrance to do something to mitigate the problem and their response has been less than pathetic.</p> <p>With the increased traffic coming and going from your facility with drivers headed to the courthouse, civic center, mall and all of Torrance to the southwest, I would like to know what this project will do to minimize the amount of drivers using our neighborhood as a shortcut. In concert with this question, I also expect the foot traffic and easy access of our neighborhood to criminal-type individuals to our homes, what is the mitigation measures to address this potential problem beforehand rather than after it becomes a problem.</p> <p>I have several ideas with the goal of making it too much trouble to drive down Elm Ave and easier to use the main thoroughfares at Crenshaw, Maricopa and Torrance Blvd. For example, speed bumps on Elm Ave, a STOP sign at the intersection of Elm and Sierra Street (this would also help make that intersection safer), posting signs restricting a right turn onto Elm from Torrance Blvd Between 5AM and 9AM and no right or left turn onto Elm from Maricopa between 4PM and 6PM. Im sure there are many other possible ideas that could be implemented if you care enough to help your neighbors with a problem are are creating.</p> <p>Thanks very much for your time,</p> <p>Rich Gossett Elm Avenue Torrance</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|---------------|-------------|---|
| 295 | Project Email | 03/29/21 | Phil Ives | | <p>To Whom it May Concern:</p> <p>I would like to take this opportunity to publicly state my opinion regarding the upcoming Green Line extension of the Metro rail system. Let me start out by saying I like trains. I have some 80-100 year old toy trains that are a blast to get out and run at Christmas time. Lots of fun. Furthermore, I have real live train tracks running through my back yard. Ok, at the boarder of my back yard in Redondo Beach. I remember watching the circus train go by with my kids when they were younger. How cool is that? We had heavy freight trains hauling through that would shake the house. We'd count the cars. I'd have to say there were a few more freight trains passing by than I really wanted to see, however, so I didn't mind a bit when they put in the Alameda corridor and the traffic dropped off. I still look up to see the smaller trains pass by whenever I'm in the yard. And it's fun to go through the motions to see if you can get the engineer to toot the horn when the kids are around. The trains move the freight that keeps our nation running, no doubt about it. Can't live without that. What we are talking about for the Green Line extension is a whole different story. We are talking about trains that run every 15 minutes. Constantly. It never stops. Early in the morning from before you get up, until late at night long after you are in bed. Although the rare freight train these days makes a little noise, the metro trains make a horrible blood curdling screeching sound as they come into the station and as they leave it. This constant, wretched noise destroys the quality of life. No one needs that. Not for any reason. It's all about quality of life? Is it not? How about the privacy problem? Running the green line through neighborhood back yards would be the perfect opportunity for anyone would be criminal to scope out their next raid. Nothing would be hidden from the prying eyes of those who have no business knowing what sort of lawn furniture, bicycle, or other easily stolen article might be there for the taking. But that's not the worst of it by any means. Do I want my grandchildren in the yard like they are being paraded in front of an auction house for the next predator to come waltzing through town thanks to the opportunity provided by my own government? Would it really be safe for children playing in my yard given that anyone can cruise on by checking it out for their own evil intent? What sort of quality of life does that create? Some clever person might suggest that the simple solution to the horrible noise and the privacy invasion of the trains is simply to build a wall around the train. If this were done in my back yard, I would not see the morning sun until late in the morning. I would be living in the shadows. It would be like living in a prison. Not to mention the fact that walls don't really block out the sound, just slightly muffle it. Not a solution, not something to increase the quality of life, a wall would only decrease it the more. Do we not learn lessons from the past? Even lessons from the very, very recent past? Metro trains are the perfect breeding grounds for disease. Let's face it, it doesn't matter how many times you clean that train (once a day??) everyone in there is breathing the same air. And masks, as we know, do not stop the spread of any virus. That probably has a lot to do with the reason metro trains and local buses are running around virtually empty these days. No one wants that shared air. What is safe about that? Everyone says: "be safe". But no one says: "be safe – ride the train with 40 other people crammed into the same car". Of course that's if people really did fill up the train like officials would like you to believe that they do. And let's think about it – what's the point of extending the train lines when people really don't want to ride the train? Is it government's responsibility to force people to do what they don't want to do? Or</p> |
| 296 | Project Email | 03/29/21 | Gi bert | | <p>Hawthorne Blvd makes the most sense for the green line with a new station at the Galleria- especially now that the Galleria is being reconfigured. Hopefully our extension will not travel on-grade crossing streets – haven't we learned that on-grade travel across streets continues causing accidents and traffic problems? Best wishes</p> <p>Sent from Mail for Windows 10</p> |
| 297 | Project Email | 03/29/21 | Troy McGatlin | | <p>Hi just want to put my two cents in. I have no idea why this extension isn't running down Hawthorne. Who wants to be dropped off blocks from where the business in the area is. This is the only logical place to put an extension. Please stop thinking so short sighted on this issue.</p> <p>Thanks</p> <p>Troy</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-------------|-------------|--|
| 298 | Project Email | 03/29/21 | Ted Hofmann | | <p>Good morning, My name is Ted Hofmann We have property against the freeway at 160th St and 161st St. in Lawndale. Part of our property is currently 12' from the freeway soundwall on the west side of the freeway.</p> <p>I have spoken at the meetings in the past 2 years ago, and the current zoom meetings. My opinion is that the Green Line would be better off using the existing Right of Way, not the Hawthorne Blvd. option. 2 years ago, the Hawthorne Blvd. option was going to be overhead. Your current presentation shows it as "at grade" from 162nd St going south. That will take the current center median parking away, which the businesses along Hawthorne Blvd. rely on. I have been told that Metro is not taking any properties. However, when I ask where the train will be placed, inside the current soundwall or outside the current sound wall, I could not get an answer. Again, 2 of our properties have the back property corner 12' from the current sound wall.</p> <p>If the rail goes down the existing Right of Way, I would hope that the streets are left open. 159th, 160th, 162nd, and 170th Streets all have railroad crossings, and I hope everything there will be underground or overhead.</p> <p>Thank you, Ted Hofmann [REDACTED]</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|----------------|-------------|---|
| 299 | Project Email | 03/29/21 | Kevin Mitchell | | <p>To who it may concern, I am a homeowner in Redondo Beach since the fall of 2007 whose property will be directly effected by the placement of the Metro Green Line through the corridor identified as, "Alternative 1: Metro Railroad Right-of-Way." The current railway services a to-and-from passage once a day and railcars are at a minimum. This is our existing interruption; train comes by twice a day and last for usually under a minute.</p> <p>The proposed 'right-of-way' initiative will have a Metro train pass directly behind my property every seven to ten minutes. The proposed passage is a ground level installment that will have a crossing at 182nd Street (two homes between our property and this street) every 7-10 minutes.</p> <p>This will be devastating to our quality of life, not only in our backyard as we will be confronted by the visual impact of the train passing every ten minutes, but will also be an affront to our currently pleasant atmosphere with a barrage of train crossing ding, ding, dings. And further, it will create a traffic hazard at our street as frustrated motorist will speed through our neighborhood seeking alternate routes. The proposed "Sound wall" will only serve to destroy our current view of the tree-lined El Nido park that backs to the other side of the "right-of-way" passage at 182nd St.</p> <p>What is required from a neutral party forensic examination, is a detailed study of all of the impacts that this train route will have though residential neighborhoods that have been proposed by this route. It will need to cover the frequency of interrupted traffic flow from most of North Redondo to adjacent municipalities. The added noise and congestion, the blocked access for certain emergency routes, the visual assault of a high speed rail through our residential neighborhoods, accompanied by the v brations and exposure to foot traffic that this rail will create. Further to disclose, is the impact on adjacent property values and the both figurative and physical shadow this "Light-rail" project will cast.</p> <p>As this is a train that functions on electricity, there will be an array of tresses strung with high powered wire lines accompanied by the static hum and the electrostatic emissions that they give off. A detailed study of both the range and the impact on life forms should be undertaken and published. It should include sound studies and data particulars of the characteristic high pitch whining of this type of rail and the effects on ecosystems.</p> <p>Actual details of the proposed new rail in relationship to the existing tracks, its actual distance to homes and structures, its actual frequency and implications have not been adequately communicated. It falls on the Metro corporation, the City of Redondo Beach, the County of Los Angeles and all assigns to properly address and communicate all particulars to affected parties in any and all environmental surveys. Failure to do so results in unclean hands, and will be brought to light.</p> <p>At the base of the current rail tracks lie multiple liquid petroleum lines identified by the Shell corporation as being a "High-Pressure Pipeline." These petroleum lines run the entire distance of the proposed Alternate 1: Right-of-Way. This current circumstance already creates a certain level of unease. The new commuter rail running through this corridor will greatly increase the amount of pounding to these fuel lines. The concern rises to a crescendo when</p> <p>Full comment included after Project Email Comments table</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|---------------|-------------|--|
| 300 | Project Email | 03/29/21 | Rita Catalano | | <p>To Whom it May Concern</p> <p>My name is Rita Catalano. I am a 35 year homeowner in Torrance.</p> <p>I oppose the Green Line extension Alternate 1:extension going down the ROW because it will disrupt residential area and will be bad for the environment and El Nido Park.</p> <p>I understand there are gas lines under the tracks and am very concerned about the safety issues.</p> <p>I am concerned about quality of life, noise, pollution, vibration, safety, and crime.</p> <p>I request Alternate 2: to go down Hawthorne Blvd. because it will be more convenient for shoppers, and it's already a commerce area.</p> <p>My neighborhood borders the ROW and also Hawthorne Blvd and would love to have access to Light Rail at Hawthorne Blvd and don't want the disruption to our residential neighborhood!</p> <p>Respectfully, Rita Catalano</p> <p>██████████</p> |
| 301 | Project Email | 03/29/21 | Fred Boehnert | | <p>Good afternoon,</p> <p>The route via the BNSF right of way: Disturbs an established green way through a neighborhood. Brings vibration, noise and disruption every few minutes morning though evening. Multiple grade crossings will be a safety issue with children, gates and a loud warning bell will disrupt the surrounding area. Check the Minneapolis Southwest light rail project that parallels the BNSF tracks. The railroad is demanding a safety wall to protect the light rail from the freight trains. The latest estimate for this barrier has ballooned to \$93,000,000 triple the original estimate. The railroad will want the same protection after you selected this route and are in the planning stage. The selection of this route will be met not with excitement but hostility toward a noisy invader even bringing on costly litigation and redesign to make it more acceptable. Instead, I would suggest replacing the Pacific Electric rails formerly on Hawthorne Blvd, a wide reservation on a commercial street is ready for improvement. Far fewer local residents will be immediately impacted by the introduction of continuous passing of trains. It is indeed a possibility that the route passed the South Bay Galleria will turn that area into a thriving hub of many businesses while providing a needed light rail link. The cost of sound mitigation, litigation and a possible expensive safety barrier on the BNSF extension would be better spend elevating a major portion of the Hawthorne Blvd route over the major street intersections. Thank you for taking the time to consider my opinion.</p> <p>Regards, Fred Boehnert</p> |
| 302 | Project Email | 03/29/21 | Scott Saffer | | <p>Please consider using greenline extension alternative #2 and have a station at the South Bay Galleria to minimize the impact on residential neighborhoods.</p> <p>Thank you. Scott Saffer</p> <p>Sent from Yahoo Mail for iPhone</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|-------------|-------------|--|
| 303 | Project Email | 03/29/21 | Tom Kurth | | <p>I live in a home adjacent to the rail line in Redondo Beach that is plan one alternate extension for the green line. The addition of light rail to the line would be detrimental to the quality of life that we enjoy, due to the increased noise, vibration and the elevation of the rail line above the tracks. Please consider alternate two for the light rail line down Hawthorne Boulevard it would preserve the peace of our neighborhood and would provide more customers to the businesses on Hawthorne Boulevard.</p> <p>Sent from my iPad</p> |
| 304 | Project Email | 03/29/21 | Paul Miller | | <p>Hello Mark,</p> <p>My wife Mary, my two boys, and I live in a house directly on Hawthorne Blvd., just south of Artesia's commercial properties, at 176th St. My wife has lived in this house for nearly 50 years, so she has seen a lot of growth and changes in this area, including the expansion and building of the Galleria Mall and the ever-increasing traffic on Hawthorne Blvd. that causes pollution and noise directly affecting our house and our family.</p> <p>We are excited that Metro is expanding the Green line in the South Bay and we support Metro's expansion and improvement of public transportation and train lines in general, because automobile traffic and the resulting gridlock and pollution are ruining the quality of life and health of the residents of the greater Los Angeles area. Ideally a train line should have been part of the carpool lane expansion of the 405 a few years ago.</p> <p>We would like to thank Metro for looking at various alternatives and solutions for the Green Line expansion, and we believe the planners, engineers, and community can come up with a viable and palatable solution for the greater community as well as for people who live and work in this area.</p> <p>Based on information we received at multiple community meetings we attended over the years (including the last two recent scoping meetings this year), Metro indicated the following notes for the two options:</p> <p>Option 1</p> <ul style="list-style-type: none"> •Train lines would run along the existing Metro Right of Way •Option 1 costs are within existing Metro budgets for this expansion •Metro could install mitigation measures like sound barrier walls that would be erected along the rail lines adjacent to the residential homes. •Metro discussed the possible implementation of amenity improvements like landscaping and bike/pedestrian paths along the Right of Way •There would be little to no Eminent Domain which would destroy residential or commercial properties along the Right of Way <p>Option 2</p> <ul style="list-style-type: none"> •Train lines would run along Hawthorne Blvd. •If installed as surface train lines, Metro indicated Hawthorne would still maintain 8 lanes of traffic and would require the expansion of Hawthorne Blvd. which would result in a need for eminent domain to expand Hawthorne; especially at the intersection of Artesia and Hawthorne. •Expansion of Hawthorne Blvd. through Eminent Domain would result in elimination of businesses and adjacent homes, including our home around Hawthorne and Artesia to accommodate the train station. •The construction period along Hawthorne would cause years of major congestion along this Principal Arterial which would lead to additional traffic on surrounding roadways and parallel alternate routes. <p>Because we live directly on Hawthorne Blvd., we have major concerns of potential eminent domain that was noted by Metro at previous meetings. Option 2 runs adjacent to residential homes and is not merely located along commercially zoned areas. We have all the same concerns the residents adjacent to the Right of Way Option have: safety, noise, vibration, interruption of daily lives. In addition to these concerns, as Metro had indicated in a previous meeting we</p> <p>Full comment included after Project Email Comments table</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|------------------|-------------|---|
| 305 | Project Email | 03/29/21 | Lesley Elwood | | <p>Hello Metro, I support extending the green line along the existing ROW. Please feel free to reach out if you need support. I live in the franklin park area of the line, and although many neighbors are opposed, I think this is a GREAT idea.</p> <p>Thanks for all your work!</p> <p>Lesley A. Elwood [Redacted]</p> |
| 306 | Project Email | 03/29/21 | Jose G Gutierrez | | <p>Hello,</p> <p>My name is Jose Gutierrez, and I am a Lawndale resident. I wanted to submit my comment in support of the Alternative 2 extension through Hawthorne Blvd. Option 1 would remove the only greenspace we have in Southwestern Lawndale. Especially during the pandemic, residents use the greenspace along the existing train tracks as a recreational space. A few years back residents voted as part of the LA County Comprehensive Parks and Recreation Needs Assessment to explore the option of formalizing this greenspace into a recreational space for my neighborhood.</p> <p>Saludos, Jose Gutierrez</p> <p>Sent from Mail for Windows 10</p> |
| 307 | Project Email | 03/29/21 | John Krause | | <p>I am a resident of Lawndale and am against both alternatives for the green line extension. I am against the entire project. If the project does go forward, alternative 1 through a residential area should be avoided at all costs.</p> <p>Any studies that were done pre-COVID are outdated and should be re-done post-COVID. COVID changes everything and I feel that this project is being rushed through for some reason. Pre-COVID, I was commuting to Pasadena, but during COVID, I've been working from home, and I expect that to continue post-COVID. I point out the irony of Metro having it's public meetings over Zoom. (At the very least, please use Skype for future virtual meetings instead of a Chinese app that the Chinese military uses to spy on Americans.)</p> <p>Thank you, John Krause</p> |
| 308 | Project Email | 03/29/21 | Julie Iffland | | <p>This is an email to oppose the idea of putting a metro in the current track going across the backyard of homes!!</p> <p>There are groups opposing this The Hawthorne route makes sense fir ridership Access And will not ruin gas pipelines, homes, and actually add traffic This is not acceptable in any city where this will be close to schools! The redondo residents, mayor, and council members do not agree with putting a metro rail anywhere but out on Hawthorne</p> <p>Sent from my iPhone</p> |

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|-----|----------------------|-----------------|----------------------|---------------------------------------|--|
| 309 | Project Email | 03/29/21 | Michelle Fiu-Mateaki | Redondo Beach Unified School District | <p>Hello,</p> <p>Choosing alternative B will have dramatic impacts on the surrounding families and community. Please do not choose this option. Hawthorne Blvd. is already a disastrous zone and extremely dangerous for the families around due to the amount of traffic and accidents. PELASE DO NOT CHOOSE OPTION B!!</p> <p>Michelle Fiu-Mateaki</p> <p>Confidentiality Notice: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution of this information is prohibited, and may be punishable by law. If this was sent to you in error, please notify the sender by reply e-mail and destroy all copies of the original message.</p> |
| 310 | Project Email | 03/29/21 | Mina Azer | | <p>I don't think this is a project that will vring any benefit to the community, rarely you see people riding the existine lines and having this passing in the middle of resedenial area is not optimum.</p> <p>The traffic al9ng many of the intersections will be a nightmare with metro passing every 15 or 20 minutes.</p> <p>Tge Area is jammed already and the impacts will be so negative on everyone</p> <p>Thank You</p> <p>--</p> |
| 311 | Project Email | 03/29/21 | Julie Young | | <p>I'm writing today to express my desire for the Metro C Line extension to travel along Hawthorne Blvd. I believe that transit should stay with transit and that it is entirely possible for different types of transit to be integrated together. Wether the metro can be elevated above Hawthorne Blvd or stay at grade, municipalities all over the world have figured out how to keep commuters with commuters and out of residential neighborhoods. Keeping the metro along Hawthorne Blvd allows for riders to visibly see what they are passing and will continually expose the business fronts along that route. While I understand that there are some residences along Hawthorne Boulevard, the residences along the ROW far outnumber those along Hawthorne and they are there knowing that they live along a major thoroughfare with tens of thousands of commuters.</p> <p>Trying to claim that this project could be done in time for the olympics and travel related to that feels like such a shot in the dark. The olympics will be 3 weeks long and the metro will be in our community for eternity and it should be completed with permanent long term plans. Putting the metro along the ROW will limit any chances of potential transit station locations whereas it would be possible to make changes if the extension goes along Hawthorne.</p> <p>Finally, and maybe most importantly, I am deeply concerned about the Shell pipeline that travels along the ROW and how that would effect/impact any kind of infrastructure changes in the area. I had a birds eye view of a pipeline repair that occurred in July/Aug 2020 that directly effected my living conditions and caused damage to my property and still isn't resolved. I want to know more about exactly where any tracks would be in the form of plans that include the pipeline and guarantee that Shell would have the space they need to complete future maintenance.</p> <p>Julie Young</p> |
| 312 | Project Email | 03/29/21 | Diane Parsley | | <p>My apologies – The subject line in the email is corrected – there was a typo with the number “9”.</p> |

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|-----|----------------------|-----------------|-------------|-------------|--|
| 313 | Project Email | 03/29/21 | Brent Gesch | | <p>Good afternoon,</p> <p>Regarding the C Line (Green) Extension to Torrance Project, if the goals are truly to mitigate the ongoing impact of the project and to connect destinations and commercial areas, it seems clear that Alternative 2 (Hawthorne Boulevard) is the better option.</p> <p>Alternative 1 (Metro railroad right-of-way) would not only negatively impact residential areas during the construction phase but also during ongoing utilization. It would add Metro rail travel within a few feet of residents' backyards while contributing delays to neighborhood foot traffic, bicycle traffic and automobile traffic. It would also add noise that is not currently present every time the rail runs.</p> <p>Alternative 2 (Hawthorne Boulevard) would travel along Hawthorne Boulevard/State Route 107/County Route N7, along the Hawthorne Boulevard business corridor, which has multiple lanes of traffic in each direction, as well as a center divider that is quite wide in portions. This corridor has moved large volumes of traffic, with the inherent noise, for many decades and was once considered to be upgraded to a freeway. This wide business corridor is much better suited to accommodate the addition of a Metro rail line than a residential neighborhood.</p> <p>I hope that my comments have been helpful and will be duly considered.</p> <p>Regards, Brent</p> |

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|-----|----------------------|-----------------|------------|-------------|--|
| 314 | Project Email | 03/29/21 | Ray Hollar | | <p>Dear Metro Friends,</p> <p>Thank you reading this neighbor impact statement. I have been a homeowner in Southwest Lawndale for over 30 years, and I live 60 feet away from the edge of the railroad easement. Metro is considering two alternatives: Alternative 1 through my Southwest Lawndale neighborhood, which I call A1ROW, and Alternative 2 along Hawthorne Blvd, which I call A2HB.</p> <p>I characterize the alternatives this way. Shall we extend the Metro rail a commercial area, along the same path as the Pacific Electric Red Car rail used to run (A2HB) or shall we run 88 Metro trains every day through a quiet residential area (A1ROW)?</p> <p>I am opposed to Alternative 1 (A1ROW), through my Southwest Lawndale neighborhood, and in favor of Alternative 2 (A2HB), along Hawthorne Blvd. I agree with everything in the detailed RightofSay.com website, and I am going to assume here that you have read it or will read it. In my notes here I strive to elaborate on topics I raised during the Feb 27 Zoom meeting.</p> <p>**The Metro Environmental Review supposedly includes Benefits, Cost, Feasibility, Impacts, and Mitigation.</p> <p>I address these with discriminating impacts by both alternatives. For example, both alternatives provide a stop near the Galleria, so both have the benefits for the few of those who reside near the Galleria, like my grandfather who is buried in the Pacific Crest Cemetery, and those who work at the Galleria but live somewhere else, so that benefit is not a discriminator.</p> <p>Benefits For A1ROW, none to Lawndale residents. No stops nearby. For A2HB, free advertising for South Lawndale businesses on Hawthorne Blvd from 88 metro trains per day.</p> <p>Cost Enormous. You could buy a lot of buses for the hundreds of millions this extension will cost. Buses are flexible, and the backup to the rail when the rail fails. Both alternatives fail compared to buses.</p> <p>Feasibility If you have enough money, you can do whatever you want.</p> <p>Impacts I encourage anybody who cares to walk the two alternative paths through Southwest Lawndale and Northwest Redondo Beach. The proposed A1ROW path runs through Southwest Lawndale, a mostly greenbelt area with hundreds of pine trees as tall as 66 feet (estimated using shadow length and similar triangles). The ambiance is like a rustic park, consistent with Lawndale's rural past. There are birds, squirrels, and an occasional</p> <p>Full comment included after Project Email Comments table</p> |


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| 315 | Project Email | 03/29/21 | Bill Guersney | | <p>I understand there are issues of cost and convenience, but I strongly feel the green line extension should go down Hawthorne Blvd ("Option 2") rather than cutting through Lawndale and Redondo neighborhoods on existing tracks. Reasons:</p> <ul style="list-style-type: none"> - Highly unsafe in Lawndale....I mean, come on, be serious: take a drive through those intersections some time - Detrimental to quality of life in the effected neighborhoods (noise, odor, visual, ambience) - Loss of property value due to above factors - Hawthorne Blvd has access to stores/shops along the route - Impact on "wildlife" in adjacent El Nido park: there are amazing birds-of-prey living there <p>I am not a knee-jerk NIMBY person. For instance, I consider the existing industrial train tracks/trains to be something that existed when we moved in, factored into the home price, and it's up to us to live with that. Also, I support the homeless shelters recently added near our neighborhood: that is a sensible location and helps us do our part for the greater good.</p> <p>These long-term construction projects need to be done RIGHT, even if much harder and more expensive to execute in the near-term.</p> <p>Thank you.</p> <p>Bill Guernsey Resident, [REDACTED]</p> |
| 316 | Project Email | 03/29/21 | Blake Jung | | <p>Hello,</p> <p>I would like to express my concerns about the green line extension down Condon (through Lawndale to Torrance). This extension would be devastating to everyone who lives here. Please reconsider moving the train down Hawthorne.</p> <p>Thank you, Blake Jung [REDACTED]</p> |

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| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|----------------|-------------|---|
| 317 | Project Email | 03/29/21 | Arlene Pinzler | | <p>To Whom it May Concern:</p> <p>As a 40-year homeowner in north Redondo Beach, I am writing to express my strong support for Alternative 2 -- the Hawthorne Blvd. route for the long-awaited extension of the Green Line (C line) to Torrance.</p> <p>The homeowners whose properties border the existing railroad right-of-way that Metro is considering using in Alternative 1 will experience unacceptably high levels of noise and air pollution -- not to mention visual pollution -- from the construction of this new arm of the Green line if this alternative is chosen instead. Between construction and the expected daily schedule of the trains that would run just inches from their property, these residents would say goodbye forever to any semblance of peace and quiet they have enjoyed in their neighborhood with Alternative 1. No amount of trenching is going to mitigate sufficiently for both the noise and visual pollution of having light rail trains flying past their windows several times a day, seven days a week.</p> <p>Another important matter I feel it is essential the Metro board members take into consideration when selecting a design for the Green line extension to Torrance is the expected environmental impacts of the planned and approved South Bay Galleria expansion. The very same residents who would have their quality of life severely diminished due to the extension of the Green line as proposed in Alternative 1 will also be among those most severely impacted by the Galleria expansion.</p> <p>In my view, there is no way to select an approach to the Green Line extension that is equitable and fair to the residents without also considering the environmental and social impacts of all the other upcoming projects in the same area. North Redondo Beach is already the most heavily developed part of the city and has historically been overshadowed by the city's communities to the south when it comes to the use of city resources. I urge the members of the Metro board to choose Alternative 2, the Hawthorne Blvd. route, for the extension of the Green line, which would be the most equitable way for Metro to improve transportation in the South Bay without unfairly overburdening the neighborhoods that are closest to both the South Bay Galleria and the existing railroad right-of-way.</p> <p>Thank you for your consideration.</p> <p>Arlene Pinzler </p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|----------------|-------------|---|
| 318 | Project Email | 03/29/21 | Suzanne Haring | | <p>Hi!</p> <p>My name is Suzanne Haring and I've been a North Redondo Beach resident homeowner for 24 years!</p> <p>First of all, as a NYC transplant, I am huge supporter of light rail/mass transportation.</p> <p>I would like to respectfully state that I am FOR Alternate 2 - the Hawthorne Blvd option and STRONGLY AGAINST Alternate 1 - ROW option!</p> <p>FOR Alternate 2:</p> <ul style="list-style-type: none"> • brings the train and the people right to & from the South Bay Galleria, and the heart of the business district in North Redondo and Torrance! • it's the historic Red Line railway route and Hawthorne Blvd is wider because of that. <p>AGAINST Alternate 1 on the ROW because:</p> <ul style="list-style-type: none"> • Disrupts many neighborhoods from Lawndale through North Redondo and Torrance. The sound of the freight trains going by as infrequently as they do is quaint, and with minimum disruptions to those of us who live and work here - many of us have an office at home, especially during Covid, and a couple of times a day is fine. But the light rail going by and the railroad crossing chimes at 182nd place would be going all day every 7 minutes. I've worked near the light rail line in El Segundo before and the noise was an issue. • Safety from the gas lines below the ROW tracks • Widening of the track bed to include the light rail next to the freight rail may cut into neighbors yards and/or El Nido park • Traffic concerns especially on 182nd St. I've been caught up in backups before when the freight train is going by. Also I believe there is an emergency vehicle station on the other side of 182nd St. and this could slow their response time waiting for the train to pass and traffic to commence. • Safety concerns over privacy and crime in the neighborhoods • Parking concerns in the neighborhoods near the transit center. • Air quality/noise/vibration for the surrounding neighborhoods <p>Other studies to be done could include under grounding, or alternate bus routes.</p> <p>Sincerely, Suzanne Haring, [REDACTED] Member Redondo Beach Chamber of Commerce, Leadership Redondo, North Redondo Beach Business Association, Redondo Beach PTSA</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|------------------|-------------|---|
| 319 | Project Email | 03/29/21 | Esther M. | | <p>To Whom It May Concern:</p> <p>Please consider the negative impact on surrounding neighborhoods should Alternative 1 be considered in Green Line Extension: Public Safety Alternative 1 will bring significant impact to the neighborhood surrounding the current Line C and along an existing low-traffic freight railway and at the new Torrance Transit Center. The noise created by horns, bells, and rumbling with increased train traffic within mere feet of homes definitely need to be evaluated and scrutinized. This will greatly impact the safety, security, and well-being for residents. Increase in crime in the area Should the Alternative 1 proceed, there will be an increase in crime from unwelcome passengers to the otherwise safe and quiet neighborhoods. With increased traffic of Metro trains, there will an increase in passengers brought in to the neighborhoods where they may not necessarily live or work and thus an opportunity for unwelcome misdemeanor and unforeseen violations. Increase in traffic congestion As seldom as the existing train traffic exists, each time a freight train passes through the neighborhoods, there is a considerable amount of surface traffic congestion which causes added pollution and noise in the neighborhoods, not to mention the aggravation on the motorists' part. Decrease in Property Values</p> <p>There will be significant decreases in property value should Alternative 1 proceed. I understand there is a plant to shift the petroleum freight rail lines closer to homes. This would certainly impact the value of properties surrounding areas.</p> <p>I strongly support Alternative 2E which will allow Metro run its route along Hawthorne Blvd. in an Elevated position to mitigate traffic. This choice will bring added benefits of economic stimulation to local enterprises along Hawthorne Blvd. and closer access to shopping and dining for commuters. By avoiding the Row (Alternative 1), there will be fewer negative impacts to residents and homeowners, maintaining Redondo Beach quality of life. Issues brought on with six at grade crossings and 3 closures in the original Alternative 2 at grade are hereby resolved. I believe you will see that Alternative 2E is a win-win situation for both neighboring residents and Metro.</p> <p>Sincerely,</p> <p>Esther M. Resident of Redondo Beach, CA</p> |
| 320 | Project Email | 03/29/21 | Jennifer Dodge | | <p>For the reasons I expressed during Metro's public meetings, I strongly oppose the extension of the Metro Green Line down the existing Right of Way, Alternative 1. The ROW is not wide enough, there is too much disruption to the existing homes and the environmental impact report should take all of this into account. I do support Alternative 2 down Hawthorne Blvd.</p> <p>Jennifer Dodge</p> |
| 321 | Project Email | 03/29/21 | Breanne Smith | | <p>Please consider the alternate route of having the green line go down Hawthorne Blvd. it is much better for the families and residents of our community. Thank you Breanne</p> |
| 322 | Project Email | 03/29/21 | Natalie G. Mukai | | <p>Hello,</p> <p>I would like to suggest that the Metro consider option 2E for the Green Line extension. Option 1 would cause an obstruction of traffic in the area in which I reside, not to mention that it would increase what is already heavy and dangerous traffic, where multiple accidents happen per day. Thank you in advance for your consideration.</p> <p>Natalie Mukai</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|---------------------------|-------------|--|
| 323 | Project Email | 03/29/21 | Dan Almeida | | <p>Please DO NOT build this Extension to Torrance through the ROW (Lawndale Railroad Tracks). This will kill the peaceful tranquility that the ROW affords bot residents and passerby. Please build it on Hawthorne Blvd.</p> <p>We are begging you.</p> <p>Thank you,</p> <p>Dan Almeida</p> |
| 324 | Project Email | 03/29/21 | Patricia and Dennis Smith | | <p>To whom it may concern,</p> <p>As lifetime residents of Redondo Beach In the area of the proposed expansion, we are concerned about the impact to our neighborhood and would I ke to encourage you to chose the alternate 2 Route down Hawthorne Blvd instead of building in our back yards.</p> <p>Thanks, Patricia and Dennis Smith [REDACTED]</p> <p>Sent from my iPhone</p> |
| 325 | Project Email | 03/29/21 | Roy Mukai | | <p>Hello - please take note that I am strongly opposed to your plans to adopt proposal Alternative 1 for the Metro Green line extension. This may in your minds be the most cost efficient and expedient method of expanding the Green Line, but in no way takes into consideration the impacts to the residents and surrounding communities. The increased noise is of concern as well as the potential dangers to the LPG lines that currently run under the stretch of railway space that you are considering. The biggest issue that you clearly have overlooked is the impact this will have on traffic due to the train passing through already crowded major streets. The traffic backups we already experience when the occasional freight train comes through the area is already a serious impact to those of us who have to drive these streets. The clear solution is Alternative 2E. This COMPLETELY eliminates all of the concerns I have stated above and has the positive impact of bringing riders to the economic centers along Hawthorne boulevard. Shoppers will be able to take the train to their destinations, bringing the needed economic stimulus to the area and also increasing the ridership. Why build the train if no one is going to ride it?</p> <p>Please receive my comments and seriously consider them in your decision making. All of us honestly want this endeavor to succeed. However, without this course correction, it will not.</p> <p>Sincerely,</p> <p>Roy Mukai Affected resident in North Redondo</p> |
| 326 | Project Email | 03/29/21 | Jamie Iffland | | <p>Hello,</p> <p>I am writing to put a stop to this metro location. This is extremely disruptive to a nice and highly valuable home area. This is a family neighborhood and the potential for increase of crime with a metro being available to access this area is atrocious and a horrid thing to do to families. Think about the failure of your idea as the first crime is committed with your metro plans in place. How do those thoughts resonate with your idea? Horr bly, I hope if you have an ounce of respect for families and not some worthless metro that will ruin a family neighborhood.</p> <p>Say NO a million times to this atrocity.</p> <p>Thank you, Jamie Iffland</p> <p>Sent from my iPhone</p> |

| C (Green) Line Extension to Torrance | | | | | |
|---|----------------------|-----------------|------------------------------|-------------|--|
| Scoping Period - Project Email Comments | | | | | |
| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
| 327 | Project Email | 03/29/21 | Trevor Henson | | <p>To whom it may concern,</p> <p>I am resident of North Redondo Beach and I have grave concerns about the increase of noise, reduced safety and reduction in quality of life that placing a light rail in our backyard will produce.</p> <p>Please considered alternate route number 2 Down Hawthorne Blvd. and keep transportation where it belongs - in the street.</p> <p>Thank you in advance for your consideration.</p> <p>Trevor Henson, PMP</p> |
| 328 | Project Email | 03/29/21 | Nicole Hank | | <p>Please consider alternative route #2 (down Hawthorne) which residents feel is the least intrusive route to residents and families!!</p> <p>Thank you!</p> <p>Nicole Hank</p> <p>Sent from my iPhone</p> |
| 329 | Project Email | 03/29/21 | Todd Bassman | | <p>I am a homeowner on Fisk Ln in Redondo Beach and my property is adjacent to the existing tracks proposed to be used in alternate 1. Like all of my neighbors, I am strongly opposed to alt 1 and in favor of alt 2 which would go down Hawthorne BL for many reasons, most of which are obvious. More trips down the tracks, more noise over a longer period, less privacy, lower property values and less security are a few of the concerns my neighbors and I have. I would think a train going down Hawthorne Bl and stopping at the Galleria would be more beneficial to businesses and homeowners, a win win scenario. I'm sure it would be more expensive than using existing tracks, but as a taxpayer and resident of the community, I think it would be well worth it in addition to the added enjoyment and convenience of the Hawthorne route for shoppers and businesses. Please choose alt 2 on Hawthorne Bl. Thank you</p> |
| 330 | Project Email | 03/29/21 | Jan, Thomas and Amanda Kurth | | <p>My family has lived on a tranquil cul de sac of Fisk Court in Redondo Beach for 42 years. Our home is next to the proposed Alternative 1 - ROW C Line (Green) extension to Torrance. The proposed operation for 20 hours a day, a train every 7-10 minutes, 120+ trains passing just feet from our house, creating v bration and noise, Bright LED Lights shining down from the elevated structure above into the privacy of our yard all night long. Only 4 hours where the train will not be operating from 12 midnight to 4:00 a.m. The only time we will get any sleep.</p> <p>This constant disruption will destroy our quality of life, the peace and quite of our day to day lives. Our health and welfare impacted. You can only imagine our distress and anxiety at this proposal. How would you l ke this next to your home. Not to mention the years of havoc and stress we will go through during the construction period. We imagined in our retirement that we would live out the balance of our lives in peace and harmony.</p> <p>We urge you to reconsider this route and instead use Alternative 2 down the middle park way of Hawthorne Boulevard, (The former Pacific Electric Railway route, nicknamed the Red Cars). This route will service all the riders with logical stops along the way, and the Commercial businesses along Hawthorne Blvd, the Galleria Mall, and if it continued down to the Del Amo Mall, it would make more sense to service our community. Instead, you propose sending it through a sometimes very narrow, Industrial corridor, through our back yards, through oil fields and petroleum refineries to a destination that ends next to an oil field near Crenshaw Boulevard. It leads to now where. Who is going to want to go there? NO BODY. With drastic fall in ridership a massive 30% decline from 2014-2019 of the existing Green Line, this does not make any sense.</p> <p>PLEASE CHOOSE ALTERNATE 2 DOWN HAWTHORNE BLVD.</p> <p>Sincerely, Jan, Thomas and Amanda Kurth</p> |
| 331 | Wufoo | 03/29/21 | Marvin Badawi | | <p>I vote for the Hawthorne Blvd. option. My family owns a property adjacent to the ROW and the current tanker train is already disruptive. We can't imagine a high frequency light rail along the ROW would be like.</p> <p>Thank you.</p> |

| C (Green) Line Extension to Torrance | | | | | |
|---|----------------------|-----------------|-----------------|-------------|--|
| Scoping Period - Project Email Comments | | | | | |
| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
| 332 | Wufoo | 03/29/21 | Justin Low | | I'd like to recommend keeping the project grade-separated as the rest of the C (Green) line is. This is important to minimize the potential for accidents and other disruptions, as well as to improve speed. Additionally, since the rest of the C line is grade separated, a fully grade-separated line may allow for the possibility of driverless trains in the future (e.g. the Vancouver rapid transit system is fully driverless, including both their conventional light metro Canada Line and Bombardier linear induction trains on their Expo and Millennium lines). Finally, although not formally part of this project, I think that an eastward extension of the C line to the Norwalk / Santa Fe Springs Metrolink station is absolutely essential to the viability of this extension and mobility in the region in general. |
| 333 | Wufoo | 03/29/21 | Rick Hinojos | | <p>Running the Green Line along with ROW will severely negatively impact the neighborhoods in City of Lawndale and City of Redondo Beach, particularly residents closest to the crossings at 170th St and 182nd St. With the crossings at-grade, there will be constant bells and horn noise, all day, every day. Should the ROW option be chosen, an aerial option should be implemented entirely between the Marine Ave station and at some point south of 182nd St. It is of great concern that City of Redondo Beach designed and began construction on a transit center seemingly to influence Metro's decision. We hope Metro does not succumb to such blatant pandering.</p> <p>Preferably, the Green Line is extended to Hawthorne Blvd, also maintaining an aerial option for the length of the run. However, it seems that the Cities of Torrance and Redondo Beach are working very hard to prevent a piece of public transit infrastructure from being too noticeable by the public. This is especially likely given City of Redondo Beach's aforementioned transit center construction.</p> <p>It is not at all surprising that two more financially advantaged cities would be influencing Metro to run the Green Line through the bedroom community of Lawndale for purely aesthetic reasons, creating further disruption in neighborhoods that are already subjected to freight train traffic. Quality of life would be reduced for hundreds of families, thousands of people near the crossings at 170th St. Traffic flow to the south and east for residents that currently use the crossing at 170th St would be diverted to Inglewood Ave, contributing more traffic to that street, and possibly attempting u-turns during the morning commute when such maneuvers are prohibited. People might elect to go the wrong way north on Condon Ave to reach the traffic light at 166th St. With a single traffic light on Inglewood Ave between Manhattan Beach Blvd and Artesia Blvd, there will almost certainly be an increase in traffic collisions due to the reduced options for travel out of the neighborhood impacted by the increased temporary closures of the crossing at 170th St.</p> <p>We hope Metro considers the quality of life of residents of City of Lawndale over the superficial concerns of City of Torrance and City of Redondo Beach.</p> |
| 334 | Project Email | 03/29/21 | Greg Laushine | | <p>I appreciate your efforts to help the crowding and traffic.</p> <p>I ask that you not use taxpayer or donated funds as a platform for political statements, art, or any controversial element that may tend to encourage division or anti american thought, in the naming or decor of the stations.</p> <p>Thank you Greg Laushine</p> |
| 335 | Project Email | 03/29/21 | David Auerswald | | The least disruptive route is down Hawthorne Blvd. The impact of trains every 7 minutes makes routing along the railroad tracks unacceptable. |
| 336 | Project Email | 03/30/21 | Amy LaCoe | | <p>I prefer that the Greenline run along the existing tracks and NOT down Hawthorne Blvd.</p> <p>Amy LaCoe</p> |
| 337 | Project Email | 03/30/21 | G P Suddeth | | <p>Regarding my earlier message about routing choices: I referred in error to the elevated section of the "Gold Line" crossing La Cienega.</p> <p>Of course, what I meant was: the Expo Line.</p> <p>Thanks -</p> <p>G P Suddeth</p> |

C (Green) Line Extension to Torrance

Scoping Period - Project Email Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|-----|----------------------|-----------------|----------------|-------------|--|
| 338 | Project Email | 03/30/21 | Jennifer Dodge | | <p>For the reasons I expressed during Metro's public meetings, I strongly oppose the extension of the Metro Green Line down the existing Right of Way, Alternative 1. The ROW is not wide enough, there is too much disruption to the existing homes and the environmental impact report should take all of this into account. I do support Alternative 2 down Hawthorne Blvd.</p> <p>Jennifer Dodge</p> |
| 339 | Project Email | 03/30/21 | G P Suddeth | | <p>Additionally, the existing Green Line is largely elevated between Aviation Station and Redondo Station, so Metro has no problem building elevated where the situation causes it to be the preferred solution.</p> <p>Thanks -</p> <p>G P Suddeth</p> <p>On 3/30/21, G P Suddeth [REDACTED] wrote: Regarding my earlier message about routing choices: I referred in error to the elevated section of the "Gold Line" crossing La Cienega. Of course, what I meant was: the Expo Line.</p> <p>Thanks -</p> <p>G P Suddeth</p> <p>----- Forwarded message ----- From: G P Suddeth [REDACTED] Date: Mon, 29 Mar 2021 23:59:04 -0700 Subject: Fwd: Alternative 1 or 2 To [REDACTED]</p> <p>Just to be clear: I support Alternative 2 in an elevated form !</p> <p>----- Forwarded message ----- From: G P Suddeth [REDACTED] Date: Mon, 29 Mar 2021 23:55:47 -0700 Subject: Alternative 1 or 2 To [REDACTED]</p> <p>to: Mark Dierking and All Decision Makers at Los Angeles County MTA</p> |

Subject: Suggestions from Redondo Beach resident

Date: Wednesday, February 17, 2021 at 4:45:34 PM Pacific Standard Time

From: Grace Peng

To: greenlineextension@metro.net

I am writing to express my strong support for extending the Green Line through North Redondo Beach to Torrance.

I have several suggestions/comments.

1. I would welcome either the route on the existing right of way or the alternate route along Hawthorne Blvd. I would select the route that will get it built the soonest. I also want to tell you how awful it is to wait on a train platform next to a major freeway. I transfer at Harbor Freeway Green/Silver station and it sucks. The noise is so loud, my ears ring all day. The air pollution is probably taking years off my life expectancy. If you build a station along Hawthorne/405, you must build an enclosed room with filtered air to protect transit users.
2. I hope you elevate it to separate it from car traffic. The area along that route is a pedestrian nightmare. Connect the elevated station to neighborhoods and retail/commercial destinations with elevated walkways. That will make it so much faster to walk/bike/scooter to the station. For instance, our family walks 1.2 miles to the SB Galleria transit center. The last 0.2 miles between Inglewood and Hawthorne, takes as much time as the 1.0 in our residential neighborhood because of time spent waiting for walk lights. At some intersections, there are only 3 crosswalks, making the crossings even more inefficient & time-consuming. We breathe a lot of car pollution at those intersections, they are so loud, and hot during the summer. Elevated walkways would also keep us safer from inattentive and aggressive drivers.
3. The proposed stops are far from the high density residential neighborhoods of Lawndale and North RB. Elevated walk/bikeways would connect homes to transit and the businesses on Hawthorne in a cost-effective manner (relative to running frequent transit 24/7).
4. The North Redondo Beach Bikeway is a popular route for children to get to school because it separates them from traffic. Connect the elevated train stops to the NRB Bikeway so that everyone, including vulnerable road users, in our area can have a healthy and safe way to move around a hostile car-oriented area.
5. Seniors living in senior housing at Condon/Artesia, Green/Artesia and Flagler/Artesia could use safe and easy connections to the Green/C Line. A grade-separated multi-use path that connects to the NRB Bikeway would allow people in wheelchairs/scooters to reach the transit station with as little friction as possible. Seniors are so afraid to lose their drivers' licenses in our area because it is so car-dependent. It would help them so much if they had access to the larger metro area without waiting around for rides.
6. Please, please build secure bike and scooter parking at the light rail stations. I see so many stripped bikes or cut locks at the RB Green line station. I keep an extra cheap bike in my already crowded garage because I can't depend on my eBike (or even my nice, older analog bike) being there at the end of my commute day.
7. To get maximum use, we need to fix the last-mile connections. That's why we need good, safe multi-use paths to the stations with secure lockers for bikes/scooters. The batteries of increasingly popular electric-assist bikes/scooters suffer in the heat of closed lockers. Consider indoor lockers in climate-controlled facilities or mesh bike lockers that allow air flow like they use in San Francisco.
8. The routes don't connect up to Del Amo Mall, Torrance Civic Center, Old Town Torrance, or Torrance Memorial Medical Center. The existing land use patterns in the South Bay (particularly near the right-of-way) are challenging. They are not friendly to people outside of cars. Yet, there is not enough room for endless moats of parking lots. Let's get the last mile connections right to increase the number of people who can get there without cars. Make it useful and convenient so people will use it.
9. Making bus connections in the South Bay is extremely inconvenient because of infrequent and often late/early buses. Basically, if I have to make a connection, I don't take transit. Until you increase bus frequency and reliability in the South Bay (e.g. with bus only lanes on PCH, Hawthorne, Crenshaw) you won't get choice riders like me and my family.
10. Work with El Camino College to install a fast, direct multi-use path between the station and the college.

Thanks for hearing me out.

Grace Peng, PhD
a car-light North Redondo Beach resident

Subject: Redondo Beach corridor

Date: Tuesday, February 23, 2021 at 11:33:05 PM Pacific Standard Time

From: Niki Mitchell

To: greenlineextension@metro.net

To whom it may concern,

I am emphatically opposed to option 1, to have the Green Line extension run along the existing freight rail track. I am a homeowner located right on the corridor opposite of El Nido Park in Redondo Beach.

The existing freight track is within mere feet of my property's back wall. The proposal is to lay new tracks on either side of the existing track, which would squeeze a new busy rail between that track and my back wall. This seems impossible to expect it to work and surprising to hear it is even considered at all.

The constant rattling and vibration would surely compromise the infrastructure on my property, my back wall is cinderblock and within 3 feet of that is my in ground swimming pool. The plaster would wear and crack quickly causing a lot of expensive damage.

There is a Shell Gas pipeline located between the existing track and my back wall. We have no data on the condition or age of that infrastructure. Common sense would be that even if the gas line survives all of the construction, then the constant vibration of trains passing through every 7 - 10 minutes would surely quickly compromise that infrastructure. The prospect of neighborhood gas leaks is not only concerning but alarming.

The noise coming from all of that new activity would be devastating to our quality of life in our home. Now we have one freight train per day we were told at the time of purchasing our home would possibly go away since all of the other many trains that used to come through have been rerouted through the Alameda Corridor. Before that there were round trip trains passing through about every hour. We would NEVER have considered purchasing a home here or even within a half mile of the tracks with trains going by that often. Never. We stuck out our necks and bought our home for the tree lined backdrop coming from the park and the quiet ambience of hearing birds and wind through the trees. A commuter train every 7 - 10 minutes would bulldoze right over all of that. The proposed retainer wall would completely cancel our tree lined view.

The main cross streets, Inglewood Ave. and 182nd Street as they already are are short of being sufficient to handle the existing rush hour traffic. The constant trains crossing 182nd Street would be nothing short of a disaster and make it impossible pass through and for us to leave and return home.

On top of all that and as a direct result of all the above this would be absolutely devastating to our property value. Our retirement investment would take a major hit. My social security payments that I start receiving this coming month will never make up for that major loss.

SOLUTION:

The only way to rescue all of this is to build option 2, on Hawthorne Blvd. That would EASILY boost the economy through the retail and entertainment at and surrounding the Galleria, putting the commuter rail far enough away from our street to not only save our property value but it might even add a little to it.

Option 2 along Hawthorne Blvd is a win win for local businesses and homeowners, plus it would be handicap accessible for those commuters and shoppers. This is the only way to go. This decision must be made in order to help local businesses and homeowners, boost the economy, and give commuters an ideal destination that doesn't hurt local citizens in a gratuitous push just to get the project laid down as cheaply as possible.

Thank you for considering.

Sincerely,
Monique Mitchell

Subject: metro

Date: Sunday, February 28, 2021 at 7:33:31 PM Pacific Standard Time

From: sandra szabo

To: GreenLineExtension@metro.net



2/28/21

Mark Dierking, Metro Community Relations Manager

Re: Metro Green Line Extension

Dear Mr. Dierking,

I am a resident here and have lived here 21 years and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2), more specifically in front of the South Bay Galleria.

While this is a commercial area, more importantly, it is also a residential neighborhood with single-family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.

We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach, and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive but as a result, potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due to eminent domain.

As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.

More importantly, consider how this extension will divert additional traffic into our

neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities.

We believe extending the Metro on the ROW, Alternative 1, is the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path, and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd, especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.

We support Alternative 1 on the ROW as the ideal solution. We believe running the metro on Hawthorne will be a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1, and build the Metro where trains belong.

Sincerely,

Sandra Szabo

Subject: No Metro on Hawthorne

Date: Sunday, February 28, 2021 at 3:11:10 PM Pacific Standard Time

From: Alex Gasper

To: GreenLineExtension@metro.net



2/28/21

Mark Dierking, Metro Community Relations Manager

Re: Metro Green Line Extension

Dear Mr. Dierking,

I am a resident of North Torrance and have lived here 15 years, I strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically in front of the South Bay Galleria.

While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.

We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.

As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.

More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a

substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities.

We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.

We support Alternative 1 on the ROW as the ideal solution. We believe running the metro on Hawthorne will be a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1 and build the Metro where trains belong.

Sincerely,

Alex Gasper

Subject: No Metro on Hawthorne Blvd

Date: Tuesday, March 2, 2021 at 1:08:45 PM Pacific Standard Time

From: J. West

To: GreenLineExtension@metro.net



3/2/2021

Mark Dierking, Metro Community Relations Manager
Re: Metro Green Line Extension

Dear Mr. Dierking,

I am a resident here and have lived here 22 years and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically in front of the South Bay Galleria.

While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.

We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.

As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.

More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities.

We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd

especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.

We support Alternative 1 on the ROW as the ideal solution. We believe running the metro on Hawthorne will be a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1 and build the Metro where trains belong.

Sincerely,

Janet West

Subject: NO to OPTION 2 on Hawthorne Metro Green Line Extension
Date: Tuesday, March 2, 2021 at 7:18:18 PM Pacific Standard Time
From: Tammy Clark
To: GreenLineExtension@metro.net

Re: Metro Green Line Extension

Dear Mark Dierking, Community Relations Manager with Metro,

I am a long time resident of North Torrance who was born and raised here and chose to remain here to raise my husband's and my two children. I have many long time friends that live in this neighborhood and my parents live in the same house they have occupied for over 50 years. In addition I have worked at Magruder Middle School which is close to 186th and Hawthorne Blvd. My family and friends, strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically in front of the South Bay Galleria and through the busiest intersection of Hawthorne Blvd and Artesia Blvd.

Hawthorne Blvd and Artesia are heavily congested all hours of the day and I can attest to it taking me 45 minutes to travel a few blocks down Hawthorne in this area at the Christmas season due to traffic at and around the Galleria Mall. When this type of congestion occurs, many cars race through the residential street of 177th dangerously impacting the residents who live there. In addition, there have been many accidents, including fatalities, at the Hawthorne/Artesia intersection. It is important for Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the 405 freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. The widening of the boulevard would mean losing homes and any business due eminent domain. For the homes and businesses that remain, their environment will be negatively impacted with possible pollution and crime.

As residents near Hawthorne Boulevard, we are concerned about potential light pollution and potential safety issues having a Metro so close to our residences and school crossings (186th, 182nd are two main school crossings). We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.

We are concerned that if this route is selected possible construction and having the metro travel along Hawthorne Blvd will divert additional traffic into our neighborhoods such as cutting through Amie from Artesia Blvd to Redondo Beach Blvd and back.

Metro indicated there was not enough space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities such as to the shopping areas adjacent to us.

We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW which is at the time being quite a run down area. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the metro along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is far less costly and within the budget to begin construction.

We support Alternative 1 on the ROW as the ideal solution. We believe running the metro on Hawthorne will be a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1 and build the Metro where trains were originally established and funded.

Sincerely,

Tammy Clark

Subject: No to the Metro on Hawthorne Blvd.

Date: Tuesday, March 2, 2021 at 4:28:36 PM Pacific Standard Time

From: Kay Peterson

To: GreenLineExtension@metro.net



March 2, 2021

Mark Dierking, Metro Community Relations Manager
Re: Metro Green Line Extension

Dear Mr. Dierking,

We have resided at this address since 1975 and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically in front of the South Bay Galleria.

While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.

We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.

As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.

More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a a substantial border

physically and visually that will confine and separate our neighborhood from a better quality of life and access to safe, walkable amenities.

We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.

We support Alternative 1 on the ROW as the ideal solution. We believe running the metro on Hawthorne will be a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1 and build the Metro where trains belong.

Sincerely,

Raymond Peterson
Kay Peterson

Sent from [Mail](#) for Windows 10

Subject: The C Line extension should use the "Alternative 2 Hawthorne Blvd" route option
Date: Thursday, March 4, 2021 at 2:33:49 PM Pacific Standard Time
From: Bill Hall
To: greenlineextension@metro.net

The C Line extension should use the Alternative 2 Hawthorne Blvd route option.

I've lived in North Redondo for nearly 40 years and have long observed the bustling surface street intersection of two state highways, 107 and 91, also known as Hawthorne Blvd and Artesia Blvd. During the 1990s when Southern California rediscovered rail line mass transit, locally embodied by the "Green Line" (now referred to as the "C Line") it seemed obvious that one day there would be an extension and a major station at that intersection.

But many times, for some reason, the obvious approach isn't what happens. Take LAX as an example. The question of, why the C Line went right by LAX yet didn't have a direction connection with it, is something that has come up innumerable times in conversations over the years. In my opinion, this was a major missed opportunity to service a large group of potential customers. These riders might have offset the 7-year decline in annual C Line ridership from 2012 to 2019 of 13.9M to 9.1M (source: MetroRidership website).

On April 26, 2018 and November 21, 2018, the Daily Breeze published articles delineating possible routes for that extension. The route (shown in purple) that would diverge from the railroad-right-of-way, follow the 405 freeway to Hawthorne Blvd, drop south for almost two miles and then rejoin the railroad-right-of-way, seemed like the obvious choice. It would directly connect with the major Hawthorne Blvd and Artesia Blvd intersection, along with the South Bay Galleria Mall and its very large parking lots.

In 33 years of working in aerospace, I had to always be on the alert for disruptive technologies and paradigm shifts, which could render billion-dollar systems obsolete. It is already apparent that the 2020 pandemic has impacted all sorts of long-established patterns and trends. A lot of office workers transitioned, from commuting, to working from home. The decline of brick and mortar retailing greatly accelerated as the amount of online-shopping and home-delivery sky rocketed. Avoidance of crowds translated to diminished use of mass transit. The annual ridership of the C Line plummeted in 2020 to 4.8M (source: MetroRidership website). When things return to normal, whenever that is and whatever that looks like, many of these newly established patterns will remain.

As a result, it would seem that mass transit systems, such as the C Line, should try to increase ridership whenever possible. Therefore, extensions into LAX, connection with the K Line, and extension to the Torrance Regional Transit Center, would be ways to increase ridership. As a general approach, the C Line should be visible and accessible whenever possible. An obvious way to do that would be to choose the Hawthorne Blvd option. A few years from now, I can imagine people sitting in their cars on Hawthorne Blvd, watching the C

Line train go by and contemplating giving it a try. I can also see many people with jobs that require their physical presence, having simple access to multiple modes of transportation. And if ridership increases, and a South Bay station needs to be expanded or created, the C Line would have nearly two miles of Hawthorne Blvd to choose from.

Another reason to choose the Hawthorne Blvd route option, is that it would avoid the complexity of having to do construction along the portion of the railroad-right-of-way that contains the Shell Gas Pipeline. It seems there would have to be a tremendous amount of risk mitigation to ensure the safety of the workers and the residents of the neighborhoods. I can see ongoing studies and tests, of the gas pipeline and the soil around it, as construction inches along, with frequent delays every time a potential problem is found. And finally, there will be that often-debated question: How much analysis and testing are enough?

In summary, the C Line extension should use the Alternative 2 Hawthorne Blvd route option.

Bill Hall

[REDACTED]

[REDACTED]

[REDACTED]

Subject: Metro Green Line Extension - *No* on Alt 2

Date: Monday, March 8, 2021 at 10:46:10 AM Pacific Standard Time

From: Christine E Gabrielse Lin

To: GreenLineExtension@metro.net

Junwen and Christine Lin
[REDACTED]

March 8, 2021

Mark Dierking, Metro Community Relations Manager

Re: Metro Green Line Extension

Dear Mr. Dierking,

We are a young family residing a few blocks East of Hawthorne and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2), more specifically east of the South Bay Galleria.

While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.

We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean neighbors losing homes and any viable business and commercial buildings along this area due eminent domain.

As residents near Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, **nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.**

More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, **Metro indicated there was inadequate space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will separate our neighborhood from a better quality of life and access to safe, walkable amenities.**

We believe extending the Metro on the ROW, Alternative 1, is the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have **an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks** behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, **Alternative 1 along the ROW, is less costly and within the budget to begin construction.**

We support Alternative 1 on the ROW as the ideal solution. As Christine works in El Segundo, she even looks forward to utilizing the metro upon completion. However we believe running the metro on Hawthorne will have a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1 and build the Metro where trains belong.

Sincerely,

Junwen and Christine Lin

[REDACTED]

Subject: Comment on C Line (Green) Extension

Date: Tuesday, March 9, 2021 at 9:59:01 PM Pacific Standard Time

From: Jessica Smith

To: greenlineextension@metro.net

To whom it may concern,

I live in the city of Lawndale on [REDACTED] I live about 4 houses down from the train tracks. I have lived here for 33 years. I am strongly against putting a metro light rail where the train tracks are (alternative 1). I am strongly in favor of putting the metro light rail on Hawthorne Blvd. (alternative 2).

Here are my concerns regarding putting a metro light rail along alternative 1 and why I disapprove of alternative 1:

- The tracks will be too close to houses. There is not enough room for all those metro trains and the regular train to fit safely in the existing space.
- The potential for accidents will go way up, jeopardizing residents who did not previously have to worry about a high-possibility of accidents. The train could derail. When trains derail, they tend to stack up and in that small space, it would crash into residents' homes along the sides of the train. People and cars can also get injured by the train.
- I heard in the virtual meetings that the trains will be passing very frequently, as much as a train passing by every 15 minutes. That is disruptive to the community. It will cause a lot of back up for local traffic.
- I am worried about the noise. Currently there is a freight train that passes by about twice a day and it is very loud. I hear that it is required to honk the horn at least 3 times every block. Do metro light rail trains have to do the same thing? If so, that is too much noise! Our neighborhood is fairly quiet except for the short train twice a day. I am worried about the noise that the metro will make on it's tracks. I hear light rail is pretty quiet, but I am also concerned about the railroad crossing warning signs that make loud noises when they go up and down. If the metro train does not make a lot of noise, those warning signs will, going up and down all day and night. Also, does this noise hurt animals' ears. There are many cats and dogs in homes in this area.
- Living so close to the railroad tracks also makes me concerned for vibrations. How much vibration will all of these trains create over time. Will it mess up the foundation of the houses nearby?
- Currently there are trees and grass along the railroad tracks. It seems as if metro will have to take out this greenery to put in these tracks. We need more trees and plants to update this part of our city, we don't need metro taking out our plants and making our little neighborhood into a concrete jungle. Also, will part of the land have to be leveled?
- The metro will be an eyesore for neighbors in Lawndale. It does not fit with the look and feel of the neighborhood. It fits more with Hawthorne blvd., which is more urban and is already a wide street. That wide street can accommodate such a train. I know there use to be a train there in the past.
- What about the multiple petroleum pipelines that run along the train tracks? Will they be moved if metro decides on alternative 1? If they are not moved, how safe are they next to 3 tracks that are used frequently? What are the chances of an explosion? How will the daily movement of the trains and their vibrations affect these pipelines?
- Will metro also fix all the potholes on the streets? There are tons of potholes on 161st street that have been filled and would just show up again a month or 2 later. Will potholes affect the

metro tracks?

- There are privacy issues. I am concerned about passengers looking into residences windows/backyards. How much privacy will be taken away from all these homes? This is a safety concern. What if people use the metro route to scope out houses to rob?
- How much upkeep is required for the metro rail and will metro have the money to maintain the rail?
- I am concerned for the homes along the tracks (alternative 1). Not only is their safety jeopardized and their daily comfortable life disrupted by constant train noise/sights, their home values will very likely depreciate.
- What will the line look like? Will there be a fence? There are a lot of dog walkers in this neighborhood along with little kids that can wander onto the tracks if they are not somehow fenced or covered.
- Public parking is hard in the streets of Lawndale. Will public parking be affected for this option?
- What happened to the trenching option? the above grade option? the underground option?
- I don't see a benefit at all to the residents of Lawndale. Is there any benefit? All I can imagine with alternative 1 is a big safety hazard that disrupts the daily life and traffic of the neighborhood, depreciate Lawndale home values, is an eyesore in a residential neighborhood, with constant noise pollution, with constant vibration, and that does not make sense!

Here are my reasons as to why the metro light rail for the C Line extension should be put on Hawthorne Blvd. (alternative 2):

- The street use to have a rail there, so it worked in the past.
- Hawthorne Blvd. is wide and can handle a metro train.
- It will not affect traffic as much as it will affect traffic in the residential area of the row.
- Hawthorne Blvd. is a more commercial/urban area that fits with the metro.
- There are many businesses along Hawthorne Blvd. that would benefit from being seen while people ride the metro.
- This street already has traffic noise, so adding metro light rail noise will not affect people as much as it would along alternative 1.
- I do agree with other residents that spoke at the meetings that this route would be best either underground or above grade if possible.
- It just makes sense!!!!

Thank you for taking your time to read my comments, concerns, and questions regarding the C Line (Green) Extension. I hope metro does the right thing for the safety of Lawndale and Redondo Beach residents by picking alternative 2, along Hawthorne Blvd., to build the C Line (Green) Extension.

Jessica Smith
Lawndale resident

Subject: NO METRO ON HAWTHORNE!

Date: Tuesday, March 9, 2021 at 10:07:58 PM Pacific Standard Time

From: Briana Hansen

To: GreenLineExtension@metro.net

Mark Dierking, Metro Community Relations Manager

Re: Metro Green Line Extension

Dear Mr. Dierking,

My husband and I bought a home in the area about a year ago and are in love with the neighborhood for our growing family - *and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2): more specifically east of the South Bay Galleria.*

While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and **we strongly oppose Alternative 2 on Hawthorne.**

We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.

As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW. Additionally, we are expanding our family with a newborn son and this is not the type of neighborhood we envisioned for him safety-wise.

More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will separate our neighborhood from a better quality of life and access to safe, walkable amenities. Every day, my family (including our two dogs) and I take a walk around our quiet neighborhood, often across the street to enjoy some of the amenities easily available. This would change with this Metro addition and be detrimental in many ways to our enjoyment of the neighborhood.

We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.

We support Alternative 1 on the ROW as the ideal solution. We believe running the metro on Hawthorne will be a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1 and build the Metro where trains belong.

Sincerely,

Briana

Briana Hansen



Actress, Writer, Goofball

[REDACTED]
SAG/AFTRA



Subject: Environmental Impact on Residents in Redondo Beach

Date: Thursday, March 11, 2021 at 9:40:25 AM Pacific Standard Time

From: [REDACTED]

To: greenlineextension@metro.net, [REDACTED]

Good Morning

I am writing to you to express my concern over the continued consideration of using the existing rail line track for the Green Line extension. I had the experience of working at Northrop Grumman in El Segundo working at the plant at Aviation Blvd and 120th streets. I experienced first hand the huge impact on the local infrastructure. The amount of moved earth, the piles of moved earth and rubble, the vibration of the large vehicles, the noise of those vehicles, the traffic disruption and the impact of the noise created by the workers themselves. I had the experience for nearly two years until I retired from the company in Aug 2020. At that time the work was still on-going. The impact was huge and was at a location that supposedly would be minimal as only businesses would be impacted. If the same amount of effort is needed for the section from 182nd street to 190th street in Redondo Beach the impact would be horrific. I assume the level of effort will be far greater here, as the level of the area needed for the track and the infrastructure, will require vast amounts of soil and gravel to be moved. There is also the grave concern on the Gas pipe line which is running along the same section. I assume that this will have to be un-earthed and strengthened to account for the increased seismic activity that will occur, during the potential construction and due to increased activity if the rail line is built here. This is again without consideration for the large impact on the residents and the issues that using that corridor will create. Listed below are some of the things that I think the impact assessment MUST address. With this being said I highly recommend that the Metro Organization very seriously consider using the Hawthorne Corridor as the best solution. I realize there is likely to be traffic and cost impacts to that option but to all concerned it is by far the best option in my opinion, again for the reasons noted below.

Impacts that need to be considered and addressed with the consideration of the Rail Line track location Option

- 1/ The existing Gas Pipeline and the possible impact of that being ruptured during construction or during line operation.
- 2/ The amount of earth that needs to be moved and the impact on the roads, the impact of additional blown rubble that WILL affect every property on either side of the proposed route.
- 3/ The amount of impact the length of time the project will take and the associated noise and seismic activity that all of these very heavy vehicles will create.
- 4/ The impact to the residents on loss of sun light or other natural light by having additional obstructions blocking this required resource.
- 5/ The concern that El Nido park is one of very few 'green zones' in this area, with many trees and lots of wild life. The park is also a haven for Kite Flyers in the summer, as there is a natural wind lift that occurs in that park with the normal off and on shore breezes. This would have to be seriously considered if electrical lines would be present. As I am sure this would cause all sorts of maintenance issues to the line operator. The current rail line is a haven for large flocks of crows which spend a lot of time on the track in the summer.
- 6/ Using the existing line would also make it so that all riders will be able to 'look down' into the back yards of all of the houses along the 182nd to 190th corridor, as the properties are lower than the rail line in this area. This impact cannot be overlooked as there will be an invasion of privacy.
- 7/ Then the impact that is personal to me, is the increased seismic activity and the impact on the

properties adjacent to the proposed route. I am already experiencing significant cracking in my driveway, and my back patio due to the current train activity. This activity and degradation will only increase with additional trains and because of the construction vehicles. This will be of significant impact to everyone in this area.

8/ The traffic impact on 182nd street between Inglewood Avenue and Hawthorne Blvd's. That road will be needed to be closed either permanently or for large amounts of time to account for construction activity and after the line is in use.

9/ Riders would be better served by seeing the businesses along Hawthorne Blvd and being able to join or alight from stations along that corridor. If the idea is to increase ridership then there needs to be plenty of locations that people can get to, to join the rail line. There will be needs for parking for people who will wish to use the rail line or better bus services, which again are better serviced along Hawthorne Blvd. There is no natural areas to increase parking along that section without sacrificing other important businesses or infrastructure, where there is options along the Hawthorne Blvd.

Subject: Against Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2), for Alternative 1

Date: Saturday, March 13, 2021 at 1:18:08 PM Pacific Standard Time

From: [REDACTED]

To: GreenlineExtension

CC: [REDACTED]

From:
Stephen E. Price

[REDACTED]
[REDACTED]
March 13, 2021

To:
Mark Dierking, Metro Community Relations
Manager
Re: Metro Green Line Extension

Dear Mr. Dierking,

I was raised with 7 other siblings in this lovely home in this delightful, quite, safe, family friendly neighborhood in Torrance and lived here from 1952 until 1979 when I married. I returned to live in this, our family home, from 2011 to 2016 to be a full time caregiver for our mom. I and all of our family have many, many close friends of many years and generations living in this beautiful, quiet, safe neighborhood between Hawthorne Blvd and Praire Ave. All the streets, including 177th St which has the traffic signal controlled intersection with Hawyhorne Blvd have an existing sound, grass and tree barrier access-road separating the neighborhood from the huge 8 lane Hawthorne Blvd. This is a very important safety and quality of life barrier that has been protected successfully over the years from business interests seeking to take it away from the neighborhood and severely impact the quality of life. Putting a railroad here makes no sense when an existing, buffered, rail road exists (the Row) and can be used to the great benefit of all.

Myself and entire family strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically east of the South Bay Galleria.

While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.

We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable

business and commercial buildings along this area due eminent domain.

As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.

More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will separate our neighborhood from a better quality of life and access to safe, walkable amenities.

We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.

We support Alternative 1 on the ROW as the ideal solution. We believe running the metro on Hawthorne will be a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1 and build the Metro where trains belong.

Sincerely,

Stephen E. Price

Sent from my T-Mobile 4G LTE Device

Subject: Green Line Extension - Comments from Nearby Resident of the Harbor ROW

Date: Sunday, March 14, 2021 at 7:43:14 PM Pacific Daylight Time

From: [REDACTED]

To: GreenlineExtension

Hello,

I vehemently object to even the thought of the green line being extended through the quiet neighborhood surrounding the Harbor ROW, alternate 1.

I've lived nearby, about 10 lots east of the ROW, for 30 years.

As a homeowner here, I've already been extremely distraught for years over the possibility of more tracks and trains on the ROW happening, causing me to have to re-think plans for my property and my future.

Consider that...and I know I'm not the only one.

There are many of us,

Except for the 2 daily freight trains that run down the ROW and blow their loud horns that could be heard for thousands of feet, this is a quiet neighborhood.

The ROW is green with trees, grass, plants, etc.

People who live along the ROW, in the hundreds of houses directly along the ROW, the thousands of homes and thousands of people adjacent to them, have had that area for their enjoyment.

You want to tear all of that up and put in two more tracks that run every five minutes, hundreds of times a day, blowing their loud horns from the early morning to midnight? Right in people's backyards???

You would have to be sadistic and hate people, families, and communities to even consider such a thing!

Seriously.

Think about it.

How are people even supposed to sleep?

What if this were YOUR home being affected in this way?

You ALSO would find it to be completely unacceptable.

Those tracks go to nowhere!

It was a badly conceived idea from the start.

As someone whose taken the bus to work since 2016, on a path that parallels the ROW, there is very little ridership.

But decades ago, your agency bought the ROW with this bad idea in mind and it's been your twisted agenda ever since.

It must not happen because it will destroy the neighborhood, thousands of homes.

It will destroy thousands of people's lives.

It is so completely obvious.

Yet you try to convince people along the ROW that it's good for property values, citing other examples.

Those examples are of places around stops, not around homes next to the tracks.

You've been trying to fool the people of Lawndale with this propaganda like Pacific Gas & Electric tried to convince the residents of Hinkley that Chromium Six was good for their health!

Who would want to live in this area under the condition the additional tracks and trains will wrought?

It will cause urban decay that will spread across the entire region.

Alternate 2 is a location where the trolley's used to run.

It was made for this purpose.

Ultimately, the only real acceptable alternative through Lawndale is underground.

Not a trench, a subway,

It's good enough for other areas, it's good enough for Lawndale.

I'm looking forward to the consideration of alternate 1 ending.

Lifelong Lawndale resident

Subject: Green Line Metro extension, resident: [REDACTED]
Date: Sunday, March 14, 2021 at 1:16:39 PM Pacific Daylight Time
From: Purkey
To: GreenlineExtension

March 14, 2021

Resident: Shawn & Michelle Purkey
[REDACTED]

Re: Metro Green Line Extension
Attn: Mr. Mark Dierking, Metro Community Relations Manager

Dear Mr. Dierking,

We are residents at the above noted address and have resided here a little over 20 years and we strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically east of the South Bay Galleria.

While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.

We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.

As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.

More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a substantial border physically and visually that will separate our neighborhood from a better quality of life and access to safe, walkable amenities.

We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential development of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.

We support Alternative 1 on the ROW as the ideal solution. We believe running the metro on Hawthorne will be a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1 and build the Metro where trains belong.

Sincerely,

Shawn & Michelle Purkey

Subject: Metro Green Line Extension

Date: Monday, March 15, 2021 at 2:09:35 PM Pacific Daylight Time

From: Heather Wood

To: GreenLineExtension@metro.net

Dear Mr. Dierking,

I live off of Hawthorne and W 176th street with my husband and two young children. We have lived in this neighborhood for four years and it has been a wonderful place for our family. We strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically east of the South Bay Galleria.

While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.

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Sincerely,
Heather Wood

Subject: METRO RIDERSHIP DECLINE and Resistance to Green Line extension to Torrance along The ROW Harbor rail line, Use Option 2 Hawthorne Blvd route.

Date: Monday, March 15, 2021 at 4:35:39 PM Pacific Daylight Time

From: Janette Kurth

To: greenlineextension@metro.net

Los Angeles County is pouring billions of dollars into expanding its public transit system. But despite the completion of several expensive new rail projects, transit ridership is plummeting. Boarding's for Southern California's largest transit carrier, the Los Angeles County Metropolitan Transit Authority (Metro), dropped around 17% in the past five years from just under 473 million in 2013 to around 391 million in 2018 (Metro).

In Los Angeles County, overall transit ridership is down about 19% since July of 2013, the year that ridership most recently peaked, the latest figures show (Metro). Metro estimates 32.3 million boarding's in July of 2017, which was down from 39.8 just four years prior. That is across the entire system of bus, subway, and light rail lines. Bus ridership alone is down by 20% in the same period. That is especially problematic, because buses carry more than twice as many passengers daily as Metro's trains (Tinoco). When taking ridership numbers from 2009 through 2018, Metro's bus ridership was down by over 25%. Recently buses are empty during the pandemic.

The Metro Green Line runs from Norwalk to El Segundo. This line serves the communities of Paramount, Lynwood, Watts, and Hawthorne. This line has experienced an 8% ridership decline in the past 3 years (2017-2019) and a massive 30% decline from 2014-2019. This is the hardest hit rail line in the Metro system from 2014-2019. Metro customers have abandoned the older Blue and Green lines at startling rates. On a typical weekday in 2018, the Green Line carried nearly 15,000 fewer riders than in 2012.

The Blue Line, meanwhile, has lost more than 20,000 daily riders over the same period. In 2018, passengers took 9 million fewer trips on the line than they did in 2012— a drop of more than 30%. The Blue Line, during the prior 3-year period before the refurbishment (2016-2018), ridership on the line was down about 21%. From the period between 2014 and 2018, ridership was down 27%.

Even the Red Line, which carries more people than any other transit route in Los Angeles, saw ridership decline by about 1.5 million trips in 2018, compared to 2017

From the period between 2014 and 2019, bus ridership declines by around 21%, which was worse than rail for the same period. Declines were seen across most of their bus routes.

A major reason for transit's decline has been the dispersion of jobs from concentrated job centers to distribution across the urban landscape. Many of the large employers that were located within Los Angeles County have moved to surrounding counties or out of state. For example, Toyota which left Torrance moved its U.S. headquarters along with 3,000 jobs to Dallas in 2018 (Donlon). Also having left for Dallas is Jacobs Engineering Group, \$6.3 billion firm formerly based in Pasadena. Nestle USA also moved its headquarters from Glendale, a suburb just miles from downtown Los Angeles, to Rosslyn, Va., near Washington, D.C., and took 1,200 California jobs with it (Donlon). A study estimates that 1,800 relocation or "disinvestment events" occurred in 2016, setting a record yearly high going back to 2008 (Hethcock). About 13,000 companies left the state during that nine-year

period.

Some transit ridership losses could be the result of people working from home. One survey found that 37% of workers say they telecommuted in 2015, up from 32% in 2006 and 9% in 1995 (Jones). This affects all modes of transportation, not just public transportation, but the incentives for working from home may be greatest in major urban areas where transit mode commuting shares are the largest. According to Governing magazine, data from the Census Bureau's American Community Survey showed that in 2017 for the first time the number of people who regularly work from home (7.9 million) exceeded riders of public transit systems (7.6 million). This agrees with a separate Census report that showed the numbers of people who worked from home at least one 28 day a week rose 4.2 million between 1997 and 2010 (Berr). As telecommuting grows in popularity and fewer riders use public transportation networks, it is placing financial pressure on the taxpayer-funded systems that are struggling to attract riders around the country. Strong Economy

A year of dealing with covid, so many more employees are working remotely in the safety of their homes. Companies now realize this works for them too. No longer having to rent large offices, employees can network, zoom to discuss strategies and accomplish their tasks remotely.

We do not need our home valuations plummeting along the proposed ROW C Green Line extension to Torrance. As a **42 year home owner** living on a quiet cul de sac on Fisk court next to the existing Harbor Row rail line and proposed C Line (Green) Extension to Torrance, my family wanted to express our distress at the ***devastating disruption to our quality of life***. Where currently there are possibly 5 freight trains going by daily, we will have ongoing additional noise and vibration from a metro train running by every 7 minutes at peak hours and every 15 minutes at off hours ***from 4:00 a.m. to 12:00 p.m. midnight (20 hours a day.)***

Conservatively if a train ran every 10 minutes, that would be **120 trains a day in addition to the existing freight trains. As you can imagine there will be little sleep in the remaining 4 hours of down time. IS THIS SOMETHING YOU WOULD WANT NEXT TO YOUR HOME?**

The existing railway track is elevated about 35 feet above our property. There is only a 5-6 feet width next to each side of the existing rails before it **drops off to a very steep slope** and a small access road below. From the center of the track it is only about 30-35 feet to our property line. ***In the plans it indicates there is a 100 feet minimum width required.*** This is not the case next to us. How is Metro going to erect a 40-50 foot tall, two rail Metro line above the existing track. Conservatively 70 feet above us. There will be Loss of privacy and tranquility. There will also be electrical lines in addition to bright LED lights beaming down from above. Not to mention the disruption and noise during construction. **IS THIS SOMETHING YOU WOULD WANT NEXT TO YOUR HOME?**

The catastrophic loss to our property value. How would you feel about losing possibly half of your home valuation and possibly more?

Safety is another concern. There is a reason for the easement in case of a possible derailment.

SAFETY: (Gas Leaks) There are also high pressure petroleum pipelines running next to the tracks.

Shell, Plains Pipeline, Torrance Logistic Company and a number of others. I have been in contact with them. Have spoken to Suzy Husner [REDACTED] and Terri Shinde [REDACTED] at Torrance Logistic Company. They have only recently been contacted by METRO. They say they have leases and Right of Way and their legal departments are investigating their rights. Along with the engineering departments requesting drawings and plans of construction.

Your alternative 2 Hawthorne Boulevard route (The former Pacific Electric Railway {Red car} would be safer). It would service the commercial businesses along Hawthorne Boulevard along with the Galleria Shopping Center. We are also concerned with the stability and infrastructure of our home to the vigorous vibration and shaking effect over time to our home.

Please consider Alternative 2. The center green space down the center of Hawthorne Boulevard.

Sincerely Janette and Thomas Kurth [REDACTED]



Subject: METRO RIDERSHIP DECLINE and Resistance to Green Line extension to Torrance along The ROW Harbor rail line next to our back yard, Use Option 2 Hawthorne Blvd route.

Date: Monday, March 15, 2021 at 4:42:52 PM Pacific Daylight Time

From: Kurth Family

To: greenlineextension@metro.net

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Please consider Alternative 2. The center green space down the center of Hawthorne Boulevard.

Sincerely Janette and Thomas Kurth [REDACTED]



Subject: Re: fellow resident comments to Metro Green Line Ext.

Date: Thursday, March 25, 2021 at 10:22:00 PM Pacific Daylight Time

From: Alexander A.

To: Metro C Line (Green) Extension

From: Alexander A.

Sent: Friday, March 26, 2021 5:13 AM

To: Metro C Line (Green) Extension <greenlineextension@metro.net>

Subject: fellow resident comments to Metro Green Line Ext.

I am imploring each individual member of the Metro Board to protect the quality of life for the residents who live near the future Metro Green Line commuter train to the South Bay near the East Redondo border. Our quality of life is severely threatened by a commuter train that will pass by our homes **every 7-10 minutes, 24/7!**

Please keep Metro Green Line in Business districts and NOT near peaceful homes! **Please select Alt # 2 on Hawthorne Blvd** and **Not** Alt #1 near Redondo Beach and Lawndale homes!

EIR Question : Was the Metro Green line Commuter train designed for traveling through quiet neighborhoods with houses (70 or so in RB alone, and in Lawndale about 200) flanking both sides of the track with house backyards butting up to the track Property? Or was the Metro Green Line commuter train designed to run through Business / Commercial Districts? Furthermore, was the commuter train designed to run side by side with a BNSF freight train and track for 3 miles with multiple gas lines (one being Jet fuel !) right underneath the tracks, with neighborhood houses flanking the tracks the whole run?

Please keep Metro Green Line in Business districts and NOT near peaceful homes! **Please select Alt # 2 on Hawthorne Blvd** and **Not** Alt #1 near Redondo Beach and Lawndale homes!

EIR Question: What is the impact on the emotional /mental well-being of individuals who live next to the tracks (who's property butts up against the train property), those who experience a commuter train that will pass by our homes **every 7-10 minutes, 24/7?** Some homes would be within fifty feet (others 60 feet) of the Green Line commuter train. In RB it's about 70 homes and in Lawndale probably 200 homes that flank the train property.

Please think about this for a minute. Your home, for years a quiet and peaceful place and then the interruption of a commuter train every 7 minutes day or night announcing its arrival ? The train's arrival would happen **8 times an hour** and **that would be 192 times in a 24-hour period!** It would surely take away the peace I have enjoyed in my quiet neighborhood. I see my house as a refuge of peace away for my busy work day. Why should I have to suffer such an invasion into my peaceful life? Why should hundreds of others (who live alongside of the tracks) have to suffer such an invasion into their peaceful lives? This harm to individuals can be avoided if Alt #2 Hawthorne Blvd Business District is chosen and NOT Alt #1 near the neighborhood homes.

Subject: comments submittal re Green Line Extension

Date: Monday, March 29, 2021 at 12:17:52 PM Pacific Daylight Time

From: Ives family

To: greenlineextension@metro.net

To Whom it May Concern:

I would like to take this opportunity to publicly state my opinion regarding the upcoming Green Line extension of the Metro rail system.

Let me start out by saying I like trains. I have some 80-100 year old toy trains that are a blast to get out and run at Christmas time. Lots of fun. Furthermore, I have real live train tracks running through my back yard. Ok, at the boarder of my back yard in Redondo Beach. I remember watching the circus train go by with my kids when they were younger. How cool is that? We had heavy freight trains hauling through that would shake the house. We'd count the cars. I'd have to say there were a few more freight trains passing by than I really wanted to see, however, so I didn't mind a bit when they put in the Alameda corridor and the traffic dropped off. I still look up to see the smaller trains pass by whenever I'm in the yard. And it's fun to go through the motions to see if you can get the engineer to toot the horn when the kids are around. The trains move the freight that keeps our nation running, no doubt about it. Can't live without that.

What we are talking about for the Green Line extension is a whole different story. We are talking about trains that run every 15 minutes. Constantly. It never stops. Early in the morning from before you get up, until late at night long after you are in bed. Although the rare freight train these days makes a little noise, the metro trains make a horrible blood curdling screeching sound as they come into the station and as they leave it. This constant, wretched noise destroys the quality of life. No one needs that. Not for any reason. It's all about quality of life? Is it not?

How about the privacy problem? Running the green line through neighborhood back yards would be the perfect opportunity for any would be criminal to scope out their next raid. Nothing would be hidden from the prying eyes of those who have no business knowing what sort of lawn furniture, bicycle, or other easily stolen article might be there for the taking. But that's not the worst of it by any means.

Do I want my grandchildren in the yard like they are being paraded in front of an auction house for the next predator to come waltzing through town thanks to the opportunity provided by my own government?

Would it really be safe for children playing in my yard given that anyone can cruise on by checking it out for their own evil intent? What sort of quality of like does that create?

Some clever person might suggest that the simple solution to the horrible noise and the privacy invasion of the trains is simply to build a wall around the train. If this were done in my back yard, I would not see the morning sun until late in the morning. I would be living in the shadows. It would be like living in a prison. Not to mention the fact that walls don't really block out the sound, just slightly muffle it. Not a solution, not something to increase the quality of life, a wall would only decrease it the more.

Do we not learn lessons from the past? Even lessons from the very,

very recent past? Metro trains are the perfect breeding grounds for disease. Let's face it, it doesn't matter how many times you clean that train (once a day??) everyone in there is breathing the same air. And masks, as we know, do not stop the spread of any virus. That probably has a lot to do with the reason metro trains and local buses are running around virtually empty these days. No one wants that shared air. What is safe about that?

Everyone says: "be safe". But no one says: "be safe – ride the train with 40 other people crammed into the same car". Of course that's if people really did fill up the train like officials would like you to believe that they do. And let's think about it – what's the point of extending the train lines when people really don't want to ride the train? Is it government's responsibility to force people to do what they don't want to do? Or is it more like a government of the people, by the people, for the people that should be working to increase the quality of life, instead of decreasing it?

Here's an idea: How about if government works to fix our archaic traffic light system (that everyone uses) instead of building a new system that people don't use? Our traffic lights work the same now as they did what – 50 years ago? Or more? The lights just go on and off by schedule, oblivious to the traffic passing the intersection. How many times per day do you and I sit at an intersection in our vehicle while no one goes through the intersection, but traffic is piled up on all 4 sides because the system is allowing non-existent traffic to pass? We put a man on the moon in 1969, did we not? We all carry in our pockets computers with astonishing processing power. And yet we live with this archaic traffic light system that doesn't let you go when there is absolutely no one anywhere near blocking your path. What got into fixing people's minds to think that we need to spend enormous amounts of money creating a new money pit when we would be well served by updating a system we already have in place more than a couple times per century?

So there we have it – the trains are a health hazard, the trains do not increase the quality of life, but decrease it, and the trains don't solve our transportation problems. Let's end this misguided abuse of our tax dollars and do something that actually improves everyone's lives.

Phil Ives

Subject: Green Line Extension

Date: Monday, March 29, 2021 at 11:13:28 AM Pacific Daylight Time

From: Kevin Mitchell

To: greenlineextension@metro.net

To who it may concern,

I am a homeowner in Redondo Beach since the fall of 2007 whose property will be directly effected by the placement of the Metro Green Line through the corridor identified as, "Alternative 1: Metro Railroad Right-of-Way." The current railway services a to-and-from passage once a day and railcars are at a minimum. This is our existing interruption; train comes by twice a day and last for usually under a minute.

The proposed 'right-of-way' initiative will have a Metro train pass directly behind my property every seven to ten minutes. The proposed passage is a ground level installment that will have a crossing at 182nd Street (two homes between our property and this street) every 7-10 minutes.

This will be devastating to our quality of life, not only in our backyard as we will be confronted by the visual impact of the train passing every ten minutes, but will also be an affront to our currently pleasant atmosphere with a barrage of train crossing ding, ding, dings. And further, it will create a traffic hazard at our street as frustrated motorists will speed through our neighborhood seeking alternate routes. The proposed "Sound wall" will only serve to destroy our current view of the tree-lined El Nido park that backs to the other side of the "right-of-way" passage at 182nd St.

What is required from a neutral party forensic examination, is a detailed study of all of the impacts that this train route will have though residential neighborhoods that have been proposed by this route. It will need to cover the frequency of interrupted traffic flow from most of North Redondo to adjacent municipalities. The added noise and congestion, the blocked access for certain emergency routes, the visual assault of a high speed rail through our residential neighborhoods, accompanied by the vibrations and exposure to foot traffic that this rail will create. Further to disclose, is the impact on adjacent property values and the both figurative and physical shadow this "Light-rail" project will cast.

As this is a train that functions on electricity, there will be an array of tresses strung with high powered wire lines accompanied by the static hum and the electrostatic emissions that they give off. A detailed study of both the range and the impact on life forms should be undertaken and published. It should include sound studies and data particulars of the characteristic high pitch whining of this type of rail and the effects on ecosystems.

Actual details of the proposed new rail in relationship to the existing tracks, its *actual* distance to homes and structures, its *actual* frequency and implications have not been adequately communicated. It falls on the Metro corporation, the City of Redondo Beach, the County of Los Angeles and all assigns to properly address and communicate all particulars to affected parties in any and all environmental surveys. Failure to do so results in unclean hands, and will be brought to light.

At the base of the current rail tracks lie multiple liquid petroleum lines identified by the Shell corporation as being a "High-Pressure Pipeline." These petroleum lines run the entire distance of the proposed Alternate 1: Right-of-Way. This current circumstance already creates a certain level of unease. The new commuter rail running through this corridor will greatly increase the amount of pounding to these fuel lines. The concern rises to a crescendo when coupled with the current rail transport of Liquid Petroleum that passes through this corridor daily. Scenarios arise that are heart stopping. It is incumbent that this issue be examined by specialist that are not related to this project, independent to the influences of the Metro corporation, and that Shell itself expressly take liability for this rail passage by signing off on all environmental reporting, engineering planning and the veracity of the underlining data. Their signage that litters this "right-of-way" is testament to the seriousness of disturbing these lines.

As "Alternate 2: Hawthorne Blvd" would put the train in a more proper course (i.e. a boulevard passage that was designed for a commuter train) with access to local business and the mall. During this environmental review stage I urge Metro to take a more serious approach to Alternate 2 and look at the advantages to the business districts that this can serve.

Sincerely,
Kevin Mitchell

Subject: Re: The C Line (Green) Extension to Torrance Public Scoping Period Ends Today
Date: Monday, March 29, 2021 at 4:57:38 PM Pacific Daylight Time
From: Ray Hollar
To: greenlineextension@metro.net

Dear Metro Friends,

Thank you reading this neighbor impact statement. I have been a homeowner in Southwest Lawndale for over 30 years, and I live 60 feet away from the edge of the railroad easement. Metro is considering two alternatives: Alternative 1 through my Southwest Lawndale neighborhood, which I call A1ROW, and Alternative 2 along Hawthorne Blvd, which I call A2HB.

I characterize the alternatives this way. Shall we extend the Metro rail a commercial area, along the same path as the Pacific Electric Red Car rail used to run (A2HB) or shall we run 88 Metro trains every day through a quiet residential area (A1ROW)?

I am opposed to Alternative 1 (A1ROW), through my Southwest Lawndale neighborhood, and in favor of Alternative 2 (A2HB), along Hawthorne Blvd. I agree with everything in the detailed RightofSay.com website, and I am going to assume here that you have read it or will read it. In my notes here I strive to elaborate on topics I raised during the Feb 27 Zoom meeting.

****The Metro Environmental Review supposedly includes Benefits, Cost, Feasibility, Impacts, and Mitigation.**

I address these with discriminating impacts by both alternatives. For example, both alternatives provide a stop near the Galleria, so both have the benefits for the few of those who reside near the Galleria, like my grandfather who is buried in the Pacific Crest Cemetery, and those who work at the Galleria but live somewhere else, so that benefit is not a discriminator.

Benefits

For A1ROW, none to Lawndale residents. No stops nearby.

For A2HB, free advertising for South Lawndale businesses on Hawthorne Blvd from 88 metro trains per day.

Cost

Enormous. You could buy a lot of buses for the hundreds of millions this extension will cost. Buses are flexible, and the backup to the rail when the rail fails. Both alternatives fail compared to buses.

Feasibility

If you have enough money, you can do whatever you want.

Impacts

I encourage anybody who cares to walk the two alternative paths through Southwest Lawndale and Northwest Redondo Beach.

The proposed A1ROW path runs through Southwest Lawndale, a mostly greenbelt area with hundreds of pine trees as tall as 66 feet (estimated using shadow length and similar triangles). The ambiance is like a rustic park, consistent with Lawndale's rural past. There are birds, squirrels, and an occasional raccoon there. It's quiet, although I heard a rooster

crowding from somebody's backyard there recently. Residents walk along Condon Ave there, sometimes with their dogs, once with a rented pony. Many residents besides me tend the area by picking up loose trash there: we have adopted the area somewhat. It's not a park but it is a breath of fresh air in the concrete jungle. Metro A1ROW would wipe it all out and replace it with fences and 88 Metro trains every day, a train every 15 minutes or so, on squeaky tracks rumbling by, horns blasting, crossing alarm bells clanging.

Go to 170th Street and look south. The Metro rail would run just a few feet from houses on both sides, especially on Condon Ave, closer than the current railroad. 88 Metro trains every day, every 15 minutes or so, the train on squeaky tracks will rumble by, trains horns blasting, crossing alarm bells clanging.

In contrast, walking along the Hawthorne Blvd proposed path (A2HB), especially now (March), the mostly deciduous trees are barren. It's all commercial, except for 3 houses. I have never seen anyone walk their dog there. I walk there sometimes to patronize a store or just learn about the businesses there.

Train riders would have close views into the windows and yards of residents of Southwest Lawndale and North Redondo.

Last week, during an evening walk, I noticed that one of the railroad crossing arms at 170th Street was detached from the pole and off the street. I called the railroad company (they said they would notify the sheriff), and they had a repair truck there in about 90 minutes after I called. I cannot know how long the arm was detached before I saw it. Because so few trains run now, I do not think any trains passed by in the dark but if Metro trains were running, 6 or more trains would have passed without a crossing arm. It's just another risk factor that Metro would bring to our neighborhood if the A1ROW option is selected.

A1ROW adds a hazard to pedestrians, including elementary school children attending William Green School, crossing at 162nd and 170th Streets with the 88 added trains per day.

Parking on Hawthorne Blvd.

Opponents of A2HB cited concerns about parking, I assume lost in the middle of the Hawthorne Blvd (median). I count 83 spots. They are hardly used now. Parking along Hawthorne Blvd is greatly underused. Parking aside or behind businesses is greatly underused. Work with businesses to find solutions.

If one views the satellite image of the area on Apple Maps (apparently a mid-year, mid day photo from the shadows), median parking utilization is 39 of 83, 47%. But the Apple map shows very poor utilization of parking either along or behind businesses on Hawthorne Blvd. The Google map shows only 3 cars parked in the median, but I suspect that was on a Sunday since the Wesleyan Church (168th & Grevillea west of Hawthorne Blvd) parking lot looks busy.

I have walked the Hawthorne Blvd path many times recently. The parking median utilization during business hours is less than half. Hawthorne Blvd street parking utilization is less than half, although there are restrictions.

Metro should work with businesses to make sure they have adequate parking to some objective standard of city planning. Businesses with excess parking capacity could rent to those who want more or Metro could subsidize. For example, there is a lot next to Taco Bell (at 168th St.) which has been vacant for decades: pave it for parking. The Lawndale clinic at 168th is busy, but the liquor store parking is underutilized: stripe it diagonally and rent some spots. There is a market at 163rd which gets busy. But Patt Motors car lot on the corner is almost empty: make a deal, if necessary.

On Saturday, March 27, at 10:00 AM, there were 17 cars in the median. By accident, or maybe coincidence is a better word, I saw a woman walking from the median parking just south of 170th Street, crossing west to the optometrist office and eyeglass stores on the

SW corner of Hawthorne Blvd & 170th Street. First of all, the crosswalk was only about 60 feet to the north, but the woman decided to jaywalk. She unlocked the optometrist office door and walked in. While I looked around to assess parking, she came out and walked into the eyeglass store next door, leading me to believe that the two stores collaborate. There were 4 empty parking spaces behind the eyeglass store. There was plenty of parking available on Hawthorne Blvd right in front of the stores, but there is a 2 hour limit. So customers can park on Hawthorne Blvd and employees can park behind the store: they may use median parking now but there is adequate parking without crossing busy Hawthorne Blvd. The large parking lot next door at the restaurant is never full: make a deal for eyeglass employees, if necessary.

Even if all median parking were eliminated, there is plenty of other parking available. Reduction in parking is not a reason to oppose the A2HB option, but Metro would need to work with businesses and Lawndale to make sure any impact is mitigated.

Mitigation

None proposed as far as I know. Sound proofing is fine for condos next to the LAX airport, but residents near A1ROW live in single family homes with yards, however small. Sure, we have about 6 short freight trains pass every day, but they are almost quaint. My neighbors and I would have to endure 88 Metro trains passing by just feet from my house, from 3:40 AM to midnight (20 hours) every day: currently, about 6 short freight trains pass every day. This is Southern California, with fantastic weather year 'round, so I have some windows open every day. I spend a lot of time outside. But with another 88 trains blasting all day and night, I would probably have to close my windows to hear my tv or talk on the phone without train noise competition. I would probably hide in my house to avoid the noise. And if I cannot enjoy the weather here, if I have to hide in my house, I may as well move to Houston or Phoenix or Cleveland, where cost of living is much cheaper. Sound proofing is not effective mitigation. I guess I could buy and wear a set of noise-cancelling headphones and wear them all the time. But then I would not hear all the normal sounds of my neighborhood, like birds singing or pine trees whispering in the wind or actionable sounds, like any trucks (trash, tow, utility) or delivery vans, or neighbors needing help, or the guy screaming because he had his foot cut off by a train (a neighbor donated a cheap styrofoam cooler to hold the severed foot).

Fencing anyone? I do not remember any sound mitigating fencing in any of the Metro proposals, as Caltrans has provided in some places. And who wants a giant fence in their neighborhood?

Cash mitigation. Everybody has their price. But I do not see any plan to buy houses next to the A1ROW route, as was done when the LAX airport expanded. Will there be cash to make up the degradation in property values? Will the county discount our property taxes accordingly without reassessing to current market values?

For A2HB, study the Hawthorne Blvd median parking impact to assure businesses that their impact will be minimized.

A1ROW adds a hazard to pedestrians, including elementary school children attending William Green School, crossing at 162nd and 170th Streets with the 88 added trains per day.

My Personal Perspective

Clearly, I am opposed to the rail running through my neighborhood. I live 60 feet from the easement. The rail has no benefit to me whatsoever: it's all negative with the added noise and loss of the greenbelt. The rail station location proposed, either side south of the Galleria, (I guess a stop in Lawndale, e.g., at Manhattan Beach Blvd / Inglewood Ave was

inconvenient) is too far away for me to consider when, for my most frequent use of public transit is to the LAX Airport or Del Amo, I would still just walk to the corner of Artesia Blvd and Inglewood Ave to take the Torrance Bus for a dollar (25 cents for me): no Metro TAP card, for which one has to pay, then a higher cost per ride, for a ride which arrives no closer to the airport or Del Amo than the bus. Torrance Bus has no complicated senior discount process as on Metro: one just needs a Medicare card, same as for Sam Trans system in the SF Bay area. By the way, having been denied the return trip on my round-trip Metro rail fare 3 times, I never pay for a round trip on Metro anymore.

Another point of perspective is that I have ridden the Metro from Redondo Beach to North Hollywood and Pasadena, to meet a friend to go to football games at the Rose Bowl. I do not remember one location where the train runs through a residential area as closely as proposed through Southwest Lawndale.

I will now relate some experiences I have had riding the rail and bus. On of these Rose-Bowl-bound trips, the Green Line rail stopped near Vermont Ave. Riders were not rescued, but had to find their way to a bus to continue. It was too far to walk to the Blue Line. This was before almost everybody had a cell phone, where they might be able to find an alternative quickly. I found a pay phone to call my friend to tell of a delay, then found a bus to the Blue line. On another trip, at the Redondo station, there was a pile of human excrement on the train platform. A coworker of mine was robbed on the Green Line. I took a bus from the Galleria to the Coliseum once, and a fight broke out between 3 women. I saw a guy roll his gasoline-powered lawnmower onto the train once. Metro just does not do enough to make regular riding a safe and sanitary experience.

My neighbors and I would have to endure 88 Metro trains passing by just feet from my house, from 3:40 AM to midnight (20 hours) every day: currently, about 6 short freight trains pass every day. This is Southern California, with fantastic weather year 'round, so I have some windows open every day. I spend a lot of time outside. But with another 88 trains blasting all day and night, I would probably have to close my windows to hear my tv or talk on the phone without train noise competition. I would probably hide in my house to avoid the noise. And if I cannot enjoy the weather here, if I have to hide in my house, I may as well move to Houston or Phoenix or Cleveland, where cost of living is much cheaper.

Without question, Metro rail through Southwest Lawndale will degrade our property values.

If you read this far, thank you. Ray Hollar

P.S. Your video about scoping said you would answer questions at the scoping meetings, but you did not. This breeds suspicion that you are not accountable.

P.P.S.

I do not remember, if there was ever a reason, for not considering an alternative through North Redondo under the power line towers. I still think A2HB is better.

I encourage everyone to view the area in North Redondo under the giant power towers which should have been considered as a rail path. Start at Manhattan Beach Blvd between Dow and Gibson and look south. There is a clear path right into the Galleria shopping area. On the Metro website, this path is highlighted in green, as though it were a park. But this path is not green, except after a spring rain to water the weeds, or the small park at Robinson. In contrast, the proposed route in Southwest Lawndale is mostly grassy green with many tall trees. Instead of a train running through a 160 foot wide easement there in North Redondo, Metro would rather run through the 100 foot wide easement in Southwest Lawndale. There is some kind of new landscaping occurring just south of Manhattan Beach Blvd. now. Is it too obvious to assume that Metro would rather degrade

the smaller, less affluent City of Lawndale than the larger, more affluent City of Redondo Beach?

-----Original Message-----

From: Metro C Line (Green) Extension to Torrance <green_neextension@metro.net>

To: [REDACTED]

Sent: Mon, Mar 29, 2021 7:59 am

Subject: The C Line (Green) Extension to Torrance Public Scoping Period Ends Today

[View this email in your browser](#)

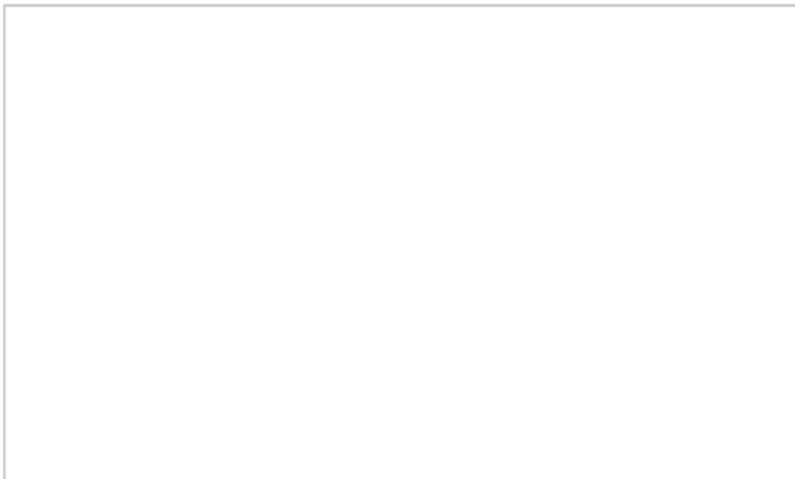
The C Line (Green) Extension to Torrance Public Scoping Review Period Ends Today

Final reminder that you can submit comments via email, mail or voicemail with the contact methods listed below until end of day today, March 29, 2021. For more information on the project and to view the presentation, project update video and interactive maps, please visit the [online presentation](#). We look forward to your feedback.

Thank you again for your participation in the C Line (Green) Extension to Torrance Project. Stay tuned for more updates on the project as we review comments submitted during the public review period.

Contact Us

Metro invites you to stay involved and share your feedback.



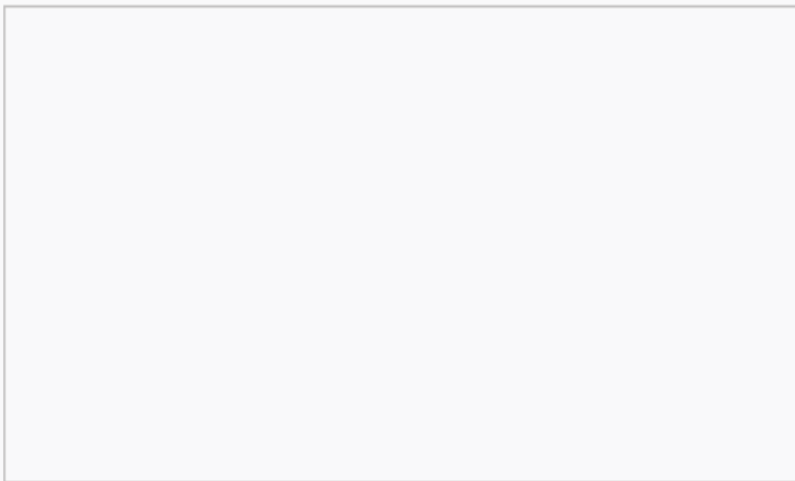
El periodo de revisión pública del estudio de impacto de la extensión de C Line (Green) hacia Torrance termina hoy

Recordatorio final puede enviar los comentarios por correo electrónico, correo postal o correo de voz a los métodos de contacto que se encuentran más abajo hasta el final del día de hoy, 29 de marzo de 2021. Para obtener más información sobre el proyecto y para ver la presentación, el video con actualizaciones y los mapas interactivos, por favor, visite la [presentación virtual](#). Esperamos ansiosos sus comentarios.

Le agradecemos, nuevamente, por participar en el proyecto de extensión de C Line (Green) hacia Torrance. Esté atento a las novedades del proyecto a medida que vamos revisando los comentarios presentados durante el periodo de revisión pública.

Contáctenos

Metro lo invita a participar y a compartir su opinión.



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Subject: Re: Alternative 1 or 2

Date: Tuesday, March 30, 2021 at 12:53:09 AM Pacific Daylight Time

From: G P Suddeth

To: greenlineextension@metro.net

Additionally, the existing Green Line is largely elevated between Aviation Station and Redondo Station, so Metro has no problem building elevated where the situation causes it to be the preferred solution.

Thanks -

G P Suddeth

On 3/30/21, G P Suddeth [REDACTED] wrote:

Regarding my earlier message about routing choices: I referred in error to the elevated section of the "Gold Line" crossing La Cienega. Of course, what I meant was: the Expo Line.

Thanks -

G P Suddeth

----- Forwarded message -----

From: G P Suddeth [REDACTED]
Date: Mon, 29 Mar 2021 23:59:04 -0700
Subject: Fwd: Alternative 1 or 2
To: greenlineextension@metro.net

Just to be clear: I support Alternative 2 in an elevated form !

----- Forwarded message -----

From: G P Suddeth [REDACTED]
Date: Mon, 29 Mar 2021 23:55:47 -0700
Subject: Alternative 1 or 2
To: greenlineextension@metro.net

to: Mark Dierking
and All Decision Makers
at Los Angeles County MTA
Regarding the Green Line Extension

The MTA will soon be initiating a D.E.I.R. for the C Line Extension from Redondo Station to Torrance. Among the aspects to be covered in the D.E.I.R. are: Aesthetics, Hazards, Noise, Public Service, and Transportation.

Alternative 1 fails badly in all of the above considerations.

Aesthetics, Noise, and Hazards: It is a natural thing for a public transport line to be found on a major commercial artery such as Hawthorne Boulevard, because that is where the action is that people want to be transported TO. It is also a natural thing that such arteries are noisy and busy, and the sounds generated by public

transport in such locations are understood to just be a part of what is expected on a busy commercial street. Conversely, a public transport system running through a residential neighborhood is simply an aesthetic oddity, and the noise of north and southbound trains every 15 minutes, giving the required auditory warnings at every grade level crossing, is clearly something that will degrade the quality of life for all residents in the areas to the east and to the west of the proposed Alternative 1 route. If you ask an appraiser who provides prospective lenders with property valuations whether proximity to a rail line that produces noise pollution at a series of crossings every 15 minutes north and southbound, will enhance or reduce the value of a property...well, you know the answer to that one. I live in a home 50 feet from a major intersection, and an appraiser reduced my valuation by 2% based on that proximity. Further, it is not a question of "if", but of "when" one of the multiple grade level crossings in the residential neighborhoods through which alternative 1 would be routed will be the scene of a serious accident or a tragedy involving a neighborhood child at play or on the way to school. People who participate in a decision to select alternative 1 should be prepared to live with the knowledge of their potential role in setting up such a tragic event.

PUBLIC SERVICE and TRANSPORTATION:

A major stated goal is to persuade people to choose public transport instead of personal vehicles. This goal is far more likely to be achieved if that transport is routed along a busy commercial artery, rather than through a (formerly) quiet residential neighborhood. In connection with this, it is important that a station be placed on Hawthorne Boulevard IN LAWNSDALE. This routing and station placement will also greatly benefit the businesses along Hawthorne in Lawnsdale. Also, the building of the Hawthorne routing should be done in an elevated form (as with the Gold Line crossing La Cienega in Culver City) to avoid disrupting current business activity and traffic.

Finally, I urge each person who will play a role in making this routing decision to be honest: if your home were located in the Lawnsdale neighborhoods that would be impacted by the selection of Alternative 1, would you be in favor of that choice, or of Hawthorne Boulevard. To propose that residents of the area should just "suck it up" and "take one for the benefit of the larger community" because it is the less expensive option to the taxpayers is a manifestly elitist point of view that should not win out in this case.

Thank You –

G P Suddeth



Silvia Jacobs

From: cindy ogle [REDACTED]
Sent: Monday, March 15, 2021 6:38 PM
To: greenlineextension@metro.net
Subject: Opposition to greenline extension

Hello,

I am a 53+ year resident of Condon Ave. in Redondo Beach between Grant & Artesia. My concerns of putting the greenline extension on Harbor Row are as follows.

Ridership was down prior to the pandemic. Many businesses have closed, many people now work from home, saving employers brick & mortar overhead costs and saving employees commutes. I suggest you put this extension to the public. Create a poll to see how many people would realistically ride the greenline extension daily. I don't believe it will be worth the money you would spend at this time. Perhaps this project would be more viable in the future if you place it on Hawthorne Blvd.

The homes in my neighborhood are 70 years old. The oil pipeline is no more than 10 linear feet from my property line. I am concerned what your construction will do to my home. In the late 1960's/early 1970's there was Santa Fe railroad or oil pipeline work & a subsequent rain sent mud flooding into my backyard up to my windows. The oil pipeline was completely exposed. What a huge awful mess. Because our homes are older lath & plaster construction I am very concerned that vibrations, pounding, etc from your rail work will cause cracks and or falling plaster in my home. If you insist on putting the extension behind our homes instead of on Hawthorne Blvd where it belongs I will be taking photos of every nook & cranny of my home prior to construction and will petition my neighbors to do the same. We will be contacting a lawyer at the very first sign of a crack.

Our home values will decline if we have trains going by every 5 to 15 minutes. Our sleep will be horribly disturbed. I do not want to lose the sunlight that comes into my backyard. My quality of life would decline immensely. We have a lot of wildlife on the hill behind our homes...raccoons, possums, skunks, lizards, hummingbirds, lesser goldfinches, hawks, owls, doves, etc. What will happen to them? Where will they go?

What happens to the crossing at 182nd? It is a very busy street leading to & from Inglewood Ave. How do emergency responders get past all of the trains? How safe is it for children walking to the nearby schools? Please consider all of this. Our concerns are real. If you feel we really need a greenline extension then you need to put it down Hawthorne Blvd. There were tracks there years ago and it was built to support commuter trains. Residents and homes will not be harmed if you run it there. You will avoid resident lawsuits by just using Hawthorne. And I will happily have sleep, sun shine in my backyard and they joy of neighborhood wildlife.

Thank you for taking this under consideration.

Respectfully,

Cynthia Ogle

Silvia Jacobs

From: Derrick Yamauchi [REDACTED]
Sent: Monday, March 15, 2021 1:17 PM
To: GreenLineExtension@metro.net
Subject: Re: Metro Green Line Extension

[REDACTED]
3/15/2021

Dear Mr. Dierking,

My name is Derrick Yamauchi and I have lived at the above address for 35 years.

We strongly oppose the Metro Green Line "C" extension on Hawthorne Blvd (Alternative 2) , more specifically east of the South Bay Galleria.

While this is a commercial area, more importantly, it is also a residential neighborhood with single family homes, including ours on the east side of Hawthorne Blvd. We believe the extension in this specific area/zone on Hawthorne Blvd (Alternative 2) would be detrimental to our residential neighborhood which has been here in existence since the 1950s and we strongly oppose Alternative 2 on Hawthorne.

We would advise Metro to study the impact of traffic for the thousands of commuters who drive from Torrance, Lawndale, Redondo Beach and Palos Verdes and use Hawthorne Blvd for their commute to the freeway on-ramps via Hawthorne Blvd. This will not only affect their drive, but as a result potentially require the widening of Hawthorne Blvd in our area to accommodate the Metro extension and a station. We are fearful, the widening of the boulevard would mean losing our homes and any viable business and commercial buildings along this area due eminent domain.

As residents along Hawthorne Boulevard, we are also concerned about potential light pollution and potential safety issues having a Metro so close to our very open residential streets. We are also concerned about potential noise pollution from the Metro and safety bells/sounds as we do not have a sound buffer, nor the space to create an ideal sound barrier as Metro has indicated would be added adjacent to the residents along the ROW.

More importantly, consider how this extension will divert additional traffic into our neighborhoods. This neighborhood along Hawthorne Blvd between Artesia and 190th is an economically and racially diverse neighborhood. As it is, we are surrounded by major streets in all four directions, Artesia on the north, 182nd on the south, Prairie Avenue on the east and Hawthorne Blvd on the west. Based on previous meetings, Metro indicated there was inadequate space to add landscaping, pedestrian walkways/bike lanes/green space along Hawthorne Blvd (Alternative 2) and we believe adding a metro line will only further create a a substantial border physically and visually that will separate our neighborhood from a better quality of life and access to safe, walkable amenities.

We believe extending the Metro on the ROW, Alternative 1, is the the best option for extending the Green Line. The residents along the ROW (Alternative 1) currently have an existing landscaped buffer in place which would be ideal for adding any additional sound barriers along the current existing train tracks behind the Target store. Metro has already stated their plans include a beautiful green space, bike path and walkable spaces for the residents along the ROW. This is something we can ALL benefit from. The potential developments of the South Bay Galleria along with the plan along the ROW will create a wonderful cohesive, walkable neighborhood for EVERYONE to enjoy.

Extending the Metro along the ROW, Alternate 1, will also mitigate any large traffic issues impacting Hawthorne Blvd especially at the Artesia and Hawthorne Blvd intersection. Most importantly, according to the information Metro has published, Alternative 1 along the ROW, is less costly and within the budget to begin construction.

We support Alternative 1 on the ROW as the ideal solution. We believe running the metro on Hawthorne will be a detrimental impact, not only our beloved community and neighborhood along Hawthorne Blvd, but would also detrimentally impact the greater South Bay as a whole. Please help us keep our neighborhood and area safe and intact, choose Alternative 1 and build the Metro where trains belong.

Sincerely,
Derrick Yamauchi

BEFORE THE METRO
C LINE (GREEN) EXTENSION TO TORRANCE
PROJECT TEAM

Public Scoping Meeting in the)
Matter of:)
)
C LINE (GREEN) EXTENSION TO)
TORRANCE PROJECT)
_____)

CERTIFIED COPY

TRANSCRIPT OF PROCEEDINGS
Los Angeles, California
Wednesday, February 24, 2021

Reported by:

MARCENA M. MUNGUIA,
CSR No. 10420

Job No. :
30677ROB

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BEFORE THE METRO
C LINE (GREEN) EXTENSION TO TORRANCE
PROJECT TEAM

Public Scoping Meeting in the)
Matter of:)
C LINE (GREEN) EXTENSION TO)
TORRANCE PROJECT)
_____)

TRANSCRIPT OF VIDEOCONFERENCE PROCEEDINGS,
taken via Zoom videoconference, commencing at
4:00 p.m., on Wednesday, February 24, 2021,
heard before the Metro C Line (Green) Extension
to Torrance Project Team, reported by
Marcena M. Munguia, CSR No. 10420, a Certified
Shorthand Reporter in and for the State of
California.

1 APPEARANCES:

2 Metro Representatives: MARK DIERKING
3 Manager
4 Local Government and
5 External Affairs
6 Metro
7
8 DOLORES ROYBAL SALTARELLI
9 Project Manager
10 Metro

11 Facilitator: ISAIAH FORD
12 Project Manager
13 The Robert Group
14
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1 Los Angeles, California, Wednesday, February 24, 2021

2 4:00 p.m.

3
4
5 MR. DIERKING: Hello and welcome. My name is
6 Mark Dierking and I'm with Metro and I'm with our Local
7 Government and Community Relations Department. I wanted
8 to thank everybody for coming today.

9 This is the first of our scoping meetings for
10 the Green or C Line Extension to Torrance.

11 We have a presentation for you today and we will
12 be taking questions and comments at the end. Well, it
13 will be refined. The process is really to hear about
14 what you want us to study during this process, but we'll
15 talk about that further.

16 Next slide.

17 First, a little housekeeping. This is going to
18 be what the agenda is for today. We are going to go over
19 meeting objectives, project history and background,
20 project goals and objectives, the Draft Environmental
21 Impact Report and the process for the EIR, environmental
22 issues, and then after that we'll be taking comments from
23 the public.

24 So we're looking at a 30-minute presentation
25 with oral and, excuse me, Q and A. We'll be live.

1 Please don't post in the chat. We're not going to be
2 reading off of that tonight. We're just using the Q and
3 A.

4 So with that, next slide.

5 I'd like to do some housekeeping right now.
6 We're going to pass this back and forth, but this is how
7 to access Spanish interpretation. If you'll notice down
8 below, there's a world icon, which is the interpretation
9 icon, and if you click on that, you will have the option
10 to listen in English or Spanish, and Spanish will be
11 translated in the chat as well. So we will be taking
12 both comments in Spanish and English during the process.

13 Dolores?

14 (Spanish interpretation given)

15 MR. DIERKING: Okay. Thank you. Next slide.

16 Housekeeping: Today's meeting is being recorded
17 and will be posted online within seven to ten days. The
18 attendee videos are off and mics are on mute. During the
19 meeting, comments can be submitted using the Q and A
20 function only. Oral public comments will be handled
21 following the presentation and, everybody, we'll have
22 more details on how that will work at the end. So hold
23 your raised hand until the end and we'll take care of
24 that then.

25 If you are having problems tonight either

1 logging in on Zoom or if you're having problems calling
2 in, we have a call line or a text line and just go ahead
3 and text to (818) 650-0619. Again, that call or text
4 line is (818) 650-0619.

5 Okay. Thank you. Next slide.

6 With that, I'll turn it over to our project
7 manager, Dolores.

8 MS. ROYBAL SALTARELLI: Good evening, everyone. My
9 name is Dolores Roybal Saltarelli and I will walk us
10 through the presentation today.

11 As Mark mentioned, this is the first meetings
12 that are -- that is a part of the initial step in the
13 environmental clearance process and this is consistent
14 with the California Environmental Quality Act.

15 We have three objectives today at the Scoping
16 Meeting: One, to describe the Draft EIR process; second,
17 to solicit comments on the scope of the environmental
18 issues to be evaluated in the Draft EIR, as well as Mark
19 mentioned, we'll be listening to your comments.

20 At this time, we will not be answering
21 questions; however, we will be recording your questions
22 and, therefore, being able to respond at a later time.

23 Thank you. Next slide.

24 This project has a very long history. With the
25 passage of Measure R and Measure M, we had dollars

1 designated to study this project and this corridor. With
2 the passage of Measure M, we were also able to secure
3 construction dollars.

4 Next slide.

5 We're going to show a very short video and this
6 will provide some project history as well as context for
7 where we are today, the start of the environmental
8 process, and we'll be describing next steps.

9 (Metro Project Update Video played)

10 MS. ROYBAL SALTARELLI: From there, we'll proceed on
11 with the presentation.

12 As mentioned, the Metro C Line, the Green Line,
13 Extension to Torrance is included in our Measure M
14 expenditure plan and we have secured construction dollars
15 for this project.

16 Next.

17 As many of you are familiar, we did study this
18 project in 2010 through the passage of Measure R. In
19 that study, we looked at a 4.6-mile at-grade rail
20 extension within the existing right-of-way. It included
21 up to four new stations. It also had an overcrossing at
22 Manhattan Beach and Inglewood Avenue and it was going to
23 operate next to an existing freight track. The
24 environmental analysis at that time had to stop after
25 2012 due to lack of funding.

1 Through the passage of Measure M, we were able
2 to proceed with the next phase of the study with the
3 Supplemental Alternatives Analysis and in that effort,
4 the light-rail alternative from 2010 was carried forward.
5 Three additional alternatives were developed as a result
6 of stakeholder input and three stations were studied in
7 all four alternatives.

8 Next.

9 During the Supplemental Alternatives Analysis,
10 there were four alternatives in total that were studied,
11 two in the Metro right-of-way and two along Hawthorne
12 Boulevard between the existing Redondo Beach station to
13 190th Street. South of 190th Street to the Torrance
14 Transit Center, all alternatives have the identical
15 alignment.

16 Next slide.

17 At the conclusion of the Supplemental
18 Alternatives Analysis, through public input and the Metro
19 Board, the following conclusions were authorized: To
20 proceed with Alternatives 1 and 3 to be carried forward
21 for further analysis in the Draft EIR, which is our
22 current phase. The Lawndale stations were removed from
23 all the alternatives from consideration. Metro agreed to
24 examine an underground trench alignment option along the
25 Metro railroad right-of-way, as well as further

1 evaluating sound walls for the inclusion into the
2 project.

3 Next Slide.

4 The environmental process is being restarted for
5 the project with the scoping meetings that are through
6 this period ending on March 15th; and in that vein, we
7 are taking into account changes that occurred in the past
8 11 years, we're focusing on the State of California
9 environmental process, CEQA, not NEPA, for this effort.
10 We are also here to gather public comments and provide
11 detailed analysis of the alternatives that emerged from
12 the Supplemental Alternatives Analysis in 2018, and those
13 two alternatives are the following: Alternative 1 along
14 the Metro right-of-way, railroad right-of-way, as well as
15 the Hawthorne Boulevard alternative.

16 Next.

17 The project area follows the Metro-owned Harbor
18 Subdivision railroad right-of-way along a 4.5-mile
19 north-south corridor. It connects to the existing
20 Redondo Beach Marine Station and extends rail service
21 south in the portions of the cities of Lawndale,
22 Redondo Beach, and Torrance.

23 Next.

24 We have five goals that we will be including in
25 this study effort, the first one being to improve

1 mobility, looking at including a high-frequency transit
2 service option for consideration, just to name one of the
3 few objectives; minimizing environmental impacts, so
4 really looking at providing environmental and community
5 benefits -- next -- looking at ensuring a cost-effective
6 and financially feasible alternative; supporting local
7 and regional land use plans and policies, as well as
8 ensuring equity in our process and project.

9 Next.

10 The EIR process has two phases. The first phase
11 is called the development of the Draft EIR and that is
12 currently where we are. And in this phase, we're
13 studying potential impacts of alternatives, evaluating
14 measures to avoid, minimize and mitigate potential
15 environmental impacts, as well as a selection of a
16 Locally Preferred Alternative that ultimately would be
17 governed by community input, technical analysis, and
18 decided by, approved by, our Metro Board. In the final
19 environmental effort, we will then be responding to
20 comments received after the circulation of the Draft EIR.

21 Next.

22 The environmental issues to be studied are the
23 following. Here, we're just highlighting those that we
24 feel are most key. This is the opportunity to really
25 look at these and through your comments provide us some

1 additional topics that should be studied during this
2 phase.

3 Next slide.

4 The Metro Board directed two of the four
5 alternatives from the Supplemental Alternatives Analysis
6 to be carried forward for further study in the Draft EIR
7 phase. Alternative 1 is the alternative along the Metro
8 right-of-way and on the map on your right side, you see
9 it highlighted in the aqua color. Alternative 2 that's
10 denoted in magenta is along Hawthorne Boulevard. Please
11 note that both alternatives have the same alignment south
12 of 190th Street along the Metro right-of-way.

13 Next.

14 Alternative 1 along the Metro railroad
15 right-of-way, which is denoted on the map on your right
16 side, has the following key elements, and these are
17 elements that were carried over from the Supplemental
18 Alternatives Analysis.

19 We will be looking at a grade separation at
20 Manhattan Beach Boulevard and Inglewood Avenue, and the
21 separation would either be -- we're looking at both
22 aerial and a trench configuration. The alignment would
23 then transition to an at-grade running south of 162nd
24 Street. We will also be studying grade separations at
25 both 170th Street and 182nd Street and studying the

1 separations through our Metro Grade Crossing Safety
2 Policy. At the at-grade segments, we will also be
3 looking for opportunities for new bike/ped paths as well
4 as landscaping. The proposed stations will include one
5 at the Redondo Beach Transit Center and a second one at
6 the Torrance Transit Center.

7 Alternative 2 along Hawthorne Boulevard that's
8 denoted on the map on your right side has the following
9 key elements, again, that were concluded at the end of
10 the Supplemental Alternatives Analysis in 2018.

11 The Hawthorne Boulevard alignment will include
12 an aerial alignment along the I-405. It will transition
13 to Hawthorne Boulevard at grade south of 162nd Street.
14 Both Redondo Beach Boulevard and Artesia Boulevard
15 intersections, we will be studying a grade separation
16 through the efforts and policies of our Metro Grade
17 Crossing Safety Policy. The alignment will then be
18 transitioning aerial south of 182nd Street to cross over
19 186th Street and 190th Street. The alignment will have
20 two proposed stations, one at the South Bay Galleria and
21 the second one at the Torrance Transit Center.

22 This is one of two scoping meetings that we will
23 have. The information that we share today will be
24 identical to the information shared at the Saturday
25 meeting.

1 Next.

2 Scoping, as I shared earlier, is the first step
3 in the environmental process and will be followed up by
4 extensive public outreach, and some of the areas that we
5 will be coming back and sharing with you is first/last
6 mile planning, continued stakeholder/neighborhood
7 engagement, community meetings, as well as public
8 hearings.

9 Next.

10 Here, we'll transition and have Mark sort of
11 walk us through next steps and facilitate the submittal
12 of comments.

13 MR. DIERKING: Thank you very much for the comments.

14 With that, I wanted to roll on and you can see
15 on the screen here our mail and e-mail addresses. So
16 we'd ask you to please submit your comments in writing if
17 at all possible because that makes sure that it more
18 accurately gets entered into the record and is in print
19 and everybody can see what's going on. So we're going
20 to -- next slide.

21 It's now your turn to comment. We're going to
22 be taking oral comments. Again, we also are taking
23 written comments and we're asking you tonight if you
24 could put your comments within the Q and A. Everything
25 here will be recorded and a part of the final record and

1 we'll also be making it available to the public on our
2 website, the recording of tonight's meeting.

3 We'd ask you again to restrict your comments to
4 two minutes. We're going to be listening to your
5 comments and not answering your questions in this format.

6 So just to sort of give you a sense of where
7 things are, this is an Environmental Impact Report and
8 we're getting ready to develop it. So what we want you
9 to do is tell us what to study, what to bring out, what
10 to talk about and analyze during the report.

11 If you want to take a look at a certain
12 intersection, if you want to take a look at a wall here
13 or there, those are the things that we're really trying
14 to focus on tonight and those are the most relevant and
15 important questions for our discussions.

16 So we're not going to be getting into a lot of
17 answers tonight, and that might seem a little bit awkward
18 to some folks, but it's really all about making sure that
19 we can guide the study moving forward, and then your
20 answers will be more vetted when we come back out with
21 the results of our analysis.

22 So with that, next slide.

23 So a few guiding rules so that we have a safe
24 and equitable process during the meeting: Please respect
25 the format of the meeting and allow everyone an

1 opportunity to provide public comment. Please turn your
2 cell phones off and background noise when speaking.
3 Treat fellow community members and agency
4 representatives, Metro staff, and others with respect.
5 Address all comments to Metro staff and consultants, not
6 to other attendees. Please maintain a conversational
7 tone. Metro is committed to ensuring that all
8 participants can fairly and clearly share ideas, comments
9 and concerns about this project.

10 Next slide.

11 So how to submit public comments: Again, today
12 we're taking oral public comments. To request to speak,
13 if you're on Zoom tonight, there's a raise-hand feature
14 that you can use at the bottom of the screen. Please go
15 ahead and press that now as we go into the public
16 speaking.

17 If you're a phone user calling in tonight, you
18 need to press star 9 to raise your hand. When it is your
19 turn to speak, I will say, We're taking this person or
20 Isaiah's going to say, We're taking this person. You
21 will be then prompted to unmute your mic and you need to
22 do that with the microphone icon on the Zoom screen or by
23 pressing I think it's star 6 to unmute your mic on your
24 phone.

25 We're going to limit it to two minutes per

1 speaker. We want to go through everybody and at the end,
2 if you have something else to share, we'd be happy to see
3 if we can accommodate additional speakers, but we want to
4 get through everybody tonight.

5 Written and phone comments: During today's
6 meeting, Zoom users, we have a Q and A feature to the
7 left and we'll be going through those. I don't know if
8 I'm going to be reading all of them off, but we will
9 share them with the public. Isaiah I think is even
10 answering some of them as we speak now.

11 So then after today's meeting, if you still want
12 a chance to comment, we've got another meeting coming up
13 on Saturday morning or you can use the old-fashioned
14 method of snail mail to Dolores Roybal Saltarelli, who
15 you just heard, at that address. We also have an e-mail
16 that we're checking. It's the
17 greenlineextension@metro.net. And then we also have a
18 hotline or a phone line voice box that you can leave a
19 message on and that's (213) 922-4004.

20 So with that, let's move on to the next slide
21 and this is our speaker queue here. So we'll be giving
22 you two minutes and Isaiah's going to be running that for
23 us. Again --

24 MR. FORD: Yeah. So we'll read off the --

25 MR. DIERKING: The directions are on the side there

1 on how to unmute yourself.

2 What was that?

3 MR. FORD: I was going to say we'll be reading off
4 the first three people, so you'll hear your name and a
5 series of names.

6 MR. DIERKING: So who do we have there, Isaiah?
7 Hands raised.

8 MR. FORD: So it looks like we have first up Esai
9 Rosa (phonetic), and then it will be followed by Zein
10 Obaji, and then followed by Pedro.

11 And it looks like Esai, you might have lowered
12 your hand, so the first up is Zein Obaji. Next up after
13 that will be Pedro, and then after that will be Adam
14 Greenlee.

15 So, Zein, we're allowing you to talk.

16 MR. OBAJI: All right. Thank you, Metro staff. I'm
17 Zein Obaji, candidate for City Council in District 4 of
18 Redondo Beach. I'm speaking here today because I'm very
19 concerned for the residents on Condon, Firmona, and
20 Ruxton if the train -- if the Metro takes the
21 right-of-way that currently exists.

22 I was walking on Condon and I saw when a train
23 came through now. Now, the -- it's shocking, actually,
24 how close the trains are to the residents there. Now,
25 the residents that moved there believed that the train

1 was going to be going away and it was intended to, but
2 the train only goes by once a day. Now, imagine another
3 train, a light-rail, passing by every ten minutes. That
4 is -- you know, it's frankly insane that it'll go behind
5 these homes, so close. You've got to check it out with
6 your own two eyes and, frankly, I'd invite Metro to chart
7 out exactly where the rail would go, give us an aerial
8 view of how close it would be to the homes. But one
9 homeowner, one resident, already told me that it would be
10 within eight inches of his bedroom where he sleeps.

11 So as far as the effects that need to be
12 studied, we really need to think about the livability of
13 these homes after the light rail comes in and what we're
14 going to do to frankly compensate the folks who live
15 there for the fact that their homes are not going to be
16 nearly as livable. There's going to be vibrations.
17 There's going to be noise. It's going to start super
18 early in the morning and it's going to go pretty late at
19 night if we want the Metro to serve its full purpose and
20 potential.

21 And so that's why we strongly disfavor using the
22 right-of-way unless you're going to go underground in a
23 way that does not cause disruptions. I used to live in
24 Hollywood over the Red Line. Underground is a much
25 better solution. So I'd urge you to go to Hawthorne.

1 Thank you.

2 MR. DIERKING: Okay. Next speakers, Isaiah.

3 MR. FORD: So the next speaker will be Pedro,
4 followed by Adam Greenlee, followed by Melanie Dreike.

5 So Pedro, we're going to allow you to talk now.

6 PEDRO: So I guess my comment is I'm a resident of
7 Lawndale and, you know, the feasibility of the Metro
8 running at grade level on Hawthorne Boulevard is a
9 concern. Right? The way the City of Lawndale is kind of
10 set up on Hawthorne Boulevard is that you have residents
11 on the east and west side of Hawthorne. Most of the
12 schools are on the east side. Right? So to imagine the
13 Metro going by, like the other gentleman said, every ten
14 minutes, how are students going to cross over in a safe
15 fashion?

16 And if there's only going to be two stops, one
17 at Inglewood and Manhattan and one in South Bay Galleria,
18 what would be the purpose of taking it down a main street
19 if there's going to be no stop at all?

20 So, you know, I agree with the gentleman, that
21 if we're going to run the Metro down the Hawthorne
22 Boulevard, it should be subterranean so that it doesn't
23 impact the residents and, you know, it just doesn't
24 distract from the little beauty that Lawndale has
25 currently. And that's what I've got to say.

1 MR. DIERKING: Thank you very much for your comment.
2 I appreciate it.

3 Next speaker, Isaiah?

4 MR. FORD: The next speaker would be Adam Greenlee,
5 followed by Melanie, and then followed by Dee Blake.

6 So Adam Greenlee, we're going to allow you to
7 talk now.

8 MS. GREENLEE: Hi. This is Carly and Adam Greenlee.
9 We used to live in West L.A. and our recent residence of
10 Redondo Beach and we live west of Inglewood and we're
11 actually in favor of the Inglewood right-of-way path
12 because it's closer to us and will allow us to commute to
13 work to the Douglas station, allow my husband to commute
14 to work at the Olympic-Bundy station and it'll be easier
15 to get to downtown, Dodgers games. I think that if it's
16 along Hawthorne, it will be a longer walk if we walk to
17 the station and so I'm actually in favor of the
18 right-of-way because it seems like that will be the
19 fastest process.

20 I'm not really bothered by the aboveground
21 train, especially since we used to live by it on Olympic
22 and Bundy, and I just think for all the residents that
23 lives in the residential area on either side, it'll be
24 easier to walk to the Redondo Beach Transit Center to
25 commute than all the way to the South Bay Galleria, and I

1 yield my time.

2 MR. DIERKING: Thank you so much.

3 Next speaker, Isaiah.

4 MR. FORD: So the next speaker will be Melanie
5 Dreike, followed by Dee Blake and then followed by Jamie
6 Wong.

7 So Melanie, we're going to allow to you talk
8 now.

9 MS. DREIKE: This is Melanie Dreike and I represent
10 the homes of the West Torrance Homeowners Association and
11 I'm also a private citizen.

12 I would like the Metro line to really engage
13 with the residents that are bounded by Hawthorne
14 Boulevard to the Redondo Beach border, Del Amo Boulevard
15 to 190th. Hawthorne Boulevard in that area is largely
16 zoned commercial, but we have homes that are right up
17 against that area and as one of the previous speakers
18 said, to have the Metro going every five or ten minutes
19 is -- is just going to be problematic. We know that you
20 have engaged with North Torrance Homeowners Association
21 but feel like you need to engage with the West Torrance
22 homeowners as well because we are going to be directly
23 impacted by that.

24 You can get my e-mail address,
25 melaniedreike@gmail.com, and, please, we could set up

1 some kind of a Zoom or a meeting with people just to give
2 you feedback. It's really going to impact our homes.

3 And thank you very much.

4 MR. DIERKING: Thank you. I appreciate it.

5 Next speaker, Isaiah.

6 MR. FORD: So the next speaker will be Dee Blake,
7 followed by Jamie, followed by Paul.

8 So Dee, we're going to allow you to talk now.

9 MR. BLAKE: Hello?

10 MR. DIERKING: Yes. Please go ahead.

11 MR. BLAKE: I'm a resident of Lawndale and live on
12 Condon Ave., so the current freight train goes right in
13 front of our house. It's only a few times a day, but
14 it's still really loud. So we are very, very concerned
15 about having two more tracks put in in front of our house
16 and have two additional trains running every ten minutes.
17 The noise will be unbearable and having a lot of people
18 go through our neighborhood that don't live here is not a
19 great idea either.

20 We think that the -- that the Hawthorne
21 Boulevard route is much better because it could actually
22 revitalize the commercial, the businesses on that
23 boulevard and not disrupt an entire neighborhood.

24 I'm here with my wife, Mona. I don't know if
25 she wants to add anything. No. That's it. We're just

1 really concerned about noise. It would be unlivable to
2 have --

3 MS. BLAKE: And I wanted to -- actually, I would like
4 to comment that I feel like some people are confused
5 still about where stops are actually going to be and from
6 what we've gathered with the right-of-way choice, that
7 there would actually be no stops accessible to Lawndale
8 or Redondo at all. So I'm not quite sure why this makes
9 sense for commuters coming from this neighborhood or why
10 people on Hawthorne think that they're going to be able
11 to utilize it as a commuter rail if there's actually no
12 stops in the Lawndale neighborhood, and obviously I don't
13 think stops through the right-of-way are going to work.
14 And then Hawthorne could, like my husband said, work to
15 help revitalize the sort of dying commercial space that's
16 going on. Thank you.

17 MR. DIERKING: Thank you.

18 Next I'd like to introduce Jamie Hwang, who's
19 with Supervisor Hahn's office, and she had something that
20 she wanted to say.

21 Jamie, are you there?

22 MR. FORD: She might have lowered her hand, so I just
23 need to -- tag me really quick, Jamie, so I can allow you
24 to talk. No? Jamie, if you're still there, if you
25 wouldn't mind raising your hand again.

1 I think she might have dropped off.

2 MS. HWANG: Okay. Hello?

3 MR. DIERKING: Hi. There you are.

4 MS. HWANG: Hi. Thank you so much.

5 Hi, everybody. Good afternoon. My name is
6 Jamie Hwang. I am a Metro deputy from Supervisor Janice
7 Hahn's office. I am here on behalf of the Supervisor
8 just to express support for this project and also to
9 thank staff for hosting one of several important
10 conversations moving forward. Hopefully we will engage
11 the community on this as much as possible. Your feedback
12 from the community is vital for the success of this
13 project and so I just wanted to be here to express
14 immense gratitude and support for these type of public
15 comment opportunities. I'm looking forward to joining
16 the conversations, you know, moving forward and I am also
17 relatively new to the office, so I just wanted to briefly
18 introduce myself to everybody here. I'm looking forward
19 to hearing from everybody tonight.

20 Thank you so much. That's it for me.

21 MR. DIERKING: Thank you very much. I appreciate it.

22 Next speaker, Isaiah.

23 MR. FORD: So the next speaker would be Paul,
24 followed by Dan Wentzel, and followed by Michael Garlan.

25 So Paul, we're going to go ahead and allow you

1 to talk now.

2 PAUL: Okay. Can you hear me okay?

3 MR. FORD: Yes, we can.

4 MR. DIERKING: Yes. Go ahead. You're good.

5 PAUL: I live on the corner of Condon and West 166th
6 Street and my concern about the trains on the ROW, if you
7 have a northbound and a southbound, a northbound train
8 and a southbound train, commuter train, going by every
9 15 minutes, Condon Avenue is used by a lot of people
10 driving down the street, walking their dogs, and walking
11 young children in strollers. Several times a day, my
12 concern is that if you have trains going by, there's
13 going to be a threat to the young children or people
14 walking down there.

15 On Condon, there's no set speed limit, so they
16 drive pretty much as fast as they want and they don't
17 really like the train idea going through Lawndale to
18 break up the city, but if you have the money and have to
19 do it, Hawthorne would be better because it would
20 disrupt -- there's new homes built along the ROW that are
21 just -- have been completed. They're two-story, real
22 expensive, and a train would go within just a few inches
23 of it, of those new homes, and a lot of homes have been
24 remodeled also in the neighborhood, trying to upgrade the
25 neighborhood.

1 My concern is safety and the traffic. A lot of
2 people would try to drive down here to get around the
3 train or beat the train and I don't really see that being
4 an advantage if you don't have any stops in the
5 neighborhood or anything. Just speeding through the
6 neighborhood would have a safety risk.

7 At least on Hawthorne, if the train goes down
8 Hawthorne, you might have some commercial stores there
9 coming back. A lot of furniture stores have closed up.
10 A lot of stores during the pandemic have closed up. You
11 might have an upgrade on commercial area and you might
12 have more income coming in from the commercial and
13 businesses.

14 But my overall concern is the safety because
15 people walk their dogs and walk their children in
16 strollers and it's several times a day and even in the
17 nighttime or early evenings when the weather gets hot.
18 So my concern is -- I would forget the ROW because that
19 would be a lot of problems all around.

20 MR. DIERKING: Okay. Thank you very much.

21 So next speaker.

22 MR. FORD: So next up we have Dan Wentzel, followed
23 by Michael Garlan, followed by Sean.

24 So we'll go ahead and allow you to talk, Dan.

25 MR. WENTZEL: Thank you very much to Metro. I just

1 wanted to express my support for both alignments. I
2 think I can see advantages on either one. Personally, I
3 think the right-of-way is a better choice because I think
4 it will allow this project to be built quicker, and I
5 also -- because I think this project could eventually be
6 extended all the way to Long Beach and the Blue Line and
7 further along to the Long Beach Airport.

8 And so I would -- I think if it is on the
9 right-of-way, it needs some sound walling and -- but if
10 they choose to go to Hawthorne, I would like Metro to
11 reconsider having a stop in Lawndale. I think if it's
12 going to go through their neighborhood, they should have
13 a stop to benefit from it, but I want to support my
14 enthusiastic support for this project as a whole and I
15 think either one will eventually benefit the community.

16 Thank you.

17 MR. DIERKING: Great. Thank you very much.

18 Next speaker, Isaiah.

19 MR. FORD: So the next speaker will be Michael
20 Garlan, followed by Sean and then followed by Rick.

21 So Michael, we're going to go ahead and allow
22 you to talk now.

23 MR. GARLAN: Hi. I'm Mike Garlan. I'm a resident of
24 North Redondo Beach and I strongly oppose Option 1, which
25 is down the ROW. My reasons for that would be trains

1 would run very close to homes and noise and vibration
2 impacts. Many families that live there have school-age
3 children which live in these homes and also nearly all of
4 us do not have air-conditioning. We leave our windows
5 open all the time. I'm concerned about the noisy
6 at-grade crossings, the one at 182nd in particular which
7 I live near. Bells sound when the gates are lowered.
8 Train horns of at least 85 decibels sound every time a
9 train goes by. Gaps in the sound wall would spread the
10 noise far and wide.

11 I'm also concerned about visual impacts. South
12 of 182nd, the current ROW runs on top of a berm which is
13 at rooftop level in our neighborhood. Can you imagine
14 the Great Wall of China backing up against your backyard
15 topped by a train which is topped by the power wires that
16 power the train?

17 I'm also concerned. I've not seen any
18 renderings how the train will look on 182nd all the way
19 to 190th Street. I'm not sure what Metro is trying to
20 hide back there, but whatever they do back there, it will
21 not be acceptable to the students.

22 I'm also concerned about public safety. Ask any
23 police officer. Whenever a train or a bus terminal is
24 built, it attracts criminals in the surrounding
25 neighborhoods and crime goes open.

1 Thank you very much for my comments and I am in
2 favor of the line going down Hawthorne Boulevard. It
3 will be less negative impacts, better ridership numbers,
4 and it will activate that business corridor.

5 Thank you.

6 MR. DIERKING: Thank you.

7 Next speaker, Isaiah.

8 MR. FORD: So next up will be Sean, followed by Rick,
9 and then followed by Melissa Hoppe.

10 So Sean, we'll allow you to talk now.

11 SEAN: Hello, Everybody. Can you hear me okay?

12 MR. DIERKING: Yeah. Go for it.

13 SEAN: Okay. So I am a longtime student of the
14 South Bay. I'm actually currently studying urban
15 planning, which is why my enthusiasm for this project,
16 and I just have a couple of concerns, I suppose, because
17 this is a very common issue with development and there is
18 a social aspect where equity becomes involved and I think
19 that Redondo Beach is already included in this mass
20 transit development through the Redondo Beach Station and
21 I think that if there was, I guess, more development in
22 that part of town, it just would I think be a little bit
23 more -- add more injury to them than benefits.

24 And so by pushing it maybe into the Hawthorne
25 neighborhood does also raise other concerns of disrupting

1 the neighborhood fabric and kind of changing the culture
2 because they are a very automobile-dependent
3 neighborhood, which was once farmland. So they have a
4 very interesting history, but Lawndale in specific I
5 would think needs a stop just out of respect to its
6 City Hall. It is very nice and well manicured. I think
7 that there's a lot of potential to include them in the
8 discussion and have them offer maybe opportunities for
9 green jobs. I think that tapping into that history of
10 farming could really revitalize just the urban fabric and
11 offer more of equity for food security in that part of
12 town, because that is a common issue in this part of
13 town. And with that, I'll yield my time to the chair.

14 MR. DIERKING: Thank you very much. I appreciate
15 your comments.

16 Isaiah, next speakers, please.

17 MR. FORD: So next up we have Rick, followed by
18 Melissa, followed by Todd Loewenstein.

19 Rick, I'm going to go ahead and allow you to
20 talk now.

21 RICK: All right. Thank you to Metro for hosting
22 this event and giving the community a platform to share
23 our thoughts.

24 You know, my family and I have been residents of
25 the South Bay for over 20 years now and we've seen a lot

1 of growth and a lot of development in the South Bay and
2 with that came a lot of increase in traffic and to hear
3 that Metro is pursuing this Green Line Extension here to
4 Torrance and the South Bay seemed like it would be a
5 great solution to many of our communities' issues and
6 then I heard that the Hawthorne option was being
7 considered and, you know, I don't necessarily think that
8 that's a great idea.

9 The way it is right now, Hawthorne is already
10 very busy. It's a very heavily trafficked boulevard.
11 It's a boulevard that the city of Torrance remarks as
12 their heaviest traffic arterial street and the idea of
13 having an at-grade alignment on the Hawthorne area
14 specifically between the 166th and 186th Street would
15 require potential closure of many lanes, according to the
16 project briefing. In some areas of Hawthorne Boulevard,
17 the center median is less than 10 feet and the C Line
18 rails are -- in this area are anticipated to take up 33
19 feet. And additionally, the at-grade crossings on major
20 intersections such as Redondo Beach Boulevard, Artesia,
21 and 182nd are a potential issue for our community.

22 As such, my family and I strongly urge you folks
23 to consider the ROW option. It appears that this is
24 going to be the best issue to help Metro carry out their
25 goal minimizing the traffic impact in the South Bay and

1 improving our community as well as ensuring the safety
2 and success of our community.

3 Thank you.

4 MR. DIERKING: Thank you very much. I appreciate
5 your comment.

6 Next speaker.

7 MR. FORD: So next up we have Melissa Hoppe, followed
8 by Todd Loewenstein, followed by the Millers.

9 So Melissa, we're going to allow you to talk
10 now.

11 MS. HOPPE: Hi. My name is Melissa and I'm a current
12 resident of Lawndale. I live about three-quarters of a
13 block away from the train tracks and I just have to say
14 that the trains, even though I'm three-quarters of a long
15 block away, they vibrate my house whenever they go
16 through. So if you're having them start there at
17 4:00 a.m., you're going to end up waking up the whole
18 neighborhood.

19 And also, walking on Condon, the street that's
20 along the tracks, is the only way for all of us to get
21 around the block. So when children are playing or we're
22 walking our pet -- our dogs, we have to walk along the
23 tracks.

24 I think the noise and the vibrations will just
25 decimate this community. If you put up walls, we won't

1 be able to see our neighbors on the other side. Children
2 cross these tracks all the time to go to and from school,
3 so it won't be any safer here than at Hawthorne, and I
4 think this going through Hawthorne and the stop at the
5 Galleria will be a better option because the Galleria is
6 accessible just as close to people from Redondo as well
7 as Lawndale. If we need to get on the train, we can walk
8 there, and running along a freeway and a main street is
9 where you usually see trains in developed cities. You
10 don't see them right in the middle of a neighborhood.

11 So while there are pluses and minuses for each
12 option, I think you just can't do that to this
13 neighborhood and you should keep the commuter -- the
14 commuters all on one street, basically. So I'm in favor
15 of the Hawthorne option.

16 Thank you.

17 MR. DIERKING: Thank you so much. I appreciate it.

18 Isaiah, next speaker.

19 MR. FORD: So next up we have Todd Loewenstein,
20 followed by the Millers, and then followed by S.

21 Todd, I'm going to go ahead and allow you to
22 talk now.

23 MR. LOEWENSTEIN: Hi. My name is Todd Loewenstein.
24 I'm a Redondo Beach City Councilmember, although I'm
25 really speaking as a private citizen here.

1 I'd like to know what the impacts will be on
2 Options 1 and 2 on property values, specifically those
3 impacted by noise creation, by the vibrations on nearby
4 homes, by blight caused by the catenary lines that run
5 down the tracks and any pedestrians routes that are going
6 to be impacted, specifically those involving students
7 walking to local schools. We have an elementary and we
8 have a middle school only a couple of blocks from where
9 the tracks could be an Option 1 and, also, we have
10 students and other people walking down 182nd to the
11 South Bay Galleria. So obviously we're very concerned
12 about pedestrian safety along that route.

13 And then finally, is there thought to running an
14 aerial route down Hawthorne versus at-grade? We've been
15 mulling that option and I know that you all had
16 considered that and I didn't see that presented here, so
17 I'd like that to be considered, as well as the benefits
18 and the disadvantages of running an aerial which is
19 at-grade because of the traffic impact along Hawthorne
20 and along some of the cross streets there.

21 And those are my concerns and questions. So
22 thank you very much for your time.

23 MR. DIERKING: We appreciate your questions and your
24 feedback of the process. Thank you.

25 Next speaker, Isaiah.

1 MR. FORD: Next up we have Millers, followed by S.,
2 and followed by Bobby Jackson.

3 So Millers, I'm going to allow you to talk now.

4 MR. MILLER: Hi. Can you hear me?

5 MR. FORD: Yes. We can hear you.

6 MR. MILLER: Hi. We are Paul and Mary Miller. We're
7 residents of north Torrance, living here for the past 50
8 years. We live directly on Hawthorne Boulevard, south of
9 Artesia. We're definitely in favor of Metro expanding
10 the Green Line and any kind of Metro expansions because
11 we're in favor of trains. We're also in favor of
12 Option 1, though, because -- along the corridor
13 right-of-way.

14 We have the same concerns as the Redondo Beach
15 residents: noise, vibration, pedestrian safety, children
16 walking along, students and everything. However, the
17 only difference that's a major concern is the Hawthorne
18 option does not allow for sound-barrier mitigation that
19 is allowed along the right-of-way currently. So any of
20 the noise and vibration that Redondo Beach people are
21 complaining about can be mitigated through sound
22 barriers, but that is not part of the plan for Hawthorne
23 because there are no sound barriers that could be erected
24 along Hawthorne Boulevard. So there are residents in the
25 same exact predicament where there are concerns about the

1 same noise and vibration and those residents are myself,
2 our family. We have children. People have talked about
3 children and those concerns as well.

4 We feel that the Option 1 along the right-of-way
5 is within budget. It doesn't expand Hawthorne, which is
6 required to allow for Hawthorne Boulevard to maintain
7 eight lines of traffic. It's overbudget and it causes
8 more taxpayer funding and there's cause for potential
9 eminent domain, which would wipe out businesses and
10 residents along Hawthorne. So we definitely believe that
11 it's a better option to go along Option 1, the
12 right-of-way where trains are currently being run.

13 So thank you very much.

14 MR. DIERKING: Thank you. We appreciate it.

15 Isaiah?

16 MR. FORD: So the next up we have S., followed by
17 Bobby Jackson, followed by a phone number with the last
18 three digits of 007. So S., we're going to allow you to
19 talk now.

20 STAN: Can you hear me?

21 MR. DIERKING: Yes. Go ahead.

22 STAN: My name is Stan. I'm a resident of Lawndale.
23 I also live near Condon, so very close to the tracks and
24 definitely against the right-of-way. The current freight
25 train horns are already loud enough and imagine now, if

1 you will, if there's a federal safety requirement that
2 they have to blow their horn three times at every
3 street-level crossing. So we have 159th, 160th, 161st,
4 62 and 70th. Within less than a mile, you're going to
5 have from 4:00 a.m. to 12:00 a.m., seven days a week, the
6 northbound and southbound train blowing their horn every
7 10 to 15 minutes. It's just going to be insane.

8 So definitely if you can imagine what that would
9 be like living next to -- you know, the current distance
10 from the current track to the homes is probably 50 feet
11 and if you put three tracks in there, it's going to be
12 even closer to people's homes. So you can only imagine
13 what that would be like living next to.

14 Thank you.

15 MR. DIERKING: Thank you very much for your comments.

16 Isaiah, next speaker.

17 MR. FORD: So the next speaker we have is Bobby
18 Jackson, followed by Ted Hoffmann, followed by Mark Cole.

19 So Bobby, we're going to allow you to talk now.

20 MR. JACKSON: Thank you very much.

21 I am a current resident of Redondo and I concur
22 with the last speaker and I'm interested in the BNSF
23 railroad company relationship or Santa Fe Railroad
24 company which currently runs behind our house and will
25 share the railroad and the environmental impact to those

1 such things, and as part of a HAZMAT response team that I
2 have been in the last five to ten years, that -- what
3 type of things will -- you know, we can experience and
4 leaks or railroad type things, and then also the noise
5 thing that we have not contemplated in the lack of
6 connection. We have existing railroad situations where
7 we have not utilized and closed down between the 182nd
8 and Inglewood Station and we've closed those down and not
9 utilized those.

10 So why did we decide to not utilize those
11 situations that, you know, we want to utilize now and the
12 Hawthorne Boulevard, you know, situation -- the Hawthorne
13 Boulevard train thing, so we decided to abandon those,
14 would be good? That's all I've got.

15 MR. DIERKING: Thank you for your comments. We
16 appreciate it.

17 Next speaker.

18 MR. FORD: So the next speaker is Ted Hofmann,
19 followed by Mark Cole, followed by Maria Acosta.

20 Ted, we're going to allow you to talk now.

21 MR. HOFMANN: Okay. Thank you.

22 My name is Ted Hofmann. I've got a few
23 questions. I've heard a few comments about how often
24 trains are going by. How often are those trains going
25 by? How often do they go north? How often do they go

1 south? I've heard five minutes. I've heard 10 minutes.
2 I've heard 15 minutes.

3 How wide is the train track and the distance
4 required from the buildings? I'm assuming there's a
5 northbound track and a southbound track, and how wide are
6 those tracks and trains and how far from the buildings do
7 they need to be?

8 Option 1, you've got it overhead at 162nd and
9 170th? That's a question mark. Or is it at ground
10 level, as well as somebody else said you've got the
11 crossings at 159th and 160th and 161st Street. Are those
12 all going to be at ground level and how often are those
13 streets going to be closed?

14 On option 2, the Hawthorne Boulevard option,
15 does it go -- when it's along the freeway, is it inside
16 the sound walls or is it outside of the sound walls? On
17 the north side of the sound wall or is it on the south
18 side of the sound wall?

19 You've also said that it's at grade at 162nd
20 Street and Artesia. Two years ago, the Hawthorne
21 Boulevard -- the Hawthorne Boulevard option was supposed
22 to be elevated. Now it's at grade. What happens to all
23 the center median parking?

24 Also, the sound walls, we are actually next to
25 the 405 sound wall. Part of our property is 12 feet from

1 the 405 sound wall, and sound walls aren't what they're
2 cracked up to be. I'm two and a half blocks from the
3 train that crosses 161st Street and when the train goes
4 by, it sounds like it's going right through our yard
5 because it's bouncing off the sound wall on the corner of
6 our property.

7 Thank you for your time.

8 MR. DIERKING: Thank you very much. I appreciate
9 your comments.

10 Next speaker.

11 MR. FORD: So next up we have Mark Cole, followed by
12 Maria Acosta, followed by Chris Hatanelas.

13 So Mark, we're going to allow you to talk now.

14 MR. COLE: Hello, everyone. I very much appreciate
15 Metro and the Board of Supervisors, the designers, the
16 planners, the engineers. I think both options are
17 awesome alternatives and they're so sorely needed in this
18 area, so thanks for investing in our local
19 infrastructure.

20 I think first and foremost, when we're trying to
21 decide between those two competing alignments, we need to
22 frame the question in what's going to encourage the most
23 usage, because when it's all said and done, we're talking
24 about a billion-dollar investment and it's really
25 important if we're going to be spending that kind of

1 money and building such heavy-duty infrastructure, we
2 want to do everything we can to make sure this line is a
3 success and that it's used by local residents and
4 visitors alike.

5 Climate change is a super serious issue and
6 obviously single-occupancy vehicles and commuters are
7 contributing negatively in increasing our total carbon
8 footprint.

9 Both alignments have their negatives. Obviously
10 the Hawthorne alignment is going to disrupt traffic on a
11 heavily used corridor and remove parking, which, you
12 know, potentially is going to hurt small businesses and
13 obviously running a train through a neighborhood, the
14 people that, you know, live next door to the train line
15 are probably going to have some negative outcomes; but,
16 you know, I'm sure Metro's going to do everything they
17 can to minimize those outcomes. And realistically, the
18 people that are going to use that train are going to be
19 the ones living in the neighborhood. So everyone talks
20 about decreased property values, but I'm not sure that is
21 beared out in other areas that are transit access. Those
22 are pretty desirable places to live in the rest of the
23 city.

24 I'd also like to encourage planners not to add
25 too many stations. Again, if the goal is to incentivize

1 use, we need to keep total transit times down and
2 encourage people to use the line. If it takes three
3 times as long to get somewhere than it's going to take
4 them in their car, there's no way they're going to be
5 convinced to use it.

6 So I'd just caution to try not to please
7 everyone by throwing a station in their neighborhood,
8 because we want to keep the total commute times down.
9 Thanks so much for the time and I look forward to hearing
10 the rest of the discussion. Thanks.

11 MR. DIERKING: Thank you for your comment. I
12 appreciate it.

13 Isaiah?

14 MR. FORD: Next up we have Maria Acosta, followed by
15 Chris Hatanelas and then followed by Jonathan Schultz.

16 So Maria, we'll allow you to talk now.

17 MS. ACOSTA: My name is Maria Acosta. I'm a resident
18 of the South Bay.

19 In looking over the information, I am tending to
20 favor Option 2, Hawthorne Boulevard, but I also would
21 like to see above grade, so something elevated,
22 considering that Hawthorne is so widely used.

23 I did hear something about Option 1 being below
24 grade or entrenched. I'd like to know more information
25 about that.

1 I do have many concerns about the safety and the
2 impact to pedestrians; you know, what type of impact
3 that's going to have for pedestrians that normally
4 utilize the areas that the Metro will travel through. So
5 I would definitely want to hear more about educational
6 components because we hate to hear about people, you
7 know, getting hit at, you know, train stations and that
8 type of thing. But also I'm looking at, you know, during
9 this current time and people may be, you know, putting
10 themselves in harm's way.

11 I know this is going to come down the line
12 probably in another, you know, ten years before this is
13 completed or eight years or however many years, but I
14 don't want the light rail to be used in that way. So I'd
15 like to see something above -- up above or down below but
16 not at grade, for the safety of everyone.

17 Thank you.

18 MR. DIERKING: Thank you. I appreciate it.

19 Next speaker.

20 MR. FORD: Next up we have Chris Hatanelas, followed
21 by Jonathan Schultz, followed by Holly Osborne.

22 So Chris, we'll allow you to talk now.

23 MS. HATANELAS: Hello. This is Chris's wife, Cindy.
24 We are longtime residents of Redondo Beach and we are of
25 course in support of more public transportation. I think

1 where our head is at is we just want to make sure that
2 the solution is really about what is going to benefit
3 everybody and not just about meeting the budget and time
4 lines. I think anybody who has a train going through --
5 considered going through their backyard is not in favor
6 of it.

7 When we've talked to other local officials, we
8 hear that Hawthorne is much more expensive, but we don't
9 care that it's less viable. I think what we really want
10 is to be considered that when I moved here a long time
11 ago, if there is trains going from the very start of the
12 day to the very late at night, we would not have paid the
13 amount that we paid for our unit and I don't think that
14 if we tried to sell it with it in we would be able to get
15 the same price. So I think there's certainly a financial
16 issue with the city, that they're going to lose money
17 from houses being down, but I think there's also a
18 significant safety issue.

19 I think that there are structural issues. We
20 don't know the impact on all our units that are so close
21 to the trains. I think there's environmental issues also
22 with our children being so close and certainly the noise.

23 So I encourage our city officials to be active
24 and to really represent the people that the tax dollars
25 and the commuters that really probably want to visit

1 businesses more than they want to travel through homes.

2 Thank you. That's all.

3 MR. DIERKING: Thank you. We appreciate it.

4 Next speaker.

5 MR. FORD: Next up we have Jonathan Schultz, followed
6 by Holly Osborne, followed by Jessica.

7 Jonathan, we'll allow you to talk now.

8 MR. SCHULTZ: Okay. I am in favor of Metro coming to
9 the South Bay. I am just in favor of the Hawthorne
10 Boulevard route. The reason being is some of these --
11 Hawthorne Boulevard's already a commercial area. There's
12 already a lot of heavy traffic and I think that the train
13 will kind of reduce some of that traffic. So I don't
14 understand the argument of people saying that the
15 traffic -- it should reduce traffic. So if there's any
16 expansion of Hawthorne Boulevard, you know, to kind of
17 mitigate those, but I just think it has more of a
18 negative impact on the residents along the ROW because
19 the train coming by every 10 minutes blowing its horn.
20 There's also pipelines that run along the ROW. I don't
21 know if those have been studied. And people talk about
22 the vibrations and the sound. And what about the
23 vibrations on the pipeline? So is there any
24 environmental impacts there as well?

25 There's also a lot of properties on the ROW that

1 have been granted easements over a decade ago to kind of
2 expand out their properties that are going to lose all
3 that use that they were granted over a decade ago.

4 And that's all I've got.

5 MR. DIERKING: Thank you very much. I appreciate
6 your comment.

7 Next speaker, please.

8 MR. FORD: The next speaker is Holly Osborne,
9 followed by Jessica, followed by Liz Gallucci Bird.

10 So Holly, we'll allow you to talk now.

11 MS. OSBORNE: Am I muted or -- can you hear me?

12 MR. FORD: Yes. We can hear you.

13 MS. OSBORNE: Oh, okay. Yes. All right.

14 I'm Holly Osborne. I've lived in Redondo Beach
15 for 40 years. I live really close to the Lawndale ROW
16 and I've actually walked down it and I was at the meeting
17 two years ago when we went Downtown and Metro presented
18 some trades and I remember when Redondo Beach asked for
19 an elevated option down Hawthorne Boulevard, because that
20 would get rid of all the street-crossing problems that
21 people talk about and traffic problems.

22 So I hope -- you've already got the Hawthorne
23 Boulevard partially up on above grade, an aerial. Could
24 you also make sure you study it all the way aerial to
25 190th? So that's that thing.

1 Now, if we talk about the ROW, I've walked the
2 ROW a lot and measured it and I don't think the diagrams
3 that you presented two years ago are accurate in terms of
4 where the tracks will be and where we have three tracks
5 side by side and I've been waiting and waiting and
6 holding my breath to see your latest current diagrams and
7 you don't have any and I understand that on January 22nd,
8 you had a meeting with BNSF and I've asked to see the
9 diagrams from those meetings and I think if you could
10 present the diagrams, then people would understand what
11 you were talking about. But actually, I don't think
12 you've presented diagrams of the overhead options of
13 Hawthorne or the diagrams along the ROW for even people
14 to totally understand. So that's the thing.

15 Overhead option on Hawthorne, that's what I'm
16 for, but I want to see the diagrams of the ROW.

17 And then one last quick question, because nobody
18 else has brought it up, but a big issue when the Green
19 Line went in was we'd have a one-seat ride to the
20 airport, no changing trains, if you get on it, the Green.
21 So would you study that, too? Tell us how you're going
22 to connect. Okay. Whew.

23 MR. DIERKING: We will report back out on that.
24 Thank you.

25 Next speaker.

1 MR. FORD: So next up we have Jessica, followed by
2 Liz Gallucci Bird, and then followed by -- I might
3 butcher this, but it's Kniebuhr.

4 So Jessica, we will allow you to talk now.

5 JESSICA: Hello. My name is Jessica and I've lived
6 in Lawndale my whole life. So I live a couple houses
7 down from the railroad tracks and I strongly oppose
8 having Metro go down the ROW because I feel like it will
9 disrupt the community. We already have people, you
10 heard, they walk their dogs along the ROW. They just --
11 they -- it's a place to walk. It's -- it should
12 really -- as the first guy said, the trains stopped
13 running through there a lot lately. They don't run
14 there -- through there as much as they used to; a couple
15 of times a day.

16 So I couldn't imagine having the Metro going
17 through there. I think it'll cause a lot of noise
18 pollution, a lot of vibrations, safety issues, especially
19 it'll cause more traffic for our residents going from
20 Inglewood to Hawthorne, Hawthorne to Inglewood, and so
21 forth.

22 Let's see. I also think about safety for those
23 people, but also the noise pollution for animals.
24 There's going to be a lot of dogs barking and all that if
25 all the trains come by.

1 I strongly support it going to Hawthorne because
2 it's already commercial area. It already deals with
3 traffic and noise. It's a better fit for that area as
4 opposed to our residential, you know, house community
5 area. It's just going to make it look more urban and I
6 agree that budgets should not be an issue. If these two
7 are the ones considered and we're discussing it, if
8 Hawthorne's more expensive but it's a better fit, go with
9 Hawthorne. It makes more sense. You shouldn't have to
10 put it on the backs of the residents and neighbors to
11 make them have a train go through their neighborhood.
12 It's not really fair and I strongly oppose the ROW. I'm
13 very in favor for Hawthorne.

14 Thank you.

15 MR. DIERKING: Thank you very much for your comments.

16 Isaiah, next speaker, please.

17 MR. FORD: Next we have up Liz Gallucci Bird,
18 followed by Kniebuhr, followed by Brianna.

19 Liz, we're going to allow you to talk now. Go
20 ahead, Liz. Liz, if you can unmute yourself, you can
21 speak.

22 MR. DIERKING: Are you there? Are you -- do we have
23 the speaker? Maybe we can come back to you.

24 MR. FORD: So Liz, we'll come back to you.

25 MR. DIERKING: Yeah. Let's move on to the next

1 speaker and we'll come back to Liz.

2 MR. FORD: The next speaker we have is Kniebuhr.

3 We will allow you to talk now.

4 MR. KNIEBUHR: Hi there. My name is Kurt and I'm
5 here with my wife, Tracy, and we live in Lawndale and I
6 am sorry that the city of Lawndale is so opposed to the
7 Green Line because there are a lot of residents who are
8 in favor of it.

9 We live on Hawthorne Boulevard in between the
10 405 south and Artesia Boulevard and we are in favor of
11 using the right-of-way and it's not just because if you
12 put the train down Hawthorne Boulevard it would cause
13 construction mayhem essentially for the entire time that
14 Hawthorne would be under construction. You'd have to put
15 the grade urging -- or you'd have to make the train, you
16 know -- basically, it would just ruin Hawthorne Boulevard
17 for the amount of time that it was under construction.

18 Hawthorne is already busy enough. It's hard
19 enough to turn across Hawthorne and I think that the
20 cost, the extra cost in putting the train down Hawthorne
21 Boulevard, could be better suited transforming the
22 right-of-way, especially for the people that live on
23 Condon.

24 My wife and I have walked on those train tracks
25 or walked close to them and if you clean the area up, if

1 you made nice walking paths and bicycle paths and you
2 gave them sound walls and maybe new windows, I think it
3 could go a long way to really mitigating a lot of the
4 sound and visual pollution caused by two trains.

5 I also think that without a train stop on
6 Hawthorne Boulevard, it's not going to help any
7 businesses at all. And like I said, going back to the
8 road construction, if Hawthorne Boulevard is torn up for
9 two to three to four years to build this, that'll pretty
10 much wipe out a lot of the businesses on Hawthorne
11 Boulevard. So I am in favor of using the right-of-way.

12 Thank you very much.

13 MR. DIERKING: Thank you for your comment. I
14 appreciate it.

15 Isaiah, next speaker.

16 MR. FORD: Next up we have Brianna, followed by
17 Ann Bhare, followed by Robert Prag, and Tara Leederman.

18 So Brianna, we'll allow you to talk now.

19 MS. EGAN: Hello. My name is Brianna Egan. I'm a
20 lifelong resident of Redondo Beach and the South Bay.

21 I would like to express my support in general
22 for the Metro in the South Bay and just in favor of
23 public transit and reducing our reliance on cars and also
24 the chance to connect the South Bay to the rest of L.A.
25 to make it easier to travel to and from, and so just in

1 general to kind of bring us into the 21st century in
2 terms of, like, public transit.

3 So I would also like to echo some comments that
4 others have made, particularly speaking about Option 2
5 for the Hawthorne Boulevard. I do think that it makes
6 sense to use this route, but I think also we should
7 consider either the aerial option or even underground,
8 just knowing personally having visited other countries
9 like South Korea where there's really large underground
10 subway systems that work really well and they do not
11 disrupt the streets above them. And so I think if it
12 were to be at grade, there should be considerations for
13 pedestrians and maybe having pedestrian bridges for
14 students and people walking.

15 I think there should also be a stop in Lawndale,
16 as others have mentioned, to be able to serve that
17 community to get on and off the train and to also bring
18 business to that area.

19 And also, Metro should consider the future
20 ridership and do studies of what options would make sense
21 based on people living in those areas and particularly
22 the new development that will be going up in the
23 South Bay Galleria to add housing. I think that would
24 bring a lot of ridership in that area, so it makes sense
25 to have a stop there with that in mind.

1 Thank you.

2 MR. DIERKING: Thank you. I appreciate your
3 comments.

4 Isaiah.

5 MR. FORD: So next up we have Ann Bhare, followed by
6 Robert Prag and Tara Leederman, followed by Jennifer.

7 So Ann, we are going to allow you to talk now.

8 MR. BHARE: Yes. Actually, my name is Ron Bhare on
9 there. I've lived behind the tracks since my life, for
10 57 years. Now, one thing that was mentioned briefly and
11 people don't really understand, there is a Shell Fuel gas
12 pipeline that carries aviation fuel that runs down the
13 existing track on Route 1. So you've got that to
14 consider.

15 Too, the narrowness of the tracks down the
16 Firmona area: You're going to buy out everyone's home at
17 a fair market price? Because running that many trains
18 that often is going to depreciate the value. Crime will
19 go up. We're going to have a blight. Now, if you insist
20 on doing this transit, which quite frankly is 50 years
21 late -- you should have done this in the '70s on there.
22 But if you're going to do it, go down Hawthorne.

23 People talked about the difficulty of getting to
24 the station. The woman that moved from West L.A., the
25 station will be at the Galleria, same distance. The

1 woman who talked about the west Torrance home, it doesn't
2 even go down Hawthorne to that extent.

3 But seriously, the width of the tracks and the
4 danger of the pipeline, you really need to consider on
5 the Route 1 option. It's not viable and you're going to
6 have very many disgruntled people if you go down Route 1.
7 Hawthorne Boulevard is a main transit. Put it there.

8 Thank you.

9 MR. DIERKING: Thank you for your comments. I
10 appreciate that.

11 Isaiah.

12 MR. FORD: Next up we have Robert Prag and Tara
13 Leederman, followed by Jennifer, and then followed by Kay
14 Peterson.

15 Robert and Tara, I'm going to allow you to talk
16 now.

17 MS. LEEDERMAN: Hi. Can you guys hear me all right?

18 MR. DIERKING: Yes. Go for it.

19 MR. FORD: Yes, we can.

20 MS. LEEDERMAN: All right. Hi. This is Tara. My
21 husband's out. My husband and I live on 182nd Street,
22 right next to the right-of-way.

23 As former residents of West L.A. beside the
24 expanded Expo Line, we're familiar with how safe, quiet,
25 convenient, and how beautiful the most recent Metro

1 extensions have been and we're very much looking forward
2 to having the Green Line come through our neighborhood,
3 as well as the pedestrian and bike paths that will only
4 serve to better the area and reduce traffic.

5 I think there's a great deal of misapprehension
6 about the differences between a freight train and a
7 light-rail line, but just looking at the differences in
8 cost between using Hawthorne Boulevard and using the
9 right-of-way, we believe that it's financially
10 irresponsible to not use the right-of-way. It's owned by
11 Metro. We think that you should use it.

12 Light rail is safe, comparatively quiet, and
13 building it will connect us to the rest of Los Angeles
14 and will enable greater transportation equity across the
15 county. We have a lot of people who work in this area
16 who live all across the county who need to be able to get
17 here. The only other option is expanding the 405 and we
18 don't think that's a good idea. That will only reduce
19 congestion for about five years before making it much
20 worse.

21 So we're very excited about the expansion. We
22 actually bought our home with the understanding that you
23 would probably expand down the right-of-way and we are
24 really hoping that you'll do it.

25 Thank you very much. I yield the rest of my

1 time.

2 MR. DIERKING: Thank you very much for your comment.
3 We appreciate it.

4 Isaiah.

5 MR. FORD: So next up we have Jennifer, followed by
6 Kay Peterson, followed by Councilmember Christian
7 Horvath.

8 So Jennifer, we're going to allow you to talk
9 now.

10 MS. DODGE: Hello? Can you hear me?

11 MR. DIERKING: Go for it.

12 MS. DODGE: My name is Jennifer Dodge. I live on
13 Ruxton Lane in north Redondo Beach. I bought my unit in
14 a townhome complex when it was new in the year 2000. I
15 bought it with the understanding that the freight train
16 currently at that time operated on the tracks quite
17 frequently and they were long, heavy freight trains. I
18 also bought with the understanding that the Alameda
19 corridor was being built from the Port of Los Angeles to
20 Downtown, which would divert the majority of the freight
21 train traffic, too, off those tracks.

22 As previous speakers have mentioned, the train
23 currently maybe goes once or twice a day and they're
24 quite short. My concern is that the current right-of-way
25 is not wide enough. My understanding is -- and, again,

1 I've been to the meetings at your office and also when
2 this -- this possibility was being studied I believe it
3 was 10 years or 11 years ago and the funding ran out -- a
4 100-foot right-of-way is simply not wide enough to keep
5 the existing freight train track and put in two Metro
6 rail tracks that go opposite ways. There's not enough of
7 a buffer between not just on my street but especially for
8 the residents of Lawndale where it runs right in their
9 backyard and in our backyard as well and for the other
10 residents of north Redondo. I just don't see how it
11 would be possible to mitigate all of the ill effects from
12 that train even though I understand the difference
13 between light rail and freight trains.

14 So, again, I would be with the group that would
15 be favoring the extension if it's going to be built down
16 Hawthorne Boulevard, as I believe it would enhance the
17 businesses along that extension on Hawthorne from the 405
18 to 190th. But, again, there should be some stop in
19 Lawndale for those residents and, along with Holly, also,
20 I'd like to know about the aerial option being studied as
21 well as the possibility of undergrounding.

22 And just one more quick comment. I know my time
23 is up. In my area is just -- you know, because of the
24 pipelines, I believe it's just not possible because the
25 pipeline's there.

1 Thank you.

2 MR. DIERKING: Thank you. Next speaker.

3 MR. FORD: Next up we have Kay Peterson, followed by
4 Councilmember Christian Horvath, followed by Jill Love.

5 Kay, we're going to allow you to talk now. Kay,
6 if you can go ahead and unmute yourself, we're allowing
7 you to talk.

8 MR. DIERKING: Okay. Let's come back to Kay. Let's
9 move on to Councilmember Christian Horvath.

10 MR. FORD: Okay. We're allowing you to talk now.

11 COUNCILMEMBER HORVATH: Can you hear me, Isaiah?

12 MR. FORD: Yeah. You've got it.

13 COUNCILMEMBER HORVATH: Great. Hi, Isaiah. Hi,
14 Mark. It's good to see you both, and thank you for
15 holding this scoping session here.

16 I'm just going to share the same comments that
17 I've already sent to Metro back in 2018, and clearly
18 myself and the City and staff will be sending further
19 comments for the scoping process.

20 So but on behalf of myself, one, you know, I
21 recognize that the Green Line or C Line Extension to
22 Torrance will bring much needed transportation
23 infrastructure to our region. Each day, thousands of
24 commuters leave the South Bay and travel north for work
25 or leisure, creating the congestion that consequently

1 affects quality of life for all residing in the greater
2 Los Angeles area.

3 On behalf of my residents in Redondo Beach's
4 District 3 who are most closely affected by potential
5 impacts, I again strongly urge you and the Metro Board to
6 proceed with a full-project EIR to study the Hawthorne
7 alignment in an elevated position. This would address
8 many of the residents' concerns and allow the line to
9 traverse a popular commercial corridor.

10 In the event that the Metro Board was to
11 ultimately choose the right-of-way alternative, I would
12 furthermore strongly urge that the EIR address trenching
13 in Redondo Beach south of Grand Ave., through the future
14 Redondo Beach Transit Center, under 182nd Street, and
15 along the existing right-of-way until it needs to ascend
16 back up to the elevated track crossing
17 Hawthorne/190th Street. While this is not the preferred
18 route for my residents, I believe these suggested
19 mitigations will be the most beneficial to their quality
20 of life and the future traffic patterns along 182nd.

21 As always, I'm happy to talk with you guys any
22 time. Thank you.

23 MR. DIERKING: Thank you. I appreciate it.

24 Next speaker.

25 MR. FORD: Next up we have Jill Love, followed by Liz

1 Gallucci Bird, and then followed by Rick.

2 So Jill, we're going to allow you to talk now.

3 MS. LOVE: Okay. Thank you very much.

4 I strongly oppose Option 1, the right-of-way
5 option, and in favor of Option 2 on Hawthorne Boulevard.
6 I think it would be important to consider not just
7 construction costs but what would encourage and maximize
8 ridership in the long term. To encourage ridership, the
9 station should be very well lit, safe, convenient, and as
10 pleasant as possible.

11 In Option 2, there are great opportunities with
12 the new mall construction and existing businesses, giving
13 readers -- a reason for riders to shop, eat, have coffee
14 and more before or after their commute. Though right now
15 we cannot enjoy the concept of the third space that
16 Starbucks made so popular, it seems that the Galleria
17 stop of Hawthorne could provide better options for people
18 to have a third space while also generating revenue for
19 the local community.

20 Option 2 is a far less appealing location for
21 commuters. I am also a local homeowner adjacent to
22 Option 1's right-of-way. I work from home and I have two
23 small children. I can see the train from my home, which
24 shakes every time a train goes by. I would never have
25 bought my home if I knew we'd go from two trains a day to

1 trains every few minutes. The right-of-way option would
2 basically cause me to not want to spend time outside
3 because of the constant noise pollution of the trains and
4 the horns. It would also make my neighborhood less
5 walkable and less safe for my family. I'd feel less safe
6 allowing my kids to play outside.

7 Given the pandemic, I know all too well what it
8 means to keep children cooped up indoors with my nearest
9 park being Perry Park. If Option 1 is selected, this
10 would negatively impact the quality of life for so many
11 Redondo Beach families, doing exactly the opposite of the
12 goal of this project.

13 Once again, I'm in favor of Option 2 and I
14 oppose Option 1. Thank you.

15 MR. DIERKING: Thank you very much.

16 Next speaker.

17 MR. FORD: Next up we have Liz Gallucci Bird,
18 followed by Rick and then followed by Chelsea.

19 Liz, we're going to allow you to talk now.

20 MS. BIRD: Thank you. I'm so sorry. My microphone
21 wasn't working earlier. Thank you so much for hosting
22 this. It's so constructive to hear all of these opinions
23 and concerned citizens who are taking their time out of
24 their busy schedules to discuss this.

25 I am a local realtor, full-time working realtor,

1 as well as a resident of north Redondo. I live on -- I
2 live a block away from Inglewood Avenue on Huntington
3 Lane and so this definitely concerns me personally as
4 well as professionally for home values.

5 I think that there's nobody on this line that
6 doesn't want accessibility for everybody and, you know, I
7 think as a community, we're very environmentally focused
8 and nobody wants more traffic, so I think accessibility
9 wise, it's wonderful to have this dialogue.

10 I think that to me, there's -- with these two
11 considerations, going through a residential corridor
12 versus a commercial corridor, it just seems very
13 black-and-white to me. I'm not quite sure why as human
14 beings we'd ever choose to disrupt people's residences.
15 People have their whole retirement savings. They've
16 saved for their lives to own these homes. Why would we
17 disrupt that for hundreds of residents? And it might be
18 thousands, because many blocks around will be impacted as
19 well.

20 I think that I'm with the people who are
21 discussing if there is an economically -- an economic
22 issue in bringing it to Hawthorne Boulevard. Can we
23 raise money to do that, and can we do it in a tasteful
24 way? That corridor does need revitalization, as people
25 are saying. Let's help everybody. Let's help those

1 business owners. Let's help the residents. Let's work
2 together to find a great solution here to take care of
3 people and treat everybody with respect and compassion.

4 Thank you.

5 MR. DIERKING: Thank you very much.

6 Isaiah, next speaker.

7 MR. FORD: Next up we have Rick, followed by Chelsea,
8 followed by Mayor Robert Pullen-Miles.

9 So Rick, we'll allow you to talk now.

10 RICK: Thank you all for Metro hosting this meeting.
11 I really appreciate it, but I support Option 1 because,
12 you guys, you own the land, you own the track, and the
13 people around you, when they buy the house, they already
14 know that it's train tracks for Metro over there and
15 that's the solution.

16 On Hawthorne Boulevard, it's very bad. I work
17 in transit system. You have Metro, you have Torrance
18 Transit, you have Gardena, you have the small bus, and
19 you have a lot of cars. When the bus drivers have one
20 wheelchair, they take five minutes to load and unload the
21 wheelchair. Imagine the traffic behind the bus.

22 The traffic is very bad on Hawthorne. I can't
23 accept Metro coming to Hawthorne Boulevard. It's going
24 to be unsafe, absolutely unsafe for the people who go to
25 the school, people who go to their work, and there are a

1 lot of traffic. Imagine the traffic would go bumper to
2 bumper. I really appreciate it to hear me.

3 Thank you.

4 MR. DIERKING: Thank you very much for your comment.

5 Next speaker.

6 MR. FORD: So next up we have Chelsea, followed by
7 Mayor Robert Pullen-Miles. And then Mayor Pullen-Miles
8 it looks like is the last speaker.

9 MR. DIERKING: I don't know if -- we should probably
10 check in on the Spanish line and make sure if there's
11 anybody there, to see if there's any comments.

12 MR. FORD: Yeah. We'll check on that. It does look
13 like a few more hands have been raised since then.

14 MR. DIERKING: Okay. We'll check after Mayor
15 Pullen-Miles.

16 MR. FORD: So we'll allow Chelsea to talk right now.
17 Go ahead, Chelsea.

18 JOHN: Can you hear me?

19 MR. FORD: Yes.

20 JOHN: Sorry. My wife logged in. My name is John.
21 I'm Chelsea's husband.

22 We live along Condon Avenue and I just walked it
23 out. We are along 20 paces to the current train tracks,
24 so that's about 50 to 70 feet. Our biggest concern is
25 that once you add two more tracks to host the Metro,

1 you're now moving that freight track even closer to our
2 homes and that would put it maybe within 30, 40 feet of
3 our house, and what's going to happen when that train
4 derailed? Because this train has derailed further down
5 the tracks in El Segundo before, so there's no saying
6 that that can't happen; and if it did happen, it's
7 literally in our backyard on our deck where we sit every
8 day. It's not a wide enough corridor to host a freight
9 train and two tracks for Metro.

10 My biggest thing is that, you know, Lawndale's a
11 little city. We don't necessarily have the resources to
12 fight this thing, but we're getting all of the negatives
13 of the Metro and none of the positives. There's no
14 station plan for us. The wealthier cities down the line
15 of Redondo and Torrance are getting a station and they'll
16 get all the benefits and the access to light rail that
17 Lawndale won't get, but we get all the negative side
18 effects of a train.

19 Even adding a station at the Galleria won't give
20 us better access to the Metro because where I sit, I'm
21 about a mile and a half to the current Green station and
22 I'm about a mile and a half to the Galleria. So really,
23 again, we're getting all of the negatives and none of the
24 positives. And I think, you know, if Metro has the money
25 to speed this thing up for the Olympics, I think they

1 could find the money to put this on a better track down
2 Hawthorne, even if it does cost more.

3 And finally, I think we need to consider that,
4 you know, these meetings you're having online to rush
5 through this process, you're not including a lot of our
6 neighbors that don't know how to even get on Zoom or on
7 the computer. You know, we have an elderly neighbor down
8 the street who'd probably love to comment, but she has no
9 idea. She doesn't even have Internet. She can't even
10 get on and comment on this. So you're leaving out a lot
11 of the community by hosting these meetings online and
12 rushing through the process. Thanks.

13 MR. DIERKING: Yeah. It's challenging times. We're
14 doing the best we can. Thank you for your comments.

15 MR. FORD: So next up we have Mayor Robert
16 Pullen-Miles, followed by Ashley Novak, followed by
17 Don Szerlip.

18 So Mayor Robert Pullen-Miles, we'll allow you to
19 talk now.

20 MR. DIERKING: I've also seen Liz Gallucci Bird is on
21 here, if she wants to speak again, if you could raise
22 your hand, Liz.

23 MR. FORD: Mayor Pullen-Miles, you need to unmute
24 yourself. You should be allowed to --

25 MAYOR PULLEN-MILES: Okay. Can I be heard now?

1 MR. DIERKING: You got it.

2 MAYOR PULLEN-MILES: Yes, sir.

3 First of all, I want to thank you for allowing
4 me to speak today. I'm Robert Pullen-Miles from the City
5 of Lawndale. I'm the mayor of the city of Lawndale.

6 As you know, we've been in this fight with Metro
7 for the last couple of years, upwards of ten years or so,
8 on this Green Line Extension Project, and it's still
9 turning out to be a lose-lose situation for the City of
10 Lawndale.

11 There are a number of pros that we understand,
12 those pros in terms of getting more access to transit,
13 but there's a lot of cons for the City of Lawndale no
14 matter which alternative you choose and we are doing our
15 best to work with Metro to make sure that the mitigation
16 measures are in place no matter which solution is
17 adopted.

18 With that being the case, I just wanted to real
19 quickly point out on Alternative 1, we are looking for
20 undergrounding of Alternative 1, which was something that
21 was promised to us by the former head of Metro, the
22 Board, and I have not seen any analysis on undergrounding
23 Alternative 1 down Condon Avenue, nor the trenching
24 alternative, which they said they were going to study and
25 that we would at least get trenching, if not

1 undergrounding. I'm also concerned about the noise and
2 the vibrations on Alternative 1, Condon Avenue.

3 Segue into Alternative 2. Alternative 2, I
4 believe if we're going to go Alternative 2, it definitely
5 should be elevated, aboveground option and it should
6 include a stop in the city of Lawndale. Right now, there
7 are no stops, so there's no benefit for the city of
8 Lawndale except for it passes through economically to
9 other cities. So there should be a stop for the city of
10 Lawndale.

11 Last, I'm concerned about the parking that would
12 be taken away from Hawthorne Boulevard should it be at
13 grade down Hawthorne Boulevard.

14 And of course last but not least is the property
15 acquisition that might have to occur should they go down
16 Hawthorne Boulevard. That's of great concern to the
17 city.

18 MR. DIERKING: Thank you very much for your comment,
19 Mayor. We appreciate it.

20 Ashley Novak?

21 MR. FORD: We've got Ashley Novak, followed by
22 Don Szerlip, followed by Jenny Trombley.

23 And so Ashley, we'll allow you to talk now.

24 MS. NOVAK: Hello. My name is Ashley Novak and I'm a
25 resident of the South Bay and live close to Option 1. I

1 am in favor of the Metro line, but I think that the best
2 option is down Hawthorne Boulevard.

3 As a homeowner and a full-time real estate agent
4 in the South Bay, this will destroy home values along the
5 ROW and residents will have to deal with the noise and
6 vibrations constantly, disturbing their right to peace
7 for the many families along the line.

8 Living very close to the train now, the
9 vibrations destroyed a water feature and lighting in our
10 front yard and that's a train that only passes one or two
11 times a day. If that, can you imagine a train that
12 passes every ten minutes? As a real estate agent, I have
13 seen firsthand how homeowners in other communities
14 throughout the L.A. area have been directly affected and
15 I know this will devastate the home values.

16 Hawthorne Boulevard is already a commercial area
17 and the purpose is to make commuting a better option than
18 driving and increase the ridership. People that visit
19 the South Bay need easy, visible access to a Metro line
20 and station that accesses business, and I think one of
21 those areas will be the South Bay Galleria when it's
22 revitalized versus through a residential neighborhood.
23 The close proximity to the businesses allows commuters to
24 visit those businesses.

25 And I don't think that price should be a

1 motivating factor in determining a route that will be
2 around forever. If the project can't be funded properly,
3 there shouldn't be a rush and alternate funding should be
4 visited. We shouldn't -- we shouldn't be rushing this
5 for the Olympics when the communities will be affected
6 forever.

7 Thank you.

8 MR. DIERKING: Thank you for your comment.

9 Mr. Szerlip.

10 MR. SZERLIP: Thank you very much. I appreciate the
11 opportunity to speak.

12 A world-class transportation system relies on
13 connectivity. We have seen the City of Lawndale --
14 excuse me -- the City of Torrance and the City of
15 Redondo Beach invest heavily in transit centers. It's
16 very important that those transit centers become
17 multimodal so that we have a truly connective
18 transportation system throughout the South Bay. We know
19 you're going already to the Torrance Transit Center. I
20 believe that it's imperative, and I'm surprised that our
21 elected officials don't see that spending multimillions
22 of dollars on a transit center should mean it ends up
23 being multimodal.

24 Also, I'm very concerned about the Hawthorne
25 Boulevard concept. Firstly, it is not connective. Can

1 you imagine trying to get to the airport? You take the
2 bus to the transit center and now you must cross all
3 those parking lots just to get on to the train to go to
4 the airport? I don't believe -- plus, a transit center
5 where trains are, there's going to be lots of dropping
6 off. There's going to be a lot of people that want to
7 just leave someone there, let them get on the train. To
8 add that kind of traffic on to Hawthorne Boulevard I
9 don't believe is appropriate.

10 Metro held excursions out to visit the Gold Line
11 where we found just how silent, by comparison, light rail
12 is compared to heavy rail and I don't believe the
13 residents took advantage of that to find and understand
14 what that difference truly is.

15 I also believe that there are mitigations that
16 we can do by trenching along the right-of-way, especially
17 along the residential neighborhoods, to reduce the
18 majority of the noise, and I hope that all of the things
19 I have mentioned will be studied and come out in the EIR.

20 MR. DIERKING: Thank you very much.

21 So go ahead, Isaiah. Next speaker?

22 MR. FORD: So the last speaker that we have is Jenny
23 Trombley.

24 If you'd like to speak, make sure to use the
25 raise your hand feature or if you're calling in, make

1 sure you use the star 9 to let us know that you want to
2 speak.

3 So Jenny, we'll allow you to talk now.

4 MS. TROMBLEY: Hi there. My husband and I are
5 residents in north Redondo Beach and we oppose
6 Alternative 1. Mostly we have concerns -- we have
7 overall concerns for the quality of life of the what has
8 been said over and over and over again, 40 blocks of
9 residents that will be impacted if this train comes down
10 an existing ROW.

11 The focus of my comment here today will be on
12 the safety concerns that I have for us residents. When
13 we have attended Metro meetings previously, we asked
14 about the safety studies and we were told that the safety
15 would be studied in terms of the safety at the -- and
16 crime at the stations, at the Metro stations, but nothing
17 was mentioned of the study, the studies of the impact to
18 the adjacent and neighboring communities.

19 So we used to live near the Blue Line in
20 Long Beach and we often, very often, had law enforcement
21 at our local station and we've heard from law enforcement
22 in Long Beach and in Redondo Beach of the potential and
23 imminent crime issues. So I think that's something that
24 is missing from Metro right now is the study of how this
25 will impact the surrounding communities, if it goes down

1 Option 1 or Option 2. I think it's really, really
2 important that we study that.

3 Here in Redondo Beach, we are -- the proposed
4 station near 182nd Street is close to the largest
5 elementary school and the largest middle school in the
6 entire city and district, so I think that's something
7 that's missing and I would like to see that.

8 And, again, we're in favor of putting it down
9 the commercial corridor of Hawthorne Boulevard.

10 Thank you.

11 MR. DIERKING: Thank you very much.

12 Next speaker.

13 MR. FORD: Next up we have Bob Pinzler, followed by
14 Suzanne Ackerman, and Suzanne, you'll be the last
15 speaker.

16 So we'll allow you to talk, Bob.

17 MR. PINZLER: Thank you very much. I am a former
18 City Councilman in District 4 in Redondo Beach.

19 The fact that Redondo Beach has jumped the gun
20 and built a transit center before Metro decided which
21 line they were going to use is not Metro's problem. It's
22 Redondo's problem and Metro should not consider that,
23 that ill-advised choice, to become part of their decision
24 making.

25 Going down the right-of-way is wrong for so many

1 reasons, particularly including the disruption that it
2 will do to the people around there, that it is hard to
3 believe that they would consider that except for the fact
4 that they own the tracks and/or at least have chosen to
5 do that without thinking in terms of what the future
6 might bring.

7 Hawthorne Boulevard is a better option.
8 Actually, the center of Hawthorne Boulevard in Lawndale
9 used to be a train track. So I think that there is
10 nothing wrong to using that center, particularly if you
11 elevate it, and elevate it all the way down to the
12 connection to the 190th Street trestle. That would give
13 Lawndale an opportunity to get a station. It would also
14 enable the people who live along the right-of-way to have
15 the peace and quiet that they were promised.

16 Thank you very much.

17 MR. DIERKING: Thank you very much for your comments.

18 Suzanne Ackerman, go ahead and speak. You're
19 allowed to talk.

20 MR. FORD: It looks like I'm getting an issue with
21 trying to allow Suzanne to talk.

22 MR. DIERKING: Yeah. I think -- we're having a
23 problem, Suzanne, with your connection. So maybe you can
24 put something in the Q and A and we can read it off.

25 MR. FORD: Yeah, or you can call in. We can enter in

1 on the chat directly to you how to dial in.

2 MR. DIERKING: Yeah. It says you're using an older
3 version of Zoom, so you can either put something in the Q
4 and A or call in on the number that we gave you.

5 Okay. I'm told that we don't have any speakers
6 that are Spanish speakers that have raised their hands,
7 so I think we've covered that part of it tonight.

8 So we still have a few more minutes in the
9 meeting. Are there any speakers that would like to
10 address the audience again?

11 We have Holly Osborne. Can we go ahead and
12 unmute Holly.

13 MS. OSBORNE: Yes. I did unmute. So you can hear me
14 now, correct?

15 MR. DIERKING: Yeah. We can hear you. Go ahead.

16 MS. OSBORNE: Okay. I'm going to try to talk slower
17 this time.

18 When I looked at it before, you know, your
19 presenter mentioned bike paths and walking paths. There
20 really won't be a bike path. You know, even if you came
21 across elevated on Manhattan Beach Boulevard and went
22 down, it's only for four blocks that it's elevated and
23 then it comes down. The Metro comes down and is at grade
24 and then there's no room for a bike path and one of your
25 designers even mentioned that to me.

1 And then on the other -- south of 170th, the
2 right-of-way is only 70 feet wide. You don't even have
3 room for a walking path really. So putting walking paths
4 and bike paths as a plus for the ROW is just -- is just
5 not a sane option. You will not get walking paths and
6 bike paths if you go down the ROW. You've got better
7 walking paths down the ROW as it stands right now.

8 So the other thing I ask -- and this is a
9 question, but I'd just like to ask it. On your diagrams
10 before that you presented, you kept talking about a shift
11 of the freight tracks. If you have any clue of how much
12 shift that is, could you just answer the question? I'll
13 yield my last 40 seconds just to get an answer to that
14 question.

15 MR. DIERKING: You know, this is all going to be in
16 the environmental documents, so we'll come back to you
17 with more detail when we get to that point. Okay. Thank
18 you.

19 I wanted to chime in here. Alison Kaplan, who
20 we couldn't have speak earlier because we're having a
21 technical issue, she said that she just wanted to thank
22 us for the presentation and for allowing us to
23 participate in this forum. So just thank you, Alison,
24 and we will note that for the record.

25 Okay. I wanted to reiterate as well, the Q and

1 A, all of your comments within the Q and A will be
2 considered a written comment for you and will be added to
3 the record as a part of our written comments when the
4 draft environmental comes out. So we appreciate any of
5 the Q and A that you put in there right now.

6 It looks like we have another speaker, Isaiah.

7 MR. FORD: Yeah. It looks like we have Wally Marks.

8 We'll allow you to talk now.

9 MR. MARKS: Thank you very much. I have gone on the
10 Metro website on this project and I also followed along
11 with Dolores's earlier description of the at grade and
12 grade separated and I found Dolores's conversation was
13 good but too fast and I didn't find on the Metro site
14 more detail about where the grade separation would start
15 and stop or if there was at all. It was just -- I could
16 use more detail and if Metro is able to provide that on
17 their website, that would be more helpful.

18 Also, I was hoping that there would be
19 construction time lines written on the Metro website. I
20 didn't see that, how long each of the alternatives would
21 take, as well as the train travel. I couldn't find that
22 on the website either, where it was just clear and
23 obvious so I could see the differences between them, the
24 pros and the cons. I think that would be helpful.

25 Thank you very much. I'm done.

1 MR. DIERKING: Thank you.

2 We have some time. You know, we've advertised
3 until 6:00. I want to keep going until 6:00. So if
4 other folks have questions, please raise your hand.

5 There we go. Jill Love.

6 Can you unmute Jill.

7 MS. LOVE: Hi there. Thank you for allowing me to
8 speak once again, and I have my two-year-old sitting
9 here. So if you get extra comments, that's why.

10 MR. DIERKING: No worries.

11 MS. LOVE: Well, I just wanted to also state that I
12 am a geriatric care manager and I help older adults age
13 in place and while I love the idea of public
14 transportation because overall that is a benefit for
15 older adults, I do have concerns about the right-of-way
16 and for the older adults who are living in an area that
17 would be impacted by the noise and by the shaking and the
18 vibrations as well as the lowered resale value of their
19 homes, especially if they're using that to fund their
20 retirement and their care in the future. And right next
21 door to me, right along Ruxton Lane, we do have a 55-plus
22 community that is full of people who planned to live
23 there for their retirement for as long as possible,
24 without having to move to a much more expensive
25 retirement community with higher costs of care.

1 So, again, I just think about the more
2 vulnerable people within our population and the
3 detrimental effects that the right-of-way option would
4 have on older adults in particular.

5 MR. DIERKING: Okay. Thank you very much. We
6 will -- we will add that to our document. I appreciate
7 it.

8 Next speaker, Isaiah.

9 MR. FORD: Yes. So it looks like we have JM2802RB,
10 and then followed after that it will be Jennifer.

11 So JM2802RB, we'll allow you to talk now.

12 JACKIE: Hi. My name is Jackie and I've been a
13 resident of north Redondo Beach for 35 years. I'm in the
14 TRW tract, which is Manhattan Beach Boulevard and
15 Inglewood Avenue and for years we were so excited when
16 the Alameda Corridor came in. We stopped hearing the
17 trains going by. I sympathize with the residents of
18 Lawndale and Redondo off of 182nd Street for the noise
19 that they had endured for years.

20 I feel like we're putting all this effort in to
21 make this Metro stop for two stops, the disruption of all
22 our lives, and I don't understand it.

23 I can stand in my front yard. I can hear the
24 Green Line on Marine and I'm a half mile or more from
25 that station.

1 Anyway, I just -- like I said, I feel like I
2 don't know if Hawthorne's a better choice, but I know for
3 a fact that the Redondo -- the train track ROW is not.

4 Thank you.

5 MR. DIERKING: Thank you. I appreciate your
6 comments. So it looks like we have another one.

7 Jennifer.

8 MR. FORD: I've unlocked Jennifer. It looks like she
9 might have lowered her hand.

10 MR. DIERKING: Okay. So Isaiah, can we go back to
11 the screen where we have the contact information again,
12 how to contact us.

13 So, again, I just wanted to announce to -- oh,
14 Jennifer, you raised your hand now. You're okay.

15 So I just wanted to reiterate to everybody that
16 this public comment period, public scoping period, is
17 running from January 29, 2021 to March 15, 2021. So
18 there are other ways for you to make additional comments.

19 Again, here's a review. This is the project
20 manager's mailing address and she can take letters about
21 this project, about scoping, at that address.

22 We also have the e-mail address there,
23 greenlineextension@metro.net and then also the hotline
24 number (213) 922-4004, and our website is
25 metro.net/clineext. So these are ways that you can check

1 it out.

2 If you go on to the website, there's a lot of
3 detail in there. The -- on the Connect Me tab on the
4 website is a way that you can find information about
5 future meetings that are planned and pending.

6 Just to reiterate, that we have one more meeting
7 for this project on Saturday. So we would encourage you
8 if you would like to hear more information or hear more
9 from your fellow neighbors and residents, please tune in
10 to that Saturday morning meeting, this coming Saturday,
11 and we'd be happy to take your comment again.

12 We have another hand it looked like it came up.

13 Jennifer? She raised her hand again.

14 MR. FORD: Jennifer, there you go.

15 MS. DODGE: Okay. Can you hear me?

16 MR. FORD: Yes. Go for it.

17 MS. DODGE: I was speaking before.

18 Just very quickly, a question for Mark. I read
19 somewhere that the Environmental Impact Report that's
20 being done now is being done in conjunction with another
21 type of environmental -- another type of report or
22 something, that the two are being done at the same time.
23 Can you speak to that? Do you know what I'm talking
24 about, that other report?

25 MR. DIERKING: Sure. It's a process question, but I

1 think Dolores might be able to take that better.

2 MS. ROYBAL SALTARELLI: Jennifer, I think you're
3 referring to the environmental document as well as the
4 Advanced Conceptual Engineering called ACE.

5 MS. DODGE: Okay.

6 MS. ROYBAL SALTARELLI: And that's just conceptually
7 looking at the design of the two alternatives so that we
8 could have a better understanding of them and share them
9 in the environmental document when it's released.

10 MR. DIERKING: And also, to clarify, in 2018, we were
11 talking about doing an Environmental Impact Statement,
12 which is a federal document. We're now just doing an
13 Environmental Impact Report, which is a California CEQA
14 document.

15 MS. DODGE: Okay. So will an Environmental Impact
16 Statement still be done?

17 MR. DIERKING: We're not planning on doing one at
18 this time, no. We're doing an Environmental Impact
19 Report.

20 MS. DODGE: Okay. Is there any reason why?

21 MR. DIERKING: We're using local funding.

22 MS. DODGE: Okay. And just one other quick question
23 before we get off: I know it says that there will be
24 more funding required to push this project forward than
25 is currently allocated. Is that like a -- will there be

1 another proposed tax increase or how will that be funded?

2 MR. DIERKING: You know, that's talking about
3 acceleration, but we can -- yeah, we can go into more in
4 the Final Environmental Report or the Draft Environmental
5 Impact Report.

6 MS. DODGE: Okay. Thank you.

7 MR. DIERKING: Okay. I think that concludes. It's
8 now 6:02.

9 We don't have any other slides. Right, Isaiah?
10 That's it?

11 MR. FORD: Yes. That's it.

12 MR. DIERKING: Okay. We will close on this slide,
13 and I want to thank everybody for coming and all our
14 panelists for presenting. And, again, we'll be repeating
15 this on Saturday. If you want to get a copy of this
16 presentation, give us a little bit of time. We're
17 looking at, you know, seven to ten days to post this up
18 on the website, but we have recorded it and it will be
19 part of the record and if you want to hear yourself talk,
20 you can go back and visit us on our website. There will
21 be links there.

22 There's a lot on the website. There's also a
23 sort of a virtual meeting, a story map where you can go
24 through everything, but you've got to -- if you go into
25 the Connect tab and you look into the various links,

1 it'll take you to that and you can see more information
2 about the project.

3 Anything else to add, Dolores?

4 MS. ROYBAL SALTARELLI: No, but thank you very much
5 for your time. I know everybody is extremely busy and
6 it's truly through your comments that will help guide
7 this process. So thank you very much.

8 MR. DIERKING: Thank you. And we will now end this
9 meeting at 6:03.

10 (Proceedings concluded at 6:03 p.m.)

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1 REPORTER'S CERTIFICATION

2
3 I, the undersigned, a Certified Shorthand
4 Reporter of the State of California, do hereby certify:

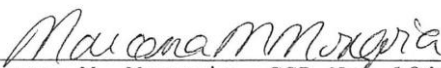
5 That the foregoing proceedings were taken before
6 me at the time and place herein set forth; that any
7 witnesses in the foregoing proceedings, prior to
8 testifying, were duly sworn; that a record of the
9 proceedings was made by me using machine shorthand, which
10 was thereafter transcribed under my direction; that the
11 foregoing transcript is a true record of the testimony
12 given.

13 Further, that if the foregoing pertains to the
14 original transcript of a deposition in a federal case,
15 before completion of the proceedings, review of the
16 transcript was not requested.

17 I further certify I am neither financially
18 interested in the action nor a relative or employee of any
19 attorney or party to this action.

20 IN WITNESS WHEREOF, I have this date subscribed
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22 Dated: March 9, 2021

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BEFORE THE METRO
C LINE (GREEN) EXTENSION TO TORRANCE
PROJECT TEAM

Public Scoping Meeting in the)
Matter of:)
)
C LINE (GREEN) EXTENSION TO)
TORRANCE PROJECT)
_____)

CERTIFIED COPY

TRANSCRIPT OF VIDEOCONFERENCE PROCEEDINGS

Los Angeles, California

Saturday, February 27, 2021

Reported by:

MARCENA M. MUNGUIA,
CSR No. 10420

Job No. :
30678ROB

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BEFORE THE METRO
C LINE (GREEN) EXTENSION TO TORRANCE
PROJECT TEAM

Public Scoping Meeting in the)
Matter of:)
)
C LINE (GREEN) EXTENSION TO)
TORRANCE PROJECT)
_____)

TRANSCRIPT OF VIDEOCONFERENCE PROCEEDINGS,
taken via Zoom videoconference, commencing at
11:00 a.m. on Saturday, February 27, 2021,
heard before the Metro C Line (Green) Extension
to Torrance Project Team, reported by
Marcena M. Munguia, CSR No. 10420, a Certified
Shorthand Reporter in and for the State of
California.

1 APPEARANCES:

2 Metro Representatives: MARK DIERKING
3 Manager
4 Local Government and
5 External Affairs
6 Metro
7
8 DOLORES ROYBAL SALTARELLI
9 Project Manager
10 Metro

11 Facilitator: ISAIAH FORD
12 Project Manager
13 The Robert Group
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1 Los Angeles, California, Saturday, February 27, 2021

2 11:00 a.m.

3
4
5 MR. DIERKING: Okay. Thank you very much, everybody,
6 for joining us today. This is the C Line or Green Line
7 Extension to Torrance public scoping meeting. This is
8 our second public Scoping Meeting for the comment period.
9 We want to thank you again for joining us.

10 A note, if you're an elected official and you've
11 logged in and if you'd like to be introduced to the
12 meeting, please post in the Q and A.

13 As a comment to everybody that's online, we will
14 be taking questions at the end. We will take -- well, we
15 will be taking comments at the end. It's sort of an
16 interesting format. We are just taking comments because
17 what we're trying to get people to do is tell us what to
18 study during the drafting of the Environmental Impact
19 Report that's coming out later. So we'll talk more about
20 that and the logistics later, but please don't use the
21 chat function. It's not working. We've disabled it.
22 It's just going through the Q and A, and the Q and A is
23 for written comment. We'll have a chance for everybody
24 to orally speak at the end and present their comments to
25 our experts here today.

1 So with that, I'd like to get started, and I
2 wanted to make just an agenda for you here of what we're
3 going to be looking at. We will be here until 1:00
4 taking your comments. We are going to go meeting
5 objectives, project history and background, project goals
6 and objectives, and Draft Environmental Impact Report.
7 We will also be taking environmental issues and then
8 comments at the end.

9 I wanted to take just a second to introduce our
10 elected officials or offices. Luke Klipp, Senior Deputy
11 to Supervisor Hahn's office is here. She [sic] just
12 wanted to remind the public that we are here today and
13 let them know that their office is here for this project
14 for the duration. So Luke Klipp, thank you for joining
15 us.

16 I'd also want to make sure that we notice Mayor
17 Robert Pullen-Miles from the City of Lawndale. He's also
18 joining us here today and listening along with us.

19 And you all can provide comment if you wish when
20 we get to that section. So thank you, both of you, for
21 being here today to join us.

22 So with that, next slide.

23 I want to go through some of the housekeeping,
24 and we're going to have a translation in Spanish for
25 those who need it. We are also recording this meeting.

1 It will be posted online, as you can also find our two
2 other meetings held this week, one on Wednesday and then
3 a Scoping Meeting for agencies. That means local cities
4 and City staff on Tuesday, and that's online now and you
5 can actually take a look at that. This will be online,
6 too, so you can go back over it if there's something that
7 you missed during the period, the comment period.

8 So Spanish interpretation: If you look at the
9 bottom, there is a world icon and that's for
10 interpretation. All you need to do is push that button
11 and then you'll be able to pick between Spanish and
12 English and you can watch along as the presentation moves
13 along in Spanish.

14 Dolores?

15 (Spanish interpretation given)

16 MR. DIERKING: Thank you very much.

17 Next slide, please.

18 So housekeeping: Today's meeting is being
19 recorded. I got a comment in chat, Where online can we
20 find these and the other meetings? You can find it on
21 our website. They've been posted there on the website
22 for -- just look under Past Meetings and it'll be located
23 there.

24 Attendees' videos are turned off and mics are on
25 mute until we unmute you. During the meeting, comments

1 can be submitted via the Q and A function. Again, the
2 comments are being submitted for the written record in
3 Q and A. If you want to be heard today, oral comments
4 will follow the presentation today.

5 If you're having a problem logging in or some
6 feature of Zoom this morning, we've got someone online
7 that can take care of that. Just call or text the number
8 on the screen, which is (818) 650-0619. Again, call or
9 text (818) 650-0619.

10 Next slide, please.

11 Okay. I will now turn this over to Dolores, who
12 will take us through the presentation.

13 MS. ROYBAL SALTARELLI: Good morning. We -- as Mark
14 mentioned, this is our last meeting of our -- during our
15 scoping period.

16 This is the first step in the environmental
17 clearance process, consistent with the California
18 Environmental Quality Act, called CEQA.

19 In this meeting, we have three objectives. One
20 is to describe the Draft EIR process; second, to solicit
21 comments on scope of the environmental issues to be
22 evaluated in the Draft EIR; and we are here today to
23 listen to your comments.

24 At this time, we won't be answering questions,
25 but we will be taking very good note of them and we'll be

1 responding as we proceed in this process.

2 Next.

3 As many of you are aware, this project has a
4 very long history. We had the opportunity with the
5 passage of Measure R and Measure M to allocate funding to
6 study this corridor as well as to allocate construction
7 dollars for the project.

8 Next.

9 We're going to show a very short video. It'll
10 give some very good background on the project as well as
11 we'll outline some next steps as we proceed in the study
12 effort.

13 (Metro Project Update Video played)

14 MS. ROYBAL SALTARELLI: As mentioned earlier, this
15 project is a Measure M project and is identified in our
16 Measure M expenditure plan.

17 Next slide.

18 This project, as shared, has been studied for
19 quite some time and that included an initial effort in
20 2010 which included looking at a 4.6-mile at-grade rail
21 extension within the existing right-of-way. At that
22 time, it included up to four new stations with an
23 overcrossing at Manhattan Beach and Inglewood Avenue. It
24 operated next to an existing freight track and as we
25 proceeded in that effort, we needed to pause the

1 environmental analysis in 2012 due to lack of funding.

2 With the passage of Measure M, we were able to
3 proceed with executing and completing the Supplemental
4 Alternatives Analysis. In that study, we looked at
5 carrying the light-rail alternative from the 2010 effort
6 into further analysis. We included three additional
7 alternatives developed as a result of stakeholder input.
8 There were three stations included in all four of the
9 alternatives.

10 Next.

11 During the Supplemental Alternatives Analysis
12 study, we looked at two alternatives along the Metro
13 right-of-way as well as two alternatives along
14 Hawthorne Boulevard. South of 190th Street, all
15 alternatives have the same alignment.

16 Next.

17 At the conclusion of the Supplemental
18 Alternatives Analysis in 2018, the Metro Board, as well
19 as based on stakeholder input, made the following
20 recommendations: Alternatives 1 and 3 were authorized to
21 be carried forward into the Draft EIR. The Lawndale
22 stations were removed from all the alternatives from
23 consideration. Metro agreed to examine an underground
24 alignment option, such as a trench along the Metro
25 railroad right-of-way, and Metro agreed to evaluate sound

1 walls for inclusion with the project.

2 Next.

3 The environmental process is being restarted for
4 the project through the scoping effort. We're taking
5 into account changes in the past 11 years. We're
6 focusing on the State of California environmental process
7 called CEQA. NEPA is not required at this time. And
8 we're here to gather public comments and provide detailed
9 environmental analysis of the alternatives that emerged
10 from the Supplemental Alternatives Analysis in 2018.
11 Those two alternatives include one along the Metro
12 railroad right-of-way and a second one on
13 Hawthorne Boulevard.

14 Next.

15 The project area follows a Metro-owned Harbor
16 Subdivision railroad right-of-way along a 4.5-mile
17 north-south corridor. It connects to the existing
18 Redondo Beach Marine Station and extends rail service
19 south in portions of the cities of Lawndale,
20 Redondo Beach, and Torrance.

21 In the environmental process, we have five
22 project goals where we're looking at improving mobility,
23 minimizing environmental impacts -- next -- ensuring
24 cost-effectiveness and the financial feasibility,
25 supporting local and regional land use plans and

1 policies, and ensuring equity in the process and project.

2 Next.

3 In the Draft EIR process, there's essentially
4 two phases. We're in the first phase called the Draft
5 EIR effort where we're looking at studying potential
6 impacts of the alternatives, taking the time to evaluate
7 measures to avoid, minimize, and mitigate potential
8 environmental impacts as well as a selection of a Locally
9 Preferred Alternative by the Metro Board, which would be
10 based on our technical analysis as well as stakeholder
11 input. During the Final EIR, we would be responding to
12 comments received after the circulation of the Draft EIR.

13 Next.

14 During the environmental process, we'll be
15 studying the following key topics. As we are here to
16 listen to your comments, if there's any additional topics
17 that should be included, this would be the opportunity to
18 let us know.

19 Next slide.

20 The Metro Board directed two of the four
21 alternatives from the Supplemental Alternatives Analysis
22 to be carried forward into the Draft EIR process, which
23 we are initiating at this time. Alternative 1 is along
24 the Metro railroad right-of-way and on the map is denoted
25 in aqua. Alternative 2 is the Hawthorne Boulevard

1 alternative which is denoted in the color magenta. Both
2 alternatives are identical south of 190th Street along
3 the Metro right-of-way.

4 Next.

5 Alternative 1 along the Metro railroad
6 right-of-way has the following five elements, and this
7 was based on the conclusion of the Supplemental
8 Alternatives Analysis. We'll be looking at a grade
9 separation at Manhattan Beach Boulevard and Inglewood
10 Avenue, which would include both an aerial configuration
11 as well as a trench option. The alignment will
12 transition to an at-grade running south of 162nd Street.
13 At 170th and 182nd Street crossings, we'll be looking and
14 conducting a grade separation analysis using our Metro
15 Grade Crossing Safety Policy guidelines. At the at-grade
16 segments, which -- we will include opportunities for new
17 bike/ped paths as well as additional landscaping. This
18 alignment will have two stations, one at the
19 Redondo Beach Transit Center and a second one at the
20 Torrance Transit Center.

21 Next.

22 Alternative 2 along Hawthorne Boulevard will be
23 looking at the following four key elements: an aerial
24 alignment along the I-405. This alternative will
25 transition to Hawthorne Boulevard at grade south of 162nd

1 Street. At both Redondo Beach Boulevard and Artesia
2 Boulevard, we'll be conducting a grade-separation
3 analysis, again using our Metro Grade Crossing Safety
4 Policy. In addition, the alignment will transition to
5 aerial south of 182nd Street to cross over 186th Street
6 and 190th Street. This alignment has two stations, one
7 at the South Bay Galleria and a second one at the
8 Torrance Transit Center.

9 This is the second of our scoping meetings and
10 we will have the opportunity to hear all of your
11 comments. As shared, the scoping period concludes on
12 March 15th and in order to be cognizant of COVID-19
13 guidelines, these meetings have been conducted virtually.

14 Next slide.

15 Next steps: The scoping, as shared, is the
16 first step in the environmental process and after which
17 we'll be following up with extensive public outreach.
18 And some of the items that we will be sharing with all of
19 you is, for example, first/last mile planning, continued
20 stakeholder/neighborhood outreach, continued community
21 meetings, as well as public hearings.

22 Next slide.

23 As Mark shared, we have various opportunities to
24 share your comments with us, either today verbally or via
25 mail or e-mail at the information included on the slide.

1 And with that, I'll transition it to Mark, who
2 will take us through the next steps for the Scoping
3 Meeting. Thank you.

4 MR. DIERKING: Thank you, Dolores.

5 Just to note, Isaiah put the website address in
6 the chat function, so you can go there and check out the
7 website. We also have the story maps along with that to
8 sort of walk you through the project in more detail.

9 I misspoke. We were working on getting the
10 videos up on Friday. It looks like they're not there
11 yet, but I anticipate them being up on Monday or Tuesday
12 of next week, but they're in the works.

13 So with that, let's move on to the next slide.

14 So this is your turn to comment, so we'll be
15 taking oral comments on the phone. We're not in a
16 position of answering your comments or your questions
17 unless it's a process question about what's happening
18 today or the environmental process, just technical
19 questions like that.

20 So please restrict your comments to two minutes.
21 The Metro team will be listening to your comments and not
22 answering questions in this forum.

23 So next slide.

24 We want your feedback and input. We want to
25 make sure this is a safe and equitable process. We want

1 to make sure that everybody gets a chance to be heard, so
2 we're asking for your help during the meeting. So please
3 respect the format of the meeting and allow everybody to
4 provide their public comment. Turn off any background
5 noises or cell phones when you're speaking. Please treat
6 fellow community members and agency representatives and
7 Metro staff and others with respect. We're just here to
8 follow the process and get your comments. Address all
9 comments to Metro staff and consultants, not other
10 attendees, and please maintain a conversational tone.
11 Metro is committed to ensuring that all participants can
12 fairly and clearly share their ideas, comments, and
13 concerns about the project.

14 Next slide.

15 So this is the logistics for doing it. Written
16 and phone comments are on the right and you can see there
17 that anything you put in Q and A will be a part of the
18 record and we'll answer that as a written comment. You
19 can also use old-fashioned mail and mail Dolores Roybal
20 through that address there, One Gateway Plaza, 99-22-4
21 Mail Stop, and then Los Angeles, California 90012.

22 We're checking the Green Line Extension e-mail
23 regularly and we also have a hotline. Again, this is a
24 recorded in-box that we're taking your comments. We're
25 not -- it's not a live phone that someone's answering

1 every minute of the day, but the number is
2 (213) 922-4004.

3 So for oral comment today, to request to speak,
4 if you're on Zoom and you're on your computer tonight
5 [sic], you need to use the raise-hand feature which is at
6 the bottom of the screen. Just click on that and you'll
7 be put in the queue and we'll take -- Isaiah will
8 announce the next three speakers as we go in order.

9 If you're a phone user today and you're calling
10 in, you need to use star 9 to raise your hand. Then when
11 it's your turn to speak, if you're a phone user, you will
12 be prompted to unmute yourself. And also if you're a
13 Zoom user, you'll be prompted to unmute your mic.

14 So we're going to give two minutes per speaker.
15 We want to get through everybody. If there's time at the
16 end to take additional speakers, we'd be happy to go
17 through that again, but we've been finding over the last
18 week that two minutes is pretty much ample time.

19 So with that, next slide.

20 And that's our counter with directions on the
21 side again and, again, if you've got technical issues,
22 please call us at (818) 650-0619, and we will go ahead
23 and start.

24 Isaiah.

25 MR. FORD: So we have first up will be Mary, followed

1 by Bobby Jackson, followed by Colleen.

2 So Mary, we're going to allow you to talk now.

3 MR. DIERKING: Mary, unmute your mic.

4 PAUL: Hi. Can you hear me?

5 MR. DIERKING: Yeah. Go for it.

6 PAUL: Good morning. My name is Paul. My wife,
7 Mary, and my young children live in a house directly on
8 Hawthorne Boulevard south of Artesia. My wife has lived
9 here in this house for nearly 50 years, so she's been
10 seeing a lot of growth and changes in this area,
11 including the expansion and the building of the Galleria
12 Mall and ever-increasing traffic on Hawthorne that causes
13 pollution and noise, directly affecting our house.

14 We'd like to share our excitement that Metro is
15 expanding the Green Line in the South Bay and we support
16 Metro's expansion and improvement of public
17 transportation and train lines in general because
18 automobile traffic and the resulting gridlock and
19 pollution are ruining the quality of life and health of
20 the residents of the greater Los Angeles area. We wish a
21 train line would have been part of the carpool lane
22 expansion of the 405 and that a train would have been run
23 along the center of the 405. That way, the train would
24 have a direct alternate option for the same route and
25 passengers driving along the 405. However, we already

1 have the Green Line in place and need to look forward.

2 We would like to thank Metro for looking at
3 various alternatives and solutions for the Green Line
4 expansion and we believe the planners, engineers, and
5 community can come up with a viable and palatable
6 solution for the greater community and people who live
7 and work in this area.

8 As we see it, Option 1 runs along the existing
9 Metro right-of-way and has mitigation measures like
10 trenching and sound barrier walls that would be erected
11 along the rail lines adjacent to the residential areas.
12 There might also be room for amenity improvements like
13 landscaping and paths.

14 Option 2 that runs along Hawthorne Boulevard, if
15 run on the surface, would require the expansion of
16 Hawthorne Boulevard, which would result in a need for
17 eminent domain to extend Hawthorne, especially at the
18 intersection of Artesia and Hawthorne. This would result
19 in an elimination of businesses and adjacent homes,
20 including our home.

21 Because we live directly on Hawthorne Boulevard,
22 we have major concerns of the eminent domain that was
23 noted at previous meetings. All the same concerns the
24 residents along the right-of-way option have, we, too,
25 have those concerns, safety, noise, vibration,

1 interruption of daily lives. However, Option 2 along
2 Hawthorne does run adjacent to residential homes and is
3 not merely along commercially zoned areas, as noted by
4 others who support running along the line along
5 Hawthorne.

6 In addition to these concerns, as Metro has
7 indicated in previous meetings we've attended, the
8 Hawthorne option does not have sufficient room for
9 amenity improvements like sound barriers, landscaping, or
10 pedestrian or bike paths. Most importantly, we would
11 like -- it would require the expansion of Hawthorne at
12 least at the Artesia station intersection, that would
13 lead to eminent domain and demolition of businesses and
14 our home.

15 Therefore, if Option 2 is considered, we highly
16 recommend that the line would run underground or overhead
17 if crossing power lines are not an issue due to the
18 height constraints.

19 Thank you very much.

20 MR. DIERKING: Thank you for your comments.

21 Next speaker.

22 MR. FORD: Next up we have Bobby Jackson, followed by
23 Colleen, followed by Stephanie Kingdon.

24 So Bobby, we're going to allow you to talk now,
25 if you want to unmute yourself.

1 MR. JACKSON: Good morning. Can you hear me?

2 MR. DIERKING: Yes, we can.

3 MR. JACKSON: Good morning. My name is Bobby
4 Jackson. I also share similar concerns as the past
5 speaker. Understanding that the noise is going to be
6 extremely elevated, I do live on the 182nd crossing and
7 looking at some of the information provided by Metro, the
8 train's going to be six to ten an hour and at-grade
9 crossings do require a horn blow. I do work nights and
10 days on a rotating shift at the -- locally and I'm super
11 concerned about being able to sleep and do -- have a
12 normal life. So I'm not quite sure if sound barriers and
13 everything will mitigate those things.

14 And then also, I utilize the park and walk
15 across the train tracks with my dog, and so six to ten
16 times an hour seems extremely excessive for a potential
17 Hawthorne Boulevard, which appears to be about two miles
18 of extra track connecting to the existing new track.

19 And then the other comment I had is that the
20 railroad crossing safety policies, if those are
21 accessible, to see kind of what the criteria and how some
22 of those issues might be mitigated.

23 Then the other concern is the high-powered lines
24 that are associated with this, kind of the safety being
25 close to the homes. They say that there's a big area to

1 expand on the existing right-of-way passage, but people's
2 backyards are literally like 30 feet away from the
3 existing right-of-way passage.

4 And then also, with the park and some of the
5 existing trees and some of the inclement weather we had,
6 maybe said trees and branches falling and maybe
7 disrupting the rail service and then if there's any other
8 information on Metro safety, just looking to emergency
9 situations, derailments and et cetera and things like
10 that.

11 Thank you very much.

12 MR. DIERKING: Thank you.

13 Isaiah.

14 MR. FORD: So next up we have Colleen, followed by
15 Stephanie Kingdon, and then followed by Ignatius.

16 So Colleen, we're going to allow you to talk
17 now, if you want to unmute yourself.

18 COLLEEN: Thank you. This is the second meeting that
19 I have attended. I live in north Redondo and we are very
20 concerned with the Metro going at the ROW. There are
21 many homes in that area. It's very much a residential
22 area. The only commercial basically there is the
23 Galleria Mall. We feel we have a school right across the
24 street from that on Inglewood Avenue. Kingsdale is only
25 a two-lane road and it's going to cause an extreme amount

1 of extra traffic and it doesn't look like anyone is
2 expanding Kingsdale to accommodate even the bus line,
3 which is going to be down there at the ROW.

4 So we feel that the ROW is already going to be
5 cluttered with a bus line that's being transferred over
6 there and we recommend the Hawthorne option, whether it's
7 underground, overhead, and I agree that it should be an
8 overhead instead of on the street level. And we have
9 apartment buildings over there by the ROW sections. So
10 most of us that live in north Redondo do not approve of
11 that route.

12 So thank you for letting me express my concerns.

13 MR. DIERKING: Thank you. Thank you for joining us
14 today.

15 Isaiah.

16 MR. FORD: So next up we have Stephanie Kingdon,
17 followed by Ignatius, and then followed by caller call-in
18 user 2.

19 So Stephanie, we're going to allow you to talk,
20 if you want to unmute yourself now.

21 MS. KINGDON: Hello. Good afternoon. My name is
22 Stephanie Kingdon. I'm glad to be participating in this
23 democratic forum to talk about the route that will be
24 taken by Metro. I'm a Lawndale resident and I welcome
25 Metro to the South Bay. I support the rail as a very

1 important way of combatting climate change and I welcome
2 it.

3 My concern is with Route Number 1. I live close
4 to Route Number 1 and this space between 162nd and 170th
5 has historically been used as a park space. My father
6 grew up on 166th Street and my grandmother still lives
7 there at age 97. This space has been used as a park for
8 basically generations and it's also an important space
9 for people who get exercise in the morning. It is a
10 green space and so removing that area would have a major
11 impact on the community. If you go down there any day of
12 the week, morning, afternoon, evening, you'll see people
13 out walking maybe with their dogs, pushing their kids in
14 strollers, just having some quiet space. There's a lot
15 of aviary life that lives in this space as well and it's
16 a really important part of the community. It would be a
17 major loss to the climate in this zone to have that area
18 turned into a railroad.

19 So I really hope that the route that goes along
20 Hawthorne will be picked. This is the route that makes
21 sense. It is a transportation corridor as it is and to
22 put a train that would go through many, many, many, many,
23 many times a day, day and night, through what is
24 essentially a park space is highly inequitable. So I
25 really hope that Metro will consider that and will pick a

1 pathway for the train that is truly a part of a
2 transportation corridor, which is the Hawthorne Boulevard
3 area. It's basically a highway. So that's the
4 alternative that I think most people in this community
5 support.

6 So I appreciate the time. Thank you so much.

7 MR. DIERKING: Thank you very much for your comments.

8 Next speaker, please, Isaiah.

9 MR. FORD: Next up, we have Ignatius, followed by
10 call-in user 2, and then followed by Jay.

11 So Ignatius, we're going to allow you to talk
12 now, if you want to unmute yourself.

13 IGNATIUS: Hello. Can you hear me?

14 MR. DIERKING: Yes. You're good.

15 IGNATIUS: Thank you. My name is Ignatius and I am a
16 resident of Lawndale. I have two points I'd like to
17 make.

18 One, I would very much like to see a station in
19 Lawndale for either -- for all route options. As someone
20 who grew up using light rail and have family members who
21 use light rail, I see many benefits. For example, if
22 there is a light rail in Lawndale, I will be able to take
23 the light rail, for example to Space X and other
24 aerospace company, work. I can take it to LAX for travel
25 with my family and for business. I can also take the

1 light rail to the -- in the future to the proposed
2 Clippers stadium and also connect to the Forum to go to
3 concerts. I can also take the Metro light rail to the
4 Nature History Museum near USC. My son loves dinosaurs
5 and these things; and also to the Museum Row at LACMA.

6 So I see many benefits to me and my family to
7 have a station in Lawndale and also I see that having a
8 station in Lawndale would help alleviate the severe
9 parking -- lack-of-parking-space situations and also the
10 traffic issues we experience in Lawndale. It's almost
11 impossible to find parking spots here as well as we have
12 to fight the traffic all the time.

13 And thirdly, I can see that it will help the
14 businesses in Lawndale. Whether -- either if it's going
15 down to Hawthorne Boulevard or if it's going down the
16 other route, it will help the business on Inglewood
17 Avenue and Manhattan Beach Boulevard. It will bring in
18 more, better stores, stores that my family and I would
19 use and benefit.

20 And, sorry, lastly, for the route option, I
21 would prefer to see it go down Hawthorne Boulevard, as I
22 use the right-of-way often for exercise and walking with
23 my family.

24 That's all. Thank you very much.

25 MR. DIERKING: Thank you for your comment. I really

1 appreciate it.

2 Next, Isaiah.

3 MR. FORD: Yes. Next we have call-in user 2,
4 followed by Jay, and then followed by Linden Nishinaga.

5 So call-in user 2, we're going to allow you to
6 talk, if you want to unmute yourself.

7 MR. DIERKING: He went on mute again. There we go.

8 Go ahead.

9 CALL-IN USER 2: How are you doing? You know what?
10 Every city, Torrance, Redondo or Manhattan Beach, all the
11 cities, they have leaf blower rules that you can't have
12 the noise blow above a certain amount of decibels. I
13 went down to the Costco in -- on your line and your
14 decibels are seven percent above leaf blowers, but you'll
15 go up and you'll find the Hispanic people that are using
16 leaf blowers in these cities, but you want to put it all
17 the way down a residential area.

18 And you've got how much money? In 2008, you got
19 money and in 2007, you got money. You pushed it through
20 again, this whole program, to do this. You pushed it
21 through. You have plenty of money to go down
22 Hawthorne Boulevard. And by the way, there's 262
23 residents along the line in -- the train line that runs
24 down through Lawndale, and then on Hawthorne Boulevard
25 you've got five residents.

1 It should be elevated and go down
2 Hawthorne Boulevard. It's "We the People." It wasn't
3 "Us the Government" ruling you. It's "We the People" and
4 us people don't want it in Lawndale. I don't -- I've
5 gone to every one of your meetings. I've been here since
6 1946 and I see the same thing. All of that property that
7 you own right there, sell it back to the residents.
8 They'll buy it. They'll buy it. Then you can have money
9 for the rest of your life. We'll take a loan out if we
10 have to; and if you don't do this, every citizen in
11 Lawndale should get a lawyer, not a class action suit, a
12 lawyer, and take you guys to court and take you guys to
13 court and get our property values back down, because
14 they're going to go down and we're going to lose money.

15 We're going to lose money. We're going to lose
16 our pride. We're going to lose everything we have if you
17 go down the back of residential areas. You are
18 absolutely hurting us. You're hurting us and you don't
19 really care and you're talking, you guys, and you don't
20 listen. You don't care. I'm sorry.

21 MR. DIERKING: Thank you for your comments.

22 With that, let's move on to Jay.

23 MR. FORD: Jay, we just allowed you to talk, if you
24 can unmute yourself. Go ahead, Jay.

25 MR. DIERKING: You okay, Jay? Okay. Why don't we

1 keep his hand raised, but --

2 JAY: Are we on now?

3 MR. DIERKING: Yeah. Go ahead.

4 JAY: Great. I wanted to speak also about going --
5 the differences of going down the two routes. Going down
6 the ROW of the exiting train line is going to majorly
7 affect four and a half miles of residents who are used to
8 maybe one train a day and on one track. Now you're
9 talking about putting in two more tracks with traffic
10 both ways. That's just going to be too much disruption.
11 It's going to be devastating. Property values will go
12 down, versus going down Hawthorne. There's less than ten
13 houses maybe on that route. It's already an eight-line
14 thoroughfare, so it's going to have very minor impact
15 going down Hawthorne.

16 The people affected on the ROW I think would be
17 wise to have their properties reassessed. They're going
18 to lose value and so their property taxes should
19 ultimately go down. You're talking about an overhead on
20 170th if it goes down the ROW, an overhead on Artesia if
21 it goes down Hawthorne, so that's kind of a wash.

22 I think it's pretty obvious that the Hawthorne
23 is a much better route than disrupting just a little
24 suburban lane. You're talking about eight lanes on
25 Hawthorne and barely 60 feet going down the ROW.

1 So that is my input and I appreciate it.

2 MR. DIERKING: Thank you. Thank you very much for
3 your comment.

4 Isaiah.

5 MR. FORD: So next up we have -- next up we have
6 Linden, followed by Glen Brackenridge, followed by Noah
7 Cockroft.

8 Linden, we're going to allow you to talk now, if
9 you want to unmute yourself.

10 MR. NISHINAGA: Hello. Hi. I just have a real
11 short. First of all, I really appreciate your -- Metro's
12 for having this project. It's a fantastic project, in my
13 estimation.

14 I just have a couple of questions. Can I ask a
15 couple simple questions or are you not --

16 MR. DIERKING: If they're related to the process.
17 You know, we're not really --

18 MR. NISHINAGA: Yeah. Well, I'll try. I'll just see
19 if this works.

20 For your two stations, on either route you're
21 going to have two new stations. Will both stations have
22 ample parking?

23 MR. DIERKING: So you're concerned about parking.
24 That's a good comment.

25 MR. NISHINAGA: Yes. And then -- because I'd like to

1 take this Green Line extension to the airport. I live
2 here in south Torrance and near Redondo Beach and it
3 would be really convenient to take this if there's
4 parking, so long as there's parking.

5 And then the second comment I would like, it
6 should be designed with airport passenger friendly in
7 mind so that people with luggages like large
8 international two luggages, you know, you have to keep
9 that person in mind, your architect, your designer, so
10 that that person can then get on in your stations on the
11 Green Line and then go to the Airport Connector Project,
12 I guess, and then from there it goes to the airport. I
13 made the same comment --

14 MR. DIERKING: Yes. So your comment is that you want
15 to make it to the airport.

16 MR. NISHINAGA: Yes. And I made the same comment --

17 MR. DIERKING: Go ahead.

18 MR. NISHINAGA: -- when they had their public comment
19 period for the Airport Connector Project that it should
20 be airport passenger friendly, so that's -- and then the
21 last question I have is what is the rough completion
22 project date of this project?

23 MR. DIERKING: So completion date is what you're
24 looking at, and right now in Measure M, we're looking at
25 2030, 2033, but we're trying to accelerate that to 2028.

1 MR. NISHINAGA: Okay. All right. Well, thank you so
2 much. I just want to give them. Those are my comments
3 and I'm really a proponent of your project. Thank you
4 very much.

5 MR. DIERKING: Thank you for your comments.

6 Next speaker.

7 MR. FORD: So next up we have Glen Brackenridge,
8 followed by Noah, and then followed by Danielle Sevilla.

9 So Glen, we're going to allow you to talk now,
10 if you want to unmute yourself.

11 MR. BRACKENRIDGE: Hello there. My name is Glen
12 Brackenridge. I started an organization called Right of
13 Say a few years ago as a resident of Lawndale and we
14 networked with residents of north Redondo and Torrance
15 all to advocate to protect the ROW, the right-of-way, and
16 to advocate for Option 2, Alternative 2 down Hawthorne.

17 And I think that where this came out of, as some
18 of the other speakers said, is the ROW is a green space
19 used by the community and going down the ROW would affect
20 around 40 blocks of residents, and where it narrows down
21 south of 170th, it's about 75 feet. So now you're
22 talking about putting in two more rail lines along with
23 the existing BNSF railroad, which I don't see how you're
24 not going to have some eminent domain taking people's
25 backyards, pushing people's homes back, and just the

1 constant disruption.

2 And I totally understand the very, very few
3 residents on Hawthorne who feel affected, but if we're
4 weighing 200, 300 people's homes and lives being affected
5 compared to a few residents who are used to having eight
6 lanes of traffic on Hawthorne, I don't see how you can
7 compare those two and find them the same as well as, you
8 know, the Hawthorne alternative would also allow --
9 you're going to get more transit riders and if ultimately
10 what we're trying to do is get people out of their cars
11 and on transit, I think that picking Alternative 2 would
12 not only bring the greater number of riders to transit,
13 it would also allow a stop to be at the Galleria where
14 the businesses are, as well as we've got to think for the
15 future and we only get one chance to do this right.

16 So we are really advocating at Right of Say for
17 smart transit, and so we want to pick the option that is
18 going to enhance the future of transit in the South Bay
19 and for us it's clearly Alternative 2, which we'd like to
20 see actually the aerial study because we feel like in the
21 future there could be more stops. You're going to
22 have -- you know, Hawthorne was built originally to have
23 a railroad Pacific line and we just feel that that
24 Alternative 2 is right for you and right for us. So
25 that's what we're advocating for. Thank you.

1 MR. DIERKING: Thank you, Glen. I appreciate it.
2 It's good to hear from you.

3 Isaiah.

4 MR. FORD: Next up we have Noah, followed by Danielle
5 Sevilla, followed by Aron Sanchez.

6 So Noah, we're going to allow you to talk now,
7 if you want to unmute yourself.

8 MR. COCKROFT: Hi, everyone. Thank you so much for
9 your time. I really appreciate the opportunity to speak.

10 I'm super excited to have Lawndale and the
11 South Bay in general get more transit representation.
12 It's an incredible project. I couldn't be more grateful.

13 I live on 168th Street, a couple blocks --
14 pardon me -- a couple houses up from Hawthorne Avenue or
15 Hawthorne Boulevard, rather, and I greatly favor
16 Option 2. I think that it would be a minimal noise
17 increase over what we currently experience and even
18 though it would directly impact me, I really feel like
19 for the community it would be a better option.

20 As many people have mentioned, the greenway
21 space is being utilized not only by the residents but
22 also by a number of people who walk their dogs, who play
23 sports. Some people hang some impromptu tire swing kind
24 of thing there. It's a really great community space and
25 I'd hate to lose that just because it's the cheaper

1 option, and there's not a lot of green space in the city.
2 That's a really wonderful place to be at.

3 Additionally, I feel like the Hawthorne
4 transportation corridor long term is a better option. It
5 provides more opportunity for business growth. I grew up
6 in Pasadena, in South Pasadena, and they put a Metro line
7 through there and it really improved the community a
8 dramatic amount and people who are along the residences
9 close to my parents' house, actually, they noticed very
10 minimal impacts to them localized to having the actual
11 line put through and mostly they noticed extreme economic
12 benefit.

13 So like I said, I'm super excited about the
14 project. I definitely feel like the businesses on
15 Hawthorne Avenue would benefit dramatically from the
16 exposure that comes from having riders ride by these
17 businesses and see them every day, as opposed to just
18 cruise through residential neighborhoods. So from an
19 economic standpoint, I really think it would do a lot to
20 further our tax base, help our local businesses, and less
21 impact to the residents.

22 Thank you very much.

23 MR. DIERKING: Thank you very much for your comment.

24 Isaiah.

25 MR. FORD: Next up we have Danielle, followed by Aron

1 Sanchez, followed by Thomas Dorsey.

2 So Danielle, we're going to allow you to talk
3 now, if you want to unmute yourself.

4 MS. SEVILLA: Hi there. I'm a lifelong resident of
5 Lawndale. My family has been in Lawndale for five
6 generations.

7 I am advocating for Option 1, the right-of-way.
8 Our small city does not need a rail line running down our
9 main boulevard. Our businesses rely on the median
10 parking. I know the last speaker and a couple have
11 mentioned driving by and the train will bring exposure to
12 those businesses, but riders will not be able to get off,
13 as Lawndale is not being given an actual stop.

14 It will disrupt the aesthetics of our city
15 without giving us the benefit of an actual station. It
16 is not a reflection of the culture or the image of our
17 community. The right-of-way should be the selected
18 alternative with mitigation measures in place for
19 residents who live near there and maintaining the
20 benefits of the pedestrian and bike path so that that
21 continues to be a benefit for all of our residents.

22 Redondo Beach and Torrance will be benefiting
23 from this increase in rail, but Lawndale will only suffer
24 the consequences, which is equal to an environmental
25 justice issue, in my opinion.

1 I also think that you're going to hear from lots
2 of folks who live near each of the alternatives. We're
3 all going to be advocating for whatever alternative is
4 best for where we live, but we need to be looking at this
5 holistically for all of Lawndale and the entire area.

6 Whatever option is selected, I think the issues
7 that need to be studied are the eminent domain impacts to
8 properties in either area, how it will impact property
9 values, aesthetics, air quality, noise, dust and
10 vibration, biological and cultural resources, traffic and
11 parking, ecological footprint and greenhouse emissions,
12 loss of parking and traffic lanes, and I also think that
13 that should be during both construction as well as once
14 the rail is in place and in operation.

15 Thank you.

16 MR. DIERKING: Thank you very much.

17 So next speaker, Isaiah.

18 MR. FORD: Next up we have Aron, followed by Thomas
19 Dorsey, followed by Evalinda Sevilla.

20 So Aron, we're going to allow you to talk, if
21 you want to unmute yourself.

22 MS. SANCHEZ: ...to express support for the Metro
23 station that's coming here to the South Bay. I think it
24 would be really cool to use it. I think the option --
25 after hearing everybody's concerns, I think the option

1 that's the most suitable would be the Hawthorne
2 alternative. I just ask that it's like over -- like as
3 people said, it's overhead or underground because there
4 is already a lot of traffic on Hawthorne. Like it's
5 this -- I try not to use Hawthorne if I can already, so I
6 can't imagine what that would be like, you know, if it's
7 not overhead or underground.

8 I think it would be very beneficial to the
9 businesses already there and it wouldn't -- and instead
10 of the first alternative, it would not cut through like
11 too many residential areas.

12 Yeah. I just hope that the sound as well, that
13 there's enough, like, things to dull the sounds because I
14 can imagine that it would be very loud.

15 But overall, I do support this plan to expand
16 the C Line to Torrance. I do think that there should be
17 a stop in Lawndale. That would be very beneficial to the
18 residents over there. Yeah. I know -- I believe that
19 you will come up with a suitable alternative and I also
20 ask that it is as accessible as possible to people that
21 do have disabilities.

22 Okay. Thank you.

23 MR. DIERKING: Thank you. Thank you for those
24 important comments. I appreciate it.

25 Next speaker.

1 MR. FORD: Next we have Thomas, followed by Evalinda
2 Sevilla, followed by Alejandro Gomez.

3 So Thomas, we're going to allow you to talk now,
4 if you want to unmute yourself.

5 MR. DORSEY: I advocate for -- hello?

6 MR. FORD: Yes. We can hear you.

7 MR. DORSEY: Yeah. I advocate for Alternative 1,
8 with a number of provisions, because I am sensitive to
9 the homeowners along the greenway.

10 I think that aside from crossing Inglewood and
11 Manhattan Beach Boulevards that the best alternative is
12 to do a cut-and-cover underneath through that area to
13 preserve the greenway and I think that since Metro owns
14 that right-of-way, it needs to halt the freight trains
15 through there. Now, what all the freight train impacts
16 are for the area, surrounding region, I don't know; but
17 if that could be done and -- you know, so that it's
18 separated from the homes there and including a grade
19 separation at 182nd Street, I think that would address
20 many of the concerns that people have in the community,
21 which are quite valid and must be listened to.

22 If Alternative 2 is chosen, though, then I
23 accept or would recommend that it be an aerial; however,
24 my concern would be that when you get to the road
25 narrowing below Artesia Boulevard, there will be some

1 impacts to be mitigated. That's all.

2 MR. DIERKING: Thank you very much for your comments.

3 Next speaker.

4 MR. FORD: So next we have Evalinda Sevilla, followed
5 by Alejandro Gomez and then followed by Gary Vargas.

6 So Evalinda, we're going to allow you to talk
7 now, if you want to unmute yourself. So Evalinda, it
8 looks like you have an older version of Zoom that's not
9 allowing us to allow you to talk. So we're going to put
10 into the chat the phone number and Web I.D. to call in.
11 If you can call in and then press star 9 and raise your
12 hand, we'll allow you to talk that way.

13 So we're going to skip down to Alejandro Gomez.
14 We're going to allow you to talk now, if you want to
15 unmute yourself.

16 MR. GOMEZ: Good morning to everyone. My name is
17 Alejandro Gomez. I'm a resident here of Lawndale.

18 I want to basically speak on behalf of the
19 community, the negative impact that it's going to do.
20 I'm going to approach this from an education side. I'm
21 an educator myself.

22 I constantly see all the kids walking every day
23 to school on 170th. For anyone who doesn't live in
24 Lawndale close to where they have to go to William Green,
25 which is right off of 170th, 169th, there's quite a bit

1 of students that walk the railroad track. Many times
2 they get stuck trying to pass by with the -- you know,
3 just trying to get to their campus. That's going to be
4 one of the biggest concerns.

5 Another thing that I'm noticing that not many
6 people are speaking about, especially, you know, the
7 people that want to go for Option 1, which is going to
8 affect, like everyone's stating, over 200 community
9 residents, the right-of-way. That right-of-way, if you
10 guys don't know, all the parks here in Lawndale, they
11 belong to the school.

12 So what does that mean? So the parks that we
13 currently have in Lawndale, whenever the school's closed,
14 they close them. That means they're locked up. No one
15 can get into them. So what's the other alternative for
16 the community here of Lawndale to work in or play? It's
17 the one right by the railroad. That's where like
18 everyone's stating. That's where, you know, the families
19 come out. They walk. There's bicycles.

20 If you guys haven't really considered, we don't
21 have parks here. Any park, for example, with this whole
22 COVID going on, all the parks are closed to the residents
23 and if we want to consider doing something positive for
24 the community or for, you know, the city of Lawndale,
25 Torrance, if you consider El Camino, El Camino is closer

1 to Hawthorne Boulevard. So if you really want the
2 community or other cities to come or even attend
3 universities or junior colleges, it would be a better
4 option to be placing them there on Hawthorne.

5 And once again, there is no commercial buildings
6 over here on the right-of-way, but on Hawthorne, you
7 would expose the businesses that are there and if the
8 people were to be able to get off right there at the
9 Galleria or like many other people are mentioning, maybe
10 putting a stop there on one of the streets there on
11 Hawthorne, then it would definitely benefit. But please
12 consider the community, not so much the option of the
13 Metro. Thank you.

14 MR. DIERKING: Thank you very much for your comment.

15 Next speaker, Isaiah.

16 MR. FORD: So next we have Gary Vargas, followed by a
17 call-in user with the last three digits of 278, followed
18 by Amy LaCoe.

19 Gary, we're going to you allow to talk, if you
20 want to unmute yourself.

21 MR. VARGAS: Howdy there. I'm a property owner in
22 Lawndale and I'm concerned about having the train going
23 down the right-of-way. I've heard a lot of good points
24 that people brought up. I have a feeling that if this
25 does go through the right-of-way for Alternative 1, it

1 will affect my -- the value of my property.

2 I do rent out my back unit and I live in the
3 front unit and every concern -- one of the -- one
4 concern that every tenant has ever brought up is the
5 noise from the train and currently the freight train
6 goes -- rolls through typically around 3:00, 3:00 p.m. in
7 the afternoon, and it's just about once a day and that's
8 okay, but having a train go through the right-of-way
9 five, six times an hour, that's excessive and that's a
10 big concern for me.

11 And also, yes, I agree that I go over there. I
12 walk that green space with my wife and I see kids playing
13 ball with their father and it's just nice to see that and
14 I don't want that taken away.

15 I do support Alternative 2 for
16 Hawthorne Boulevard. That space originally was designed
17 for a train and why not bring it back and support, and it
18 would help these businesses to have a bigger flow of
19 traffic for them to increase -- increase traffic to these
20 businesses, and also having a station at the Galleria
21 would be nice. We can just really increase traffic to
22 these businesses and help them out. So, yeah, I support
23 Alternative 2. I think it would be a much better option
24 than to have it go through the right-of-way.

25 Thank you.

1 MR. DIERKING: Thank you. Thank you for your
2 comments. I appreciate it.

3 Next speaker, Isaiah.

4 MR. FORD: Next up we have the call-in user with the
5 last three digits of 278, followed by Amy LaCoe, followed
6 by John T.

7 So call-in user with the last three digits of
8 278, we're going to allow you to talk, if you want to
9 unmute yourself.

10 CALL-IN USER 278: Hi. I'm a lifelong resident of
11 Lawndale. I live near 170th Street near the 170th Street
12 crossing. Yeah. As mentioned earlier, one freight train
13 comes through a day and blows its horn and that's very
14 disruptive, just the one train coming through a day.
15 Having it come through ten times an hour, it would just
16 reduce the quality of life to make it really unlivable
17 here. And as mentioned, with 250 people directly
18 adjacent to the line, there's also thousands of residents
19 that are not directly adjacent, that are adjacent to
20 those houses. Quality of life, destroyed.

21 So I don't know how you can have any kind of
22 conscience and think that putting three rail lines down
23 the existing right-of-way is a good idea.

24 So thank you for letting me speak. If you could
25 go underground along the right-of-way and keep that as

1 just a green space and get rid of the freight line,
2 great, but I don't see that happening with the amount of
3 money you want to spend. But please, yeah, go
4 underground if you're going to do anything. Thanks.

5 MR. DIERKING: Thank you very much for your comments.
6 I really appreciate you coming out today.

7 Next speaker, please.

8 MR. FORD: Next we have Amy, followed by John T.,
9 followed by David Kartsonis.

10 So Amy, we're going to allow you to talk now, if
11 you want to unmute yourself. Go ahead, Amy.

12 MR. DIERKING: Go ahead and unmute yourself, Amy.
13 There you go. Go for it.

14 MS. LACOE: All right. Okay. I live in Lawndale off
15 of 167th Street and I don't live on a corner where my
16 house would be taken, but I live within a few blocks --
17 within a few houses of people who are going to be losing
18 their house. So to me, it's a question of whether we're
19 going to maybe create more noise in one area and maybe
20 put people who aren't going to lose their houses out with
21 a little noise versus people who are going to be getting
22 the same noise when it goes down Hawthorne.

23 Yes, there's traffic down Hawthorne, but trains
24 are noisier than traffic and you're taking several
25 businesses and several people's homes, so their life is

1 getting ruined. It's not a matter of losing a little
2 property value of noise. It's a matter of losing your
3 home or your business and I think you have to actually
4 take a look at that.

5 Sometimes when people are going -- when routes
6 go down a place where people make a little less money,
7 it's chosen just for that reason alone. They -- you
8 know, people with less power have less ability to change
9 things, but I'm just going to say that there is a lot
10 more people affected, lives, people affected, going down
11 Hawthorne Boulevard than Route 1 where you don't have to
12 knock any houses down, you don't have to take any
13 businesses in order to put it through there.

14 So that's my comment, and thank you. Good-bye.

15 MR. DIERKING: Thank you very much for your comment.
16 Isaiah.

17 MR. FORD: Next up we have John T., followed by David
18 Kartsonis, followed by John Schreiber.

19 So John, we're going to allow you to talk now,
20 John T., if you can unmute yourself.

21 MR. DIERKING: John, are you there? Okay. Let's --
22 let's come back to John at the -- later. Oh, there he
23 is. Go ahead. Nope. There he goes.

24 JOHN T.: Okay. All right. Resident of Redondo.
25 I've got some concerns. I'm just going to go through a

1 list of some things that I think should be identified;
2 you know, why the bus system that's so available
3 throughout the South Bay isn't enough, 'cause I see a lot
4 of empty buses. The Galleria, right around there where I
5 live, a lot of empty buses. I take buses myself.
6 There's a lot of reasons why riders don't want to take
7 them. Maybe we should evaluate making sure people are
8 going to take the train. There's already a lot of
9 reasons people don't take a bus.

10 The riders that currently take buses might not
11 be the type of riders that we're thinking that are going
12 to, you know, not take their car anymore. You know,
13 there's no evaluation of the actual people that are going
14 to start using this huge endeavor. You know, are they
15 really going to use it? Is there some statistics on how
16 many people are going to dump their cars and how many
17 cars are going to be reduced off of Hawthorne Boulevard
18 and off of Inglewood Avenue? How many cars will be
19 reduced over a year, ten years, after the power plant
20 goes away? What's going to happen to all the properties
21 that are going to be, you know, new residents, the
22 population growth in the area? Where are all these
23 statistics?

24 And the increase in the user -- the use of the
25 bus systems are not even being used and we're already

1 talking about -- you know, I think the whole project
2 should be abolished and all the workers that are
3 currently working on it should be put into new work.
4 Maybe we should have a plan for that to make sure that
5 all workers and all companies that are involved with this
6 project should be put on different projects, maybe
7 something to increase, you know, bus ridership, other
8 types of transits that exist already.

9 There are just way, way too many issues in
10 Lawndale, what I've been hearing today, property values,
11 children, all these issues. There's just too many
12 concerns, too many variables for such a project to even
13 continue and --

14 MR. DIERKING: Can you wrap it up? We've reached two
15 minutes.

16 JOHN T.: Excuse me?

17 MR. DIERKING: You've reached your two-minute mark.
18 Can you wrap things up?

19 JOHN T.: Yeah. Other things, malls are dying. We
20 can see that, so we don't have the shopping thing; and
21 remote workers right now, there's a lot of remote work.
22 So maybe we won't need that much transit going on.

23 MR. DIERKING: Okay.

24 JOHN T.: That's it.

25 MR. DIERKING: Thank you for your comments.

1 Next speaker.

2 MR. FORD: So next we have David, followed by
3 John Schreiber, followed by James Toomey.

4 So David, we're going to allow you to talk now,
5 if you want to unmute yourself.

6 MR. KARTSONIS: Can you hear me?

7 MR. FORD: Yes, we can.

8 MR. KARTSONIS: There we go. Thank you.

9 First, my name is David Kartsonis and I do want
10 to disclose that I'm a City of Torrance planning
11 commissioner, but I'm not speaking on behalf of the City.
12 I'm speaking as a resident, home owner, and business
13 owner in the area, although I will say it is fun to be on
14 this side of public hearings for once.

15 I understand that there are benefits and adverse
16 impacts to both these alternatives. Others are really
17 going to be more impacted and qualified to speak to a
18 preference to those than I am, so I'm not really going to
19 speak to a preference to either alternative. However, I
20 will say that Hawthorne is a major artery to the
21 South Bay, not just Torrance, but all the way through
22 Torrance and beyond and if Hawthorne is expected to be --
23 continued to be utilized by auto traffic at the level
24 that it is, I think the traffic study will show that
25 on-grade crossings of that particular street would be

1 really catastrophic to traffic in the area. So I hope
2 that there is some sort of either elevated or
3 subterranean solution to that issue.

4 Thank you.

5 MR. DIERKING: Thank you very much.

6 Next speaker, Isaiah.

7 MR. FORD: Next we have John Schreiber, followed by
8 James Toomey, and then followed by A. Owens.

9 So John, we're going to allow you to talk now,
10 if you want to unmute yourself.

11 MR. SCHREIBER: Hi. My name is John Schreiber. I
12 live about 70 feet from the tracks and ironically enough,
13 the freight train is driving by at this very moment,
14 shaking our house.

15 My biggest concern is if it comes along Route 1,
16 you're moving that freight train that's currently driving
17 by me right now even closer to my house. I don't see how
18 that can safely be done and I know since this public
19 comment right now is about what we want to see studied, I
20 would very much like to see the safety of the freight
21 train studied and how it could possibly be safe being
22 that close to homes if a disaster were to happen, if it
23 were to derail. I mean, it would literally be right on
24 my deck where I sit every day if that thing came off the
25 tracks, which it has done in the past in El Segundo. The

1 train has derailed before.

2 My other concern is that -- and I know Metro is
3 doing the best it can during the pandemic, but I feel
4 like you're not allowing a lot of the community to speak
5 that is not technologically savvy, especially the elderly
6 and lower-income people that live in Lawndale and this
7 neighborhood, have no idea how to use Zoom and get on
8 this call. So I'm just questioning why Metro can't slow
9 this process down and wait until things kind of get
10 better with the pandemic to continue hearing this stuff,
11 but it looks like we have to get this done by the middle
12 of March and I question why you guys can't slow this down
13 a bit and allow for more voices to be heard, not just the
14 tech-savvy people.

15 I feel like we're rushing through this just to
16 get it for the Olympics which is, you know, two weeks in
17 2028 whereas all the residents of Lawndale have to live
18 with this for a lifetime just so you guys can have the
19 train for two weeks for the Olympics.

20 Like I said, I support Alternative 2 and I think
21 whichever alternative you choose, you need to figure out
22 how to best reduce the impacts on Lawndale because right
23 now Lawndale is losing everything and I really still
24 don't see any benefit to Lawndale; no stations, no
25 increased access to transit, just all the negatives of

1 the train. Thanks.

2 MR. DIERKING: Thank you very much for your comments.
3 I appreciate it.

4 Next speaker, please.

5 MR. FORD: Next up we have James Toomey, followed by
6 A. Owens, and then followed by Mary.

7 So James, we're going to allow you to talk now,
8 if you want to unmute yourself.

9 MR. TOOMEY: Hi. I'd like to throw another idea in
10 the mix that I think they're working on right now with I
11 believe the Red Line up in Los Angeles is the tunneling.
12 Why not put this thing underground? Like that's -- it's
13 placated the Beverly Hills residents for the high school
14 and so I think that would be a win-win for everybody here
15 also is if you put it underground, then it fixes it for
16 everybody.

17 You know, for example, just run it down
18 Hawthorne Boulevard below surface and then it doesn't
19 impact anybody. It doesn't impact traffic. It doesn't
20 affect homes, but you still have the benefit of having it
21 available for people. So that's all.

22 MR. DIERKING: Thank you for your comments. We
23 appreciate that.

24 We're moving on. Next speakers, Isaiah.

25 MR. FORD: Next we have A. Owens, followed by Mary,

1 followed by Jim Steenhoek.

2 A. Owens, we're going to allow you to talk now,
3 if you want to unmute yourself.

4 MS. OWENS: Hello?

5 MR. DIERKING: Go ahead.

6 MS. OWENS: Hi. So my comment is I'm hearing people
7 putting in options like, Oh, well, I would like the
8 right-of-way if they do this or if they do that and I
9 guess my question is, the options you're giving us,
10 they're pretty much, I'm assuming, in stone. So it's you
11 can't say, Well, yeah, the right-of way is fine, but how
12 about if you put it underneath?

13 I also live very close to the railroad track,
14 the current railroad track, and I'm like four houses in
15 and I can hear, you know, the last train that went by was
16 very long. I'm used to one train. Usually it's not just
17 one a day, by the way. It's usually at least maybe three
18 or four. So I am suspecting, just walking along the
19 track, that the gas lines would make it extremely
20 expensive, maybe impossible, to put something
21 underground. There are probably a lot of reasons why
22 putting something underground would be impossible, just
23 looking at what's there right now.

24 Putting it aboveground on the right-of-way would
25 make it even louder. It would block a lot of the

1 scenery. There's lots of beautiful trees on that -- on
2 the current railroad that people have already said kids
3 play on; you know, put up an impromptu tire swing.

4 And we in Lawndale don't have a lot of green
5 space, so I'm really hoping that Option Number 2 is the
6 one that's followed because it's pretty much already made
7 to be a major thoroughfare and if it's aboveground or at
8 level, people can see some of the businesses that they're
9 passing, as opposed to the front and/or back of homes.
10 Some of the neighbors who do live very close to the
11 tracks, literally they are 20 steps away from the -- that
12 grass area that starts the train tracks. So I know that,
13 I guess, Metro owns that and so that way it would be less
14 expensive; but, I mean, long-term thinking, this is
15 really, really bad for so many people. That's all I
16 wanted to say.

17 MR. DIERKING: Thank you for your comment. I
18 appreciate that.

19 Next speaker, Isaiah.

20 MR. FORD: Next up we have Mary, followed by
21 Jim Steenhoek, followed by Efrain Sevilla.

22 So Mary, we're going to allow you to talk now,
23 if you want to unmute yourself.

24 MARY: Hi. Good morning. I just wanted to add that
25 we are very excited to have the Metro expansion, but we

1 just want to make sure that it's done logically and
2 within -- with the least negative impacts for all,
3 whether we are on Hawthorne Boulevard or at the ROW.

4 We personally live on Hawthorne Boulevard, so of
5 course we're going to choose to support Option 1, but I
6 think that as long as there are ways that allow for
7 proper mitigation and amenities, improvements that don't
8 require the loss of homes or commercial businesses -- and
9 I know a lot of the previous speakers had mentioned that
10 the property values would go down, but L.A. Times
11 recently had an article that noted that properties along
12 Metro's train line expansion in the past few years have
13 improved property value and has not decreased the
14 property value, as many residents have noted.

15 But I think Metro did mention in their
16 presentation that there are going to be bike paths and
17 walk paths if they do it along the ROW, so I just wanted
18 to reiterate that.

19 And the transit station, whether it's at the
20 corner of Artesia or next to Target, they're both in the
21 Galleria area. So I don't know why there's been a
22 distinction, but my concern is if there is a station at
23 the corner of Artesia and Hawthorne Boulevard that
24 there's going to be a lot of pedestrian traffic, car
25 traffic, and train traffic all in that same corner. So I

1 just wonder if there's just a better place to place that.

2 Also, I would want to see a better bus system
3 that would be routed and connect to these areas, these
4 stations, wherever they are, so that there is more
5 efficiency in terms of getting our commuters around the
6 city. Thanks.

7 MR. DIERKING: Thank you for your comments. I
8 appreciate it.

9 Isaiah.

10 MR. FORD: Next we have Jim -- next we have
11 Jim Steenhoek, followed by Efrain Sevilla, followed by
12 call-in -- a dial-in user with the last three digits of
13 278.

14 So Jim, we're going to allow you to talk now, if
15 you want to unmute yourself.

16 MR. STEENHOEK: Hi. Can you hear me?

17 MR. FORD: Yes, we can.

18 MR. DIERKING: Yes. Go ahead.

19 MR. STEENHOEK: Thank you for taking the time to hear
20 from the community members in the area. I really
21 appreciate it.

22 Probably my largest concern has to do with the
23 option running down Hawthorne Boulevard, for multiple
24 reasons. My main concern is the City of Lawndale. The
25 residents may or may not realize the tax revenue that is

1 generated from all of the businesses that run up and down
2 Hawthorne Boulevard and if their parking is taken away,
3 either as a result of the construction or during the
4 construction, impeding Hawthorne Boulevard, a lot of
5 those businesses could fail and the revenue impact to the
6 City of Lawndale is going to be dramatic as a reduction
7 and result of losing all of those businesses. And so the
8 impact not only during construction but afterwards,
9 eliminating the median parking area, is of grave concern
10 to me.

11 As a longtime member of the South Bay community,
12 I understand the impacts to both options, but I feel that
13 Metro should continue to explore the option of utilizing
14 the existing tracks in Option 1, especially if Lawndale's
15 not going to benefit by having a station in -- running
16 down the Hawthorne corridor.

17 So I'd like to thank you for your time today and
18 I appreciate you for having the opportunity to voice our
19 opinions. Thank you.

20 MR. DIERKING: Thank you. I really appreciate your
21 comments.

22 Moving on then to the next speaker, Isaiah.

23 MR. FORD: Next we have Efrain Sevilla, followed by a
24 dial-in user with the last digits of 278, followed by
25 Dee Blake.

1 So Efrain, we're going to allow you to talk now,
2 if you want to unmute yourself. Go ahead, Efrain.

3 MS. SEVILLA: This is Evalinda Sevilla on my dad's
4 computer because of technical issues.

5 I am a student resident here in Lawndale and I
6 have lived here my whole life and we do not need a Metro
7 rail line running down our main boulevard. The best
8 choice would be the right-of-way option. It would also
9 add pedestrian and bike paths which the youth of our
10 community needs. We need our median to be attractive and
11 provide parking for the businesses and reflect what we
12 want the city of Lawndale to show people from other areas
13 traveling our city and that is not a rail line.

14 You are going to run a rail line right through
15 our community and not allow us to benefit from it in any
16 way. You are not giving us a single stop and you are
17 stating that you will study a pedestrian/bike path, but
18 there is no guarantee this will follow through and give
19 us what we need. You will harm us and our cities should
20 be working together.

21 So Alternative 1 is the best option for all of
22 us. Thank you for the opportunity to advocate for my
23 community.

24 MR. DIERKING: Thank you. I appreciate your comments
25 today. Thank you for showing up and sharing them.

1 Next speaker, Isaiah.

2 MR. FORD: So next we have the dial-in user with the
3 last three digits of 278. Followed by Dee Blake and then
4 followed by call-in user 1.

5 So the last three digits of 278, we're going to
6 allow you to talk now.

7 MR. DIERKING: We're getting close to the end of our
8 list, so if you want to raise your hand, please do.

9 278? There we go.

10 CALL-IN USER 278: Hello. Hi. I want to echo the
11 previous caller that mentioned regarding the amount of
12 people using the buses. I use the bus every day. I've
13 been using the bus now for the last six years going to
14 work and back and there's very little -- very little
15 ridership on the bus along the corridor in which you're
16 proposing to put this rail line and there are times when
17 there are no other people on the bus other than me. So I
18 don't know where this great demand is for a rail line,
19 especially considering that in the future there will be
20 autonomous taxis and just the future of transportation
21 isn't going to require a rail line.

22 So, and again, I'd also like to express it will
23 just destroy the people's lives that live along the ROW
24 if you put a train there, but if possible to go
25 underground, that would be optimal. Thank you.

1 MR. DIERKING: Thank you. Thank you very much for
2 coming out today and sharing your comments.

3 MR. FORD: Next we have Dee Blake, followed by
4 call-in user 1, and then followed by Ray Hollar.

5 So Dee Blake, we're going to allow you to talk
6 now, if you want to unmute yourself.

7 MR. BLAKE: Hello.

8 MR. DIERKING: Hi.

9 MR. BLAKE: I live in Lawndale right on the train
10 tracks, basically. So I'm definitely opposed to
11 Alternative 1. The current train is really, really noisy
12 and it does come through three or four times a day. So
13 adding two more tracks with two trains that run every ten
14 minutes will devastate this area. So we would definitely
15 see a decrease in home values and typically with that,
16 you see an increase in crime, not to mention the trains
17 would run from 4:00 in the morning until midnight.

18 Also, there's been discussion about putting in
19 bike paths or walking paths, but with three sets of train
20 tracks, there'll be no room for such a thing.

21 Alternative 2, you have to really look towards
22 the future in changing this area from car culture to
23 train culture. So sending the train down a main
24 boulevard like Hawthorne Boulevard, in the future, you
25 can add more stops, which will actually benefit more

1 businesses. I think that the overhead way is the way to
2 go because I certainly don't want anyone's homes taken
3 away.

4 I grew up in Boston and public transportation is
5 a way of life there. You don't really need a car. So
6 you can take the train to work. Along the way, you can
7 stop and get coffee. You can pick up groceries on your
8 way home. So you actually never set foot in a car. With
9 Hawthorne Boulevard, you know, we could really see that
10 in the future.

11 That's all. Thank you.

12 MR. DIERKING: Thank you very much for your comments.
13 I really do appreciate it.

14 So it looks like we've got -- who's our next
15 speaker, Isaiah?

16 MR. FORD: So next up we have call-in user 1,
17 followed by Ray Hollar, and then followed by Luis Duran.

18 So call-in user number 1, we're going to allow
19 you to talk. You can unmute yourself.

20 MS. ECKLUND: Can you hear me?

21 MR. DIERKING: Yes. Go for it.

22 MS. ECKLUND: Hi. My name is Jackie Ecklund. I'm a
23 resident of Torrance.

24 I'm in favor of the Metro-owned right-of-way
25 Option 1, but I would like you to study a belowground

1 trench configuration for this line near the neighborhoods
2 in Redondo Beach and Lawndale.

3 I would also like to know the dimensions of the
4 proposed track, such as width, height, and could this
5 information be found on the website.

6 I oppose the Hawthorne Boulevard option because
7 it is an arterial highway and is already highly congested
8 with traffic. If a Metro line were to take up space on
9 this boulevard, it would create massive congestion.
10 There are also several bus stops along this boulevard.
11 The bus stops are used by L.A. Metro, Beach Cities
12 Transit, and Torrance Transit. This is a very busy bus
13 corridor and when I drive along this boulevard, when the
14 buses need to stop, it creates more congestion.

15 I would like you to do a study on the multiple
16 bus stops running north and southbound from three
17 different municipal carriers and study how it affects
18 traffic on Hawthorne Boulevard. There are also many
19 intersections on this route near the bus stops.

20 I would like you to study how it affects
21 pedestrian traffic, some of which is created by the
22 people who ride the bus.

23 In Torrance, there's a neighborhood across the
24 street from the Galleria on Hawthorne. If you put the
25 Metro in the middle of this highway, it would not have a

1 sound wall to protect the residents.

2 I do not believe putting the Metro on
3 Hawthorne Boulevard would help businesses because prior
4 to the pandemic, businesses began to suffer from
5 competition from Amazon and other online retailers. The
6 pandemic only exacerbated this trend, and I thank you for
7 your listening to me and I yield my time.

8 MR. DIERKING: Thank you very much. We appreciate
9 it.

10 So just a notice here. We've got two more
11 speakers, so if you want to raise your hand, please do.

12 Go ahead, Isaiah.

13 MR. FORD: So next we have Ray Hollar, followed by
14 Luis Duran, and Luis will be the last caller.

15 Ray, we're going to allow you to talk now. You
16 can unmute yourself.

17 MR. HOLLAR: Ray Hollar. Can you hear me okay?

18 MR. DIERKING: We hear you. Go for it.

19 MR. HOLLAR: Excellent. Thank you very much for this
20 forum.

21 So I'm Ray Hollar. I live in southwest
22 Lawndale. I've lived here for over 30 years. I'm a
23 graduate of Leuzinger High School. Go, Olympians.

24 And I only live 40 feet from the right-of-way
25 easement area, so I'm not, you know, enthusiastic about

1 having that pathway for the noise, and I'd like to say I
2 would invite everyone here who has -- in Lawndale who has
3 a stake in this to walk the actual pathways, the two
4 pathways that have been proposed, because right now
5 you'll see that the right-of-way area has lots of green
6 trees which are, you know, creating oxygen and all
7 whereas on Hawthorne Boulevard, not so much, not too
8 much; and the trees along the right-of-way are like 40
9 feet high in some places. There are hundreds of them
10 and, you know, the putting the Metro through there would
11 just mull them all down.

12 Now, some people have suggested that, you know,
13 that's no upside for the businesses along
14 Hawthorne Boulevard and I would say free advertising
15 would be a benefit. You know, everybody who rides the
16 train, even though the train doesn't stop there right
17 next to those businesses, will see all of those
18 businesses along Hawthorne Boulevard. I've walked along
19 them to see who they are or what they're doing and there
20 are a whole lot of them. So to say there's no upside,
21 you know, for putting the rail down Hawthorne Boulevard I
22 think is not good.

23 With regard to parking, I think that, you know,
24 maybe Metro could buy some parking, maybe from some of
25 the used auto businesses there which do not have full

1 parking lots right now.

2 So thank you for hearing my comments. I
3 appreciate representative -- you know, our Lawndale mayor
4 and the representative from Supervisor Hahn's office. I
5 just wish we had had a rep from Supervisor Holly
6 Mitchell, my Supervisor, and I'll tell her and them about
7 this forum.

8 Thanks very much for hearing my comments.

9 MR. DIERKING: Thank you. Thank you. We appreciated
10 hearing your comments. Thank you for coming out today.

11 Isaiah.

12 MR. FORD: Next we have Luis Duran, followed by Jeep,
13 followed by Elsota.

14 Luis, we're going to allow you to talk now, if
15 you can unmute yourself.

16 MR. DIERKING: Go ahead. You're on. Luis, you're
17 up. Now you're on mute. Now --

18 MR. DURAN: Hello?

19 MR. DIERKING: Go for it.

20 MR. DURAN: Thanks. Hi, everyone. This is Luis
21 Duran, L.A. Metro South Bay Service Council. I am a
22 resident of Hawthorne. I've been a resident of Lawndale
23 at times. My family's been in Lawndale since the 1960s.

24 I am not a huge fan or proponent of this
25 project, but I just kind of wanted to lay out with two

1 minutes what I hope can be studied in the EIR.

2 I would like a noise analysis of the decibel
3 levels of the horn of the current train on the railroad
4 track, the -- you know, on some days when there's only
5 one or two trains versus the max amount of trains there
6 are. So I'd like an analysis of that and an analysis of
7 the decibel levels of the train going through at max
8 build-out or whatever you want to call it with the max
9 amount of number of trains proposed going through the
10 right-of-way.

11 I would like the EIR to discuss the potential
12 loss of homes, units, and estimated number of any
13 citizens displaced for any alternative that may use
14 eminent domain in Lawndale so we have a clear
15 understanding of how many people may be moved due to this
16 train.

17 I would like a study of the amount of local
18 residents hired during these processes for trains such as
19 the Crenshaw LAX Line or the Gold Line, because I know
20 that's one of the Metro's big things is getting local
21 residents hired. So I wanted to see any data you have on
22 that, on how many actually were hired for the
23 construction of these two previous, pretty recent lines,
24 and a clear analysis and explanation of the ridership
25 estimations. I know sometimes the ridership estimation

1 is thrown on a, you know, quick brochure or something
2 like that, but I want the EIR to clearly analyze that and
3 display how Metro gets there so we can see, you know, the
4 potential ridership that the train can supposedly bring
5 one day.

6 And that will be it. I'd like all that studied
7 in the EIR, please, and everyone have a good day.

8 Thanks.

9 MR. DIERKING: Thank you very much, Mr. Duran. Good
10 to hear from you.

11 We're moving on. Isaiah.

12 MR. FORD: So next we have Jeep, followed by Elsota,
13 followed by Holly Osborne.

14 So Jeep, we're going to allow you to talk now,
15 if you could unmute yourself.

16 JEEP: Okay. Thank you. It's very interesting to
17 hear all the comments and taking note of some of the
18 ones, I'm really in favor of the Hawthorne Boulevard
19 option, but I do hear everyone talking about how
20 disruptive it would be in terms of the traffic and the
21 buses and so forth and I am definitely in favor of
22 Hawthorne elevated.

23 We hear a lot about the advantages and cost of
24 going on the right-of-way and I'm so sympathetic to the
25 people who live near to the right-of-way and even within

1 a block of it. It's going to have a great impact on
2 their quality of life. So when we talk about cost, I
3 think it's not fair to talk about cost in terms of cost
4 of building the line and not also take into account the
5 cost to all of those people whose lives are going to be
6 really altered by the traffic and the noise and so forth.

7 I had an appraisal done on my home a couple
8 years ago and I live near an intersection of Vail and
9 Manhattan Beach Boulevard and the appraiser told me,
10 'Cause you're only one house away from that intersection
11 that this is taking a couple of points off of the value
12 of your house because of the noise that comes from that
13 intersection, and that kind of impact is going to happen
14 to hundreds of people all along the right-of-way if we do
15 that. Hawthorne, on the other hand, is a busy place. It
16 already is. I understand it wouldn't be good to have it
17 at grade level, but it would be great if it could be
18 elevated down Hawthorne.

19 Thanks for taking my comment.

20 MR. DIERKING: Thank you for sharing your comment
21 with us. We appreciate it.

22 Isaiah.

23 MR. FORD: So next we have Elsota, followed by
24 Holly Osborne, and Holly would be the last caller.

25 So Elsota, we're going to allow you to talk now,

1 if you could unmute yourself.

2 MS. SUAREZ: Hello. My name is Elsa Suarez, also
3 known as Elsota. But I've been hearing all these
4 comments and to tell you the truth, I think that the
5 first option would be better, not Hawthorne Boulevard,
6 because we don't have -- we don't get any -- any pluses
7 for the residents of Lawndale since there aren't going to
8 be any stops here. So it's -- it's just not -- not good
9 for Hawthorne Boulevard. This town is so small. This
10 city is so small that having that thing down the middle
11 of Hawthorne Boulevard would just totally take away from
12 the style of the heart of Lawndale.

13 Thank you very much.

14 MR. DIERKING: Next speaker. Ms. Osborne, welcome
15 back.

16 MR. FORD: Holly, we allowed you to talk now.

17 MS. OSBORNE: Yes. Okay. I'm unmuted now.

18 Yes I want to just add on some things to study.
19 And actually, the inspiration for this was I listened to
20 one of your Metro meetings this week where they were
21 discussing the Sepulveda Line and which options to take
22 from the Valley here and almost every speaker said,
23 "Please be sure and stop at LAX" and we've said that,
24 too. And how do you stop at LAX from the Green Line?
25 Because that's going to impact your traffic studies as to

1 where the Green Line goes.

2 But then the other thing that people said was
3 they wanted a stop at UCLA and then I realized I don't
4 know where our Green Line is going to go besides LAX. I
5 don't know where your main goal is for the realign north
6 of Marine to really serve, because I see lots of studies
7 in the past two years where you're routing the Green
8 Line, changing it to go one way or changing it to go the
9 other, and so I just -- and it's not the picture that you
10 showed on your little diagram. So I really wish you
11 would be clear in your Environmental Quality Report about
12 where the Green Line is going and what businesses or what
13 jobs is it supposed to deliver people to, because that
14 will impact your traffic analysis.

15 And yes, I do favor the Hawthorne route. Thank
16 you. I'm done.

17 MR. DIERKING: Okay. Thank you very much. I
18 appreciate your comments as always, Ms. Osborne. I
19 appreciate that.

20 We've run out of speakers, but we are going to
21 be here for another 20 minutes, so if someone would like
22 to speak again -- we have a speaker.

23 MR. FORD: So it looks like we do have a couple of
24 speakers. B. Suarez will be first, followed by A. Owens.

25 So B. Suarez, we're going to allow you to talk

1 now. You can unmute yourself.

2 COUNCIL MEMBER SUAREZ: Hi. This is Councilman
3 Bernadette Suarez from the City of Lawndale. I just
4 wanted to make note that I am on the call. We are
5 listening. I'm sure the City will be involved, whatever
6 route is taken. However, it does seem that overall, the
7 City of Lawndale is in a losing spot. Either route is
8 not ideal, so I'm just wondering if you can study how
9 many riders will actually be using this and if it really
10 is going to be worth all the money spent if there's not
11 going to be that ridership.

12 Also, we did ask to look at undergrounding,
13 which I don't think we ever really got a response as to
14 how much the cost was. I know that was a big factor in
15 it, so I'm just seeing if that can still be used as an
16 alternative. The money, you know, I know it would be
17 expensive, but it seems that it would be a winning
18 solution for all parties.

19 And with that, that's all I had to say.

20 MR. DIERKING: Thank you very much, Council Member.

21 Isaiah.

22 MR. FORD: Next we have A. Owens followed, by R.R.

23 So A. Owens, we're going to allow you to talk
24 now.

25 MS. OWENS: Hello. First of all, thank you, Council

1 Member Suarez.

2 I agree that Lawndale stands to lose-lose.
3 There's really no upside for it. There should be. In
4 the negotiations with the City, we should get something
5 out of this and it seems to me that at the very least,
6 having a station in Lawndale, convenient to Lawndale, is
7 number one; but the other thing is, as I've said before,
8 I suspect that doing some things underground at the
9 current railway is probably not an option just because of
10 all the gas lines that I just see popping up.

11 But yes, I actually agree that -- or agree with
12 some people that it should be on Hawthorne Boulevard
13 because Hawthorne was made for this. It literally
14 already is a very -- a throughway that you can make
15 something look nice. You can have something maybe
16 aboveground. There are many other beautiful stations
17 that go through communities and if the aesthetics of that
18 were put in the forefront, it wouldn't be an eyesore and
19 so I'm actually really thinking that it would be a
20 win-win for at least eventually Hawthorne Boulevard
21 because they would have that sort of ride-by
22 advertisement. And I know there would be some pain
23 initially with the construction and I remember seeing
24 that a lot on Crenshaw, but I'm hoping that at least
25 someone here can answer a question that was put forth.

1 Will this line connect to the airport? I've
2 lived in many cities where living near a Metro is not a
3 bad thing and the good thing is does it go to an airport,
4 if you can answer that. Thank you.

5 MR. DIERKING: Yes. In short, it goes to Metro's
6 Airport Connector Station on the Crenshaw Line.

7 MS. OWENS: Okay. Thank you.

8 MR. FORD: So next we have R.R., followed by
9 John Schreiber, followed by Bobby Jackson.

10 So R.R., we're going to allow you to talk now,
11 if you can unmute yourself. R.R. if you can unmute
12 yourself, you're allowed to talk now.

13 MS. RODRIGUEZ: Hello?

14 MR. DIERKING: Hi. Go ahead.

15 MS. RODRIGUEZ: Oh, okay. Hi. My name is
16 Rose Rodriguez and I live on 167th Street and I am just
17 learning about this right now and so are many of my
18 neighbors. We were totally unaware of this whole
19 situation and I'm on here now, but I can tell you
20 everybody I've spoke to on 167th Street between Condon
21 and Inglewood Avenue are completely against this.

22 We all hear the train and it's not even that
23 many trains right now, but it's a little disruptive. And
24 besides that, there's gas pipes there. I can't even
25 imagine, the drilling, how that would affect the gas

1 lines that are over that whole area there.

2 And then the other point is I don't know if you
3 notice, but Lawndale is a city of dogs besides people.
4 We have so many people every morning walking their dogs
5 up and down that green area. There's not that many
6 places to bring our pets as well and our children.
7 There's not -- you know, all summer long, you see the
8 kids playing tag there, having fun there, and I can't
9 even imagine the disruption trying to get to one side
10 of -- over to Hawthorne Boulevard.

11 It's just going to be completely disruptive for
12 everybody on this side of Lawndale, whereas
13 Hawthorne Boulevard is a main thoroughfare. It was built
14 for transportation. That was the whole idea and of
15 course you would have to put it elevated.

16 Now, I'm not sure if I heard correct, but when
17 you did something in Beverly Hills, it was underground
18 and if that is true, 'cause I really don't know that much
19 about this whole situation, but if that is true, then I
20 think the people of Lawndale, even though we're not rich
21 like the people in Manhattan, in Beverly Hills, then we
22 also deserve something underground. So on
23 Hawthorne Boulevard, you should put it underground or
24 elevate it, but it cannot be going through 167th Street.
25 It's just going to be awful, horrible --

1 MR. DIERKING: Okay.

2 MS. RODRIGUEZ: -- and -- okay.

3 MR. DIERKING: Thank you for your comments.

4 MS. RODRIGUEZ: Thank you.

5 MR. DIERKING: I appreciate it.

6 MS. RODRIGUEZ: Okay. Thank you.

7 MR. DIERKING: Next speaker, Isaiah.

8 MR. FORD: So next we have John Schreiber, followed
9 by Bobby Jackson, followed by Ignatius.

10 So John, we're going to allow you to talk now.
11 You can unmute yourself.

12 MR. SCHREIBER: Hi. Thanks for letting me speak
13 again.

14 So I've already expressed my support for
15 Option 2, but I know we're looking at things we also want
16 to study in this report and a lot of people are saying,
17 you know, if your house is within a certain distance of
18 rail, your property dollars are going up. They pointed
19 to the L.A. Times article. I think that was studying
20 properties within half a mile of light rail and the
21 station.

22 What I want to see is a study that specifically
23 studies homes that directly abut a rail line and whether
24 or not -- how that affects property values, because I
25 think the L.A. Times study is including homes that are,

1 you know, half a mile away, don't have any of the impacts
2 of the train and grouping in with homes that are right
3 next to the rail. So I think it kind of dilutes the
4 impact of those properties that are right next to the
5 rail. So I would like to see a Metro study. Maybe just
6 study the first one or two homes that directly abut the
7 rail line and what has happened to those property values
8 because, you know, yes, I'm sure homes five blocks away
9 are probably going to get a lot of property value and
10 benefit from the train, but what is the direct impact of
11 property values of homes that are directly on the train
12 line that have to also deal with the noise and vibrations
13 and in this case also the freight train?

14 You know, Metro points a lot to the success of
15 the Gold Line and the Expo Line, but again I'll point out
16 that didn't also have a freight line that was moved even
17 closer to homes. So I think this Green Line is kind of
18 unique and I think those unique aspects of this project
19 need to be studied and you need to address how that's
20 going to impact the homes right along the tracks.

21 Thanks.

22 MR. DIERKING: Thank you for your comments. We do
23 appreciate that.

24 Next speaker, please, Isaiah.

25 MR. FORD: Next we have Bobby Jackson, followed by

1 Ignatius, and then followed by Sharon Kalani.

2 So Bobby, we're going to allow you to talk now,
3 if you can unmute yourself.

4 MR. JACKSON: Thank you for fielding the comments
5 again.

6 Just three things I wanted to see in the study
7 is how you selected the stations that are currently
8 projected. We heard a lot about the Lawndale not being
9 super efficient to access it and the Redondo Beach
10 station as well, how we came to that conclusion, and then
11 the Torrance one. The Torrance one, there's nothing
12 really there except a lumberyard and I'm not sure how
13 you're going to get a piece of plywood on the train and
14 take it back home, but how it was selected when there's
15 no real proximity to the majority of the Torrance
16 businesses, and the same with Redondo Beach. You can't
17 really even get to the beach from the station and maybe
18 the bus could have alleviate that, but just how they were
19 selected and why.

20 And then, also, if there's going to be like a
21 green bike or a bike transport to kind of connect the
22 last mile type of distance from the different stations to
23 the businesses that will actually make it appealing and
24 not have to walk a mile or two to get to the station or a
25 mile or two once you get off the train.

1 And then if you guys have collaborated with any
2 other major cities in New York and Boston, like the
3 previous callers, and how or why we decide to go
4 underground or aboveground and maybe with The Boring
5 Company and Tesla locally, I know they're exploring
6 tunneling and going underground and if any studies have
7 been done with them to -- the benefits or adverse
8 reactions to doing such projects to utilize and alleviate
9 the traffic condition. That's all.

10 MR. DIERKING: Thank you very much.

11 Isaiah, next speaker.

12 MR. FORD: Next up we have Ignatius, followed by
13 Sharon Kalani, followed by Glen Brackenridge.

14 So Ignatius, we're going to allow you to talk
15 now, if you can unmute yourself.

16 IGNATIUS: Hello. Thank you again for allowing me to
17 speak. I have two points and a question.

18 Firstly, I would suggest that wherever the
19 stations are built, there would be enough parking and
20 also a connector to other local services so the local
21 residents can actually benefit and utilize the Metro
22 service.

23 And then secondly, I would like to make a
24 suggestion for looking to adding a station on 190th and
25 Hawthorne. I know there is a shopping mall there. If

1 there is a station there, my wife and I would definitely
2 utilize it to go and to use the businesses there.

3 And lastly, I have a question. I see -- I'm in
4 favor of a station in Lawndale and I see some people talk
5 about perhaps adding a station in the future. Is it
6 possible? Is it even a possibility to add stations in
7 the future after, you know, it's been completed? That's
8 my question.

9 MR. DIERKING: We'll address that in the
10 Environmental Report. Thank you.

11 IGNATIUS: Thank you. Thank you very much.

12 MR. DIERKING: Thank you very much. Next speaker?

13 MR. FORD: Next we have Sharon Kalani, followed by
14 Glen Brackenridge, followed by Thomas Dorsey.

15 So Sharon, we're going to allow you to talk now,
16 if you can unmute yourself.

17 COUNCIL MEMBER KALANI: Thank you very much.

18 Good afternoon. This is Sharon Kalani. I am a
19 council member from the City of Torrance. I don't think
20 you saw my notification earlier that I was on the line,
21 and I just wanted to introduce myself and --

22 MR. DIERKING: Oh, I'm sorry. I do apologize.

23 COUNCIL MEMBER KALANI: No, that's okay. I just
24 wanted to introduce myself and let you know that I'm here
25 and I'm listening, and I just wanted to thank you for

1 offering this forum. Thank you.

2 MR. DIERKING: Thank you very much for following us
3 and your interest.

4 COUNCIL MEMBER KALANI: My pleasure.

5 MR. DIERKING: Mr. Brackenridge again.

6 MR. BRACKENRIDGE: Hello there. Thank you again for
7 letting me have a few more minutes.

8 MR. DIERKING: No problem.

9 MR. BRACKENRIDGE: I just wanted to bring up a few
10 points that other speakers raised.

11 One, I want to say that I really agree and
12 appreciate Lawndale City Council and Deputy Suarez and
13 Pullen-Miles for listening in here and we definitely --
14 as Right of Say, we agree with them that it is a bit of a
15 lose-lose proposition for Lawndale with this transit and
16 that we want to remind Metro and any of the Metro Board
17 listening that originally it was promised to Lawndale to
18 get us on board with Measure M that the undergrounding
19 option would be studied, and then in 2018 when Metro
20 presented to Lawndale City Council, they were asked, you
21 know, was this a serious thing or were they just blowing
22 smoke, as Council Member Osborne asked, and we were again
23 promised by Mayor Garcetti and Mayor Buss (phonetic) that
24 they would seriously consider the undergrounding option
25 and I would just like to say that in the Gold Line in

1 Pasadena, which is also light-rail transit, that there is
2 0.9-mile section that is 100 percent underground. So
3 this is possible.

4 If it is about cost, as we keep -- as other
5 speakers have said, you have to think about not just the
6 financial cost but also the cost to the residents, and
7 you're going to be losing businesses.

8 Westwood Lumber, which is one of the biggest
9 business taxpayers in Lawndale, would have to move
10 because going down the ROW would take away their storage
11 space and their workshop and they're going to have to
12 move to a different city. So, again, businesses will be
13 affected if it goes down the ROW.

14 So once again, if this has to happen, then we
15 are really pushing for Alternative 2. And thank you so
16 much for your time.

17 MR. DIERKING: Thank you. Thanks for speaking again.

18 Next speaker, Isaiah.

19 MR. FORD: Next we have Thomas Dorsey, followed by
20 Marcie.

21 So Thomas, we're going to allow you to talk now.

22 MR. DORSEY: I want to follow up and drill down a bit
23 on the whole freight rail running on right-of-way because
24 if it could be removed, I think it would solve a lot of
25 issues. I'd like to hear Metro address, since they own

1 that right-of-way, must they run freight trains on there?
2 Can they get rid of the freight trains? If they can,
3 then it seems to me that a good way to make Alternative 1
4 palatable is to then apply for new start grants and loans
5 from the Biden administration, which has clearly stated a
6 preference to go with green transportation, and I can
7 think of few better things to do than to get grants to
8 underground that Alternative 1 after removing freight
9 trains and then making it a new greenway. That way, the
10 Lawndale residents do get a real benefit from the
11 project, even if they don't get a station.

12 And then also, there should be some more noise
13 mitigation for anybody that's near the surface parts of
14 it and certainly by those homes near 182nd Street, some
15 sort of noise mitigation, perhaps some trench work to
16 lower the light-rail noise there. So please spend a lot
17 of time looking at those things and explaining that to
18 the public.

19 Thank you.

20 MR. DIERKING: Thank you very much.

21 Next speaker.

22 MR. FORD: Next we have Marcie.

23 So Marcie, we're going to allow you to talk, if
24 you can unmute yourself.

25 MR. DIERKING: Unmute yourself, Marcie. Are you

1 there, Marcie? We're not hearing back. Marcie, we're
2 going to try to ask you to unmute. You need to click the
3 icon. There you go. Go ahead. Go ahead. Okay. Let's
4 come back to Marcie. We've got -- it looks like another
5 speaker came up.

6 MR. FORD: It looks like we have Patrick Chan. We're
7 going to allow you to talk, if you can unmute yourself.

8 MR. CHAN: Hi. My name is Patrick Chan. I live very
9 close to the intersection of 190th and
10 Hawthorne Boulevard. So I have a question -- I have a
11 couple of questions and -- well, actually a question and
12 a request.

13 So the question is: Are there are only two
14 options that we have? And would you be considering
15 instead of extending the rail line you have bus lines for
16 the future in case, you know, the auto numbers pass or a
17 more efficient bus, that you can just run to connect the
18 bus center to the light-rail station?

19 And also, for the request that I have is would
20 it be possible for you guys to do the noise-level study
21 at the intersections, because I do hear the trains and
22 then the horns two or three times a day.

23 Thank you.

24 MR. DIERKING: Thank you very much.

25 Next speaker.

1 MR. FORD: So next we have a call-in user with the
2 last three digits of 278.

3 We're going to allow you to talk now, if you can
4 unmute yourself.

5 CALL-IN USER 278: Hi. Thanks for taking my call
6 again.

7 I'd just like to emphasize, the woman who called
8 in from 167th Street, she pointed out that she was
9 completely unaware that this was a possibility of the
10 light rail going down the ROW. So I think there has to
11 be some kind of better outreach to the folks in Lawndale
12 to be made aware that this may occur.

13 Also, yes, I want to second what people have
14 been saying about the environmental study including
15 impacts to the people of Lawndale who live along the ROW,
16 the noise. The just daily impact on their lives, that
17 should be part of the environmental study. So yes,
18 please try to do a better job of letting the people of
19 Lawndale who live along the ROW know that this may occur.

20 Also, I want to emphasize my support for
21 Alternate 2. Thank you.

22 MR. DIERKING: Thank you for your comments.

23 We're going to try Marcie again.

24 MR. FORD: So Marcie, we're allowing you to talk now,
25 if you can unmute yourself.

1 MS. GUILLERMO: Can you hear me?

2 MR. DIERKING: Yes.

3 MS. GUILLERMO: Oh, good. Hi. My name is Marcie
4 Guillermo. I live in Redondo Beach and I am calling to
5 kindly and respectfully request to consider the
6 underground mode and -- or Alternative 2 and it's a
7 no-brainer that we have to be very knowledgeable of the
8 impact to the community of Lawndale. We have to do
9 better outreach and better noise mitigation all
10 throughout the City. Enough is enough, you know,
11 overdevelopment, mass transit, disorganized building of
12 communities. So I'd really appreciate you do your
13 homework. Do better outreach and help us out. Let's
14 work together on this. Help us out, if it's completely
15 needed or maybe it's not even needed at all.

16 Thank you.

17 MR. DIERKING: Thank you very much for your comments.
18 We appreciate it.

19 It looks like we've run out of speakers and it
20 looks like we've also run out of time.

21 So if you can, go back to the contact
22 information, Isaiah.

23 I wanted to sort of conclude our meeting by
24 reemphasizing again that the official comment period for
25 this project or for scoping runs from January 29th, 2021

1 to until March 15th, 2021. There are a variety of
2 different ways for you to submit your comments. You can
3 mail it. You see there on the left the address for the
4 project manager, Dolores Roybal, and you can also see our
5 Green Line Extension e-mail address as well as our
6 hotline recorded line that will take messages as well as
7 our website.

8 We are working again to post all of these videos
9 on the website. So if you have any more questions or if
10 you want to see a recorded version of this, you're more
11 than welcome to do so, but we've got a lot of different
12 ways for you to communicate with us prior to the comment
13 period closing. And we'll be back out. This is just the
14 start of this environmental process, so you'll see us for
15 the draft document and probably even more meetings than
16 that.

17 So I appreciate your time. I wanted to open it
18 up to Dolores.

19 Do you have you anything to say in closing?

20 MS. ROYBAL SALTARELLI: I just wanted to thank
21 everyone for taking the time to share your comments and
22 to help guide this process as we initiate the
23 Environmental Impact Report. Thank you.

24 MR. DIERKING: Okay. All right. Thank you so much.

25 I appreciate everybody coming out today. It is

1 now officially 1:03 p.m. and this meeting is officially
2 concluded. Thank you very much for attending.

3 (Proceedings concluded at 1:03 p.m.)
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1 REPORTER'S CERTIFICATION

2
3 I, the undersigned, a Certified Shorthand
4 Reporter of the State of California, do hereby certify:

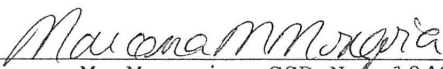
5 That the foregoing proceedings were taken before
6 me at the time and place herein set forth; that any
7 witnesses in the foregoing proceedings, prior to
8 testifying, were duly sworn; that a record of the
9 proceedings was made by me using machine shorthand, which
10 was thereafter transcribed under my direction; that the
11 foregoing transcript is a true record of the testimony
12 given.

13 Further, that if the foregoing pertains to the
14 original transcript of a deposition in a federal case,
15 before completion of the proceedings, review of the
16 transcript was not requested.

17 I further certify I am neither financially
18 interested in the action nor a relative or employee of any
19 attorney or party to this action.

20 IN WITNESS WHEREOF, I have this date subscribed
21 my name.

22 Dated: March 10, 2021

23 
24 Marcena M. Munguia, CSR No. 10420
25 Certified Shorthand Reporter
For The State Of California

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C (Green) Line Extension to Torrance

Scoping Period - Written Comments

| # | Event/Comment Source | Date of Comment | Name | Comment Category | Comment |
|----|--------------------------|-----------------|--------------------|------------------|---|
| 1 | CGLET Scoping Meeting #1 | 2/24/2021 | Michael Garlan | Q&A Chat | Will Option Two Hawthorne Blvd. be studied in the elevated position? |
| 2 | CGLET Scoping Meeting #1 | 2/24/2021 | Chris Dreike | Q&A Chat | Please turn on chat and expose the Q&A to all people on this zoom meeting. We all need to have a fair and equal exchange. |
| 3 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Pedestrian railroad accidents are the leading cause of deaths on railways. What are you doing to minimize Pedestrian deaths? |
| 4 | CGLET Scoping Meeting #1 | 2/24/2021 | Michael Garlan | Q&A Chat | In option 1 is a sound wall included in the cost estimate? |
| 5 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Move it away from the residential area please! Coming from us residents that will be living next to it, we don't want it next to us. Place it on Hawthorne blvd! |
| 6 | CGLET Scoping Meeting #1 | 2/24/2021 | Chris Dreike | Q&A Chat | Will sound walls be covered with a material that absorbs the top 3 or 4 noise frequency bands so that the noise will not be reflected to other areas? |
| 7 | CGLET Scoping Meeting #1 | 2/24/2021 | Millers | Q&A Chat | As residents living between 176th to 179th along Hawthorne Blvd, we have great concerns the effects of a Metro in this section. Most areas on Hawthorne are commercial, but in our section we are residential across from commercial. As it stands, we don't see how this section along Hawthorne Blvd can accommodate existing traffic AND a metro. We are extremely concerned our residential neighborhood which has existed since the 9150s may be subject to eminent domain if there is not enough width along Hawthorne blvd for traffic AND a Metro line. |
| 8 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Will the C line go to the Del Amo mall? |
| 9 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Is Alternative 1 considered the leading option since it is listed first? |
| 10 | CGLET Scoping Meeting #1 | 2/24/2021 | Michael Garlan | Q&A Chat | Is mature landscaping including trees and a bike path along the entire route included in option 1? If not add! |
| 11 | CGLET Scoping Meeting #1 | 2/24/2021 | Millers | Q&A Chat | Can you review an underground option between Artesia and 190th? There is residential area between 177th to 179th, but also the cross traffic is awful at Hawthorne Blvd and Artesia. |
| 12 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Will construction meet earthquake safety standards? |
| 13 | CGLET Scoping Meeting #1 | 2/24/2021 | Chris Dreike | Q&A Chat | Will there be a study of public safety impacts of a rail line? In West Torrance we have been informed by law enforcement officers to expect a rise in crime when the line is put into operation. Please show whether or not that this is true using statistics from other rail lines running nearby residential neighborhoods. |
| 14 | CGLET Scoping Meeting #1 | 2/24/2021 | Jamie Hwang | Q&A Chat | Metro Deputy Jamie Hwang from Supervisor Hahn's office here: thank you to staff for this opportunity to hear from the community. Supervisor is a big supporter of this project and we want to make sure the community is engaged in the process. |
| 15 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Will trains run in the middle of the night? Noise mitigation? |
| 16 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | where exactly is the torrance transit center. is it right where the right of way intersects with Crenshaw blvd? |
| 17 | CGLET Scoping Meeting #1 | 2/24/2021 | Michael Garlan | Q&A Chat | For both options Row and Hawthorne Include option to underground thru Lawndale and Redondo Beach! |
| 18 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | rail thru Hawthorne Blvd would be elevated over the street or under ground? how will noise be managed? how about the underground vibrations? |
| 19 | CGLET Scoping Meeting #1 | 2/24/2021 | Millers | Q&A Chat | Some residents have also expressed concerns about people parking in our residential area if there is a Metro station near Sizzlers on Hawthorne Blvd. |
| 20 | CGLET Scoping Meeting #1 | 2/24/2021 | ABRAM52 | Q&A Chat | Supposedly all the earthquake fault lines for the area have not be |
| 21 | CGLET Scoping Meeting #1 | 2/24/2021 | Ted Hofmann | Q&A Chat | 2 years ago, the Hawthorne Blvd. option was overhead down Hawthorne Blvd. Now you are saying at grade from south of 162nd St. What will happen to all of the parking in the center of Hawthorne Blvd.? |
| 22 | CGLET Scoping Meeting #1 | 2/24/2021 | Vincent | Q&A Chat | can the train go over 182 and. it gets busy during the day |
| 23 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | WHAT EXPERIENCE DOES MARK DIERKING HAVE? |
| 24 | CGLET Scoping Meeting #1 | 2/24/2021 | Pam Santatikul | Q&A Chat | Will the freight trains also be running along side the new extension line or will the line take over the same tracks? |
| 25 | CGLET Scoping Meeting #1 | 2/24/2021 | cstjohn | Q&A Chat | How many homes and business are affected option 1 vs option 2? |
| 26 | CGLET Scoping Meeting #1 | 2/24/2021 | S | Q&A Chat | How will you deal with the federally required 3 horn safety warnings at street level crossings at 159th, 160th, 161st, 162nd and 170th street from 4am to 12am, 7 days a week? |
| 27 | CGLET Scoping Meeting #1 | 2/24/2021 | Bobby Jackson | Q&A Chat | We're the existing railroad shut due elevated risk of environmental concerns? What is the real ship with the existing railroad/oil company and pipeline and chemical safety? |
| 28 | CGLET Scoping Meeting #1 | 2/24/2021 | ABRAM52 | Q&A Chat | Supposedly all the earthquake fault lines for the area have not been mapped. How will this be considered in the EIR? |
| 29 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | In option 1, residents residing alongside the railroad tracks will experience constant noise from the metro at all hours of the day and into the late night. Additionally, residents residing alongside the ROW will no longer have privacy with the metro overlooking homes. Will residents living alongside the ROW be compensated with home incentives (for ex. sound proof walls/windows) as a courtesy? If so, are these costs or something similar included in the estimate? |

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|----|--------------------------|-----------|---------------------|----------|--|
| | | | | | Will any upgrades needed to the under construction Crenshaw or existing green line be considered in the study? For example, platform extension on the existing green line, maintenance and storage facility capacity upgrades, or traction power substation upgrades on the crenshaw line to accommodate 3 car trains regardless of the which operating plan between the three lines is ultimately selected. |
| 30 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | |
| 31 | CGLET Scoping Meeting #1 | 2/24/2021 | Chris Ng & Kim Wong | Q&A Chat | How many stops on each alternative along the route? |
| 32 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | How will parking for the metro impact the Galleria parking lot? How will traffic at the intersection of Artesia and Hawthorne be impacted? (Perhaps with more people driving in to the Galleria to take the metro.) |
| 33 | CGLET Scoping Meeting #1 | 2/24/2021 | Robert Graham | Q&A Chat | Please provide a description of environmental justice zones and define for us which altrnative will to the best job of eliminating or reducing the environmental impact that results in "zones" that meet your description of a EJZ? |
| 34 | CGLET Scoping Meeting #1 | 2/24/2021 | Chris Dreike | Q&A Chat | There is no mic on the zoom screen to un mute. |
| 35 | CGLET Scoping Meeting #1 | 2/24/2021 | Dana Icaza | Q&A Chat | Please please consider the residents that live between 182nd and 190th along the railroad. Would you want a green line in your backyard. Some of these people have lived here for 60 years! They didn't sign up for this. It's not safe in my opinion for families with children have a fast railway in their backyard either. Alternative 2 on Hawthorne Blvd makes sense for so many reasons. Please! |
| 36 | CGLET Scoping Meeting #1 | 2/24/2021 | Wally Marks | Q&A Chat | Is it correct to assume that the Freight Train lines using the current ATSF rail will continue after the implementation of the C Line? |
| 37 | CGLET Scoping Meeting #1 | 2/24/2021 | Brianna | Q&A Chat | This is an exciting project and I'm glad there will be a light rail project extended to Redondo/Torrance. I want to ask that projected ridership is included in the decision making. I think given the new residential development that will go up at the South Bay Galleria site it makes sense to go with Option 2 that will stop there. I think the route will be more accessible to more people with Option 2. |
| 38 | CGLET Scoping Meeting #1 | 2/24/2021 | Robert Graham | Q&A Chat | Based on current experience with High speed rail and the Santa Monica Extension regarding cost overruns and significant construction delays, which of the two alternatives has the highest probability of being completed on time and on budget? |
| 39 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | I dont understand how the extension of C will help elimnate traffic around the SB. This build is not for local residence at all. both options will have negative impact on all communities. |
| 40 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | lawndale city council wants hawthorne blvd alternative |
| 41 | CGLET Scoping Meeting #1 | 2/24/2021 | Jerome Chang | Q&A Chat | Please go down Hawthorne to activate downtown Lawndale and now go through Lawndale residential. |
| 42 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Will the impact of the green line extension on the crenshaw northern extension and vice versa be considered in ridership estimates and related right sizing of infrastructure? |
| 43 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | metro rail should go to areas of interest and not go through areas that would be useless to go to such as the right of way. going along a main and already noisy street would be ideal as many commercial properties like shops and malls would benefit with the increase of traffic. it is important to make sure the vehicle, pedestrian, and bike traffic is managed and can be easily traversed at all times. |
| 44 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Will the southern terminus be designed to facilitate further southern expansion in the future? |
| 45 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | what impact will the projects have on home values |
| 46 | CGLET Scoping Meeting #1 | 2/24/2021 | Robert Graham | Q&A Chat | continuing - HS rail chose a political path versus an existing transportation corridor - I 5 thus the very high (billion) cost and years delay. |
| 47 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | It's businesses on Hawthorne, not houses like option one. Businesses are much different than houses! Condon, fermona and Ruxton are way to close for this!!!! This is insane!!! Put yourself in these homeowners shoes! |
| 48 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | How will the metro impact the homes in both areas? Would those riding the metro be able to see into homes? What would it impact with noise, pollution, etc.? There are homes along Hawthorne too. |
| 49 | CGLET Scoping Meeting #1 | 2/24/2021 | ABRAM52 | Q&A Chat | Dues to Covid, many people have been staying at home. Many companies indicate they will use this process even after Covid. Has the need for transit been reduced during the past year? Has Metro projected what ridership will be in the next few years? Is this project that will disrupt communities still necessary? |
| 50 | CGLET Scoping Meeting #1 | 2/24/2021 | Robert Graham | Q&A Chat | what is the cost difference between the metro station on the west side versus east side for the SB shopping mall? |
| 51 | CGLET Scoping Meeting #1 | 2/24/2021 | Kat | Q&A Chat | I favor the Hawthorne option, but only if its underground. |
| 52 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Please address what happened to "Metro agreed to examine underground alignment options. The only acceptable plan to come thru lawndale, is underground. The Lawndale residents are not in favor of the Metro cutting thru our city. |
| 53 | CGLET Scoping Meeting #1 | 2/24/2021 | amcginn | Q&A Chat | What will happen to home property values in Lawndale with Alternative 1 ROW? The current train once a day already is very loud and vibrates the entire houses near the existing train tracks. |
| 54 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Given the low expected ridership of this line it should definitely be at grade to the extent possible along the existing ROW to reduce costs while increasing speeds and reducing conflicts with vehicles. |

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|----|--------------------------|-----------|--------------------|----------|---|
| 55 | CGLET Scoping Meeting #1 | 2/24/2021 | Wally Marks | Q&A Chat | If Alternative 2 is selected, would the center median area of Hawthorne Boulevard be removed (the parking area) as the aerial structure or the at-grade rail would take its place? |
| 56 | CGLET Scoping Meeting #1 | 2/24/2021 | Silvia Souza | Q&A Chat | As a resident of Redondo Beach I am very concerned about the noise, frequency of light train passing by my backyard every 5 min, vibrations, loss of privacy, traffic congestion, decrease property values, security issues. Check what happened to Santa Monica pier and surroundings after the metro. We talked to the metro police and metro train conductor and they told us that the area where these train stations are built bring bad elements to that neighborhood. Please place it on Hawthorne Blvd! |
| 57 | CGLET Scoping Meeting #1 | 2/24/2021 | Todd Loewenstein | Q&A Chat | Redondo Beach City Councilmember Todd Loewenstein, although I am speaking as a private citizen. What will the impacts of Option 1 and Option 2 be on property values, noise creation, vibrations on nearby homes, and any pedestrian routes including those walking to local schools and the South Bay Galleria? |
| 58 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | i hope it runs in the middle of the night so we can make it home after Dodgers games (GO DODGERS!) |
| 59 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | this project costs too much it should be cancelled __ our kids and grandkids can't afford it |
| 60 | CGLET Scoping Meeting #1 | 2/24/2021 | Jenny Trombley | Q&A Chat | No to option 1 ROW unless underground. Option 2 down the commercial corridor along Hawthorne Blvd makes the most sense. It's important to study the effects on safety in the surrounding neighborhoods. Particularly near the proposed stations. Also we need to study the effects on parking on neighborhoods in Franklin park. Under option 1, the grade crossing at 182nd would require students to cross the tracks to get to school (the largest elementary and middle schools in the district of RB). |
| 61 | CGLET Scoping Meeting #1 | 2/24/2021 | Chris Dreike | Q&A Chat | Metro needs to consider rubberized wheels to mitigate the noise of steel wheels on steel tracks. |
| 62 | CGLET Scoping Meeting #1 | 2/24/2021 | jm2802rb | Q&A Chat | With the limited number of stops, it is a total waste of taxpayer money! |
| 63 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Perhaps many of the concerns of homeowners around the ROW could be addressed with soundwalls, a community bike/walking path, and landscaping similar to the Expo and Gold lines? |
| 64 | CGLET Scoping Meeting #1 | 2/24/2021 | Jerome Chang | Q&A Chat | sorry...and *not go through residential |
| 65 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | will neighbors affected on the noise be given free metro for life |
| 66 | CGLET Scoping Meeting #1 | 2/24/2021 | melaniedreike | Q&A Chat | Please consider below grade |
| 67 | CGLET Scoping Meeting #1 | 2/24/2021 | Wally Marks | Q&A Chat | Is Metro going to provide public parking at any one of the three stations in this extension? If not, is Metro going to mandate that the owner of the South Bay Galleria provide public parking, dedicated to transit riders? |
| 68 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | what alternative does JANICE HAN support |
| 69 | CGLET Scoping Meeting #1 | 2/24/2021 | Chris Dreike | Q&A Chat | Another way to mitigate the noise created by the train is to put the rails below grade in a trench, maybe 10 feet deep with sound absorbant walls. |
| 70 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Has Metro considered more street closures to reduce at-grade crossings with smaller streets? There's no need for smaller residential streets to cross a high capacity regional rail line. Pedestrian bridges or tunnels could be provided instead. |
| 71 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Trains run at least time twice a day. Living directly right next to the tracks, we already deal with the sound and vibrations. Hawthorne Blvd I feel is the best alternative. Please Move it away from the residential area. |
| 72 | CGLET Scoping Meeting #1 | 2/24/2021 | Wally Marks | Q&A Chat | What are the differences of travel times between the two alternatives. |
| 73 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | how MUCH does maintenance cost? its not a one time cost folks |
| 74 | CGLET Scoping Meeting #1 | 2/24/2021 | melaniedreike | Q&A Chat | Safety with all kinds of people coming through our area is not wise. Hawthorne Blvd between 190th and Del Amo is not an area where this project should be. Take it down Prairie to the Torrance Transit Center |
| 75 | CGLET Scoping Meeting #1 | 2/24/2021 | Tammy Clark | Q&A Chat | Torrance residents that live on or nearby Hawthorne are very concerned about the possible impacts of the metro both on their home, the schools in the area, and on the businesses. Wondering how much land would be needed to build the metro down Hawthorne? |
| 76 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | where did ISIAH FORD get his glasses |
| 77 | CGLET Scoping Meeting #1 | 2/24/2021 | cstjohn | Q&A Chat | How is the Greenline going to tie into the new airport monorail? |
| 78 | CGLET Scoping Meeting #1 | 2/24/2021 | keith | Q&A Chat | I live on Condon. Discussing this without a physical presence to the proximity of this rail systems location is almost pointless. The sound and vibration of the current train already shakes our homes considerable. Adding traffic to a separate rail with the frequency of approx 10 minutes will make our homes so much less desirable. I will be considering selling my home as a result of this change. I'm sure my property value will drop. I hope property values are of concern to the decision making body. Expense is of course of concern. Couldn't we consider this expense is mitigated over many years. Hawthorne would be to me the most desirable alternative. Having traveled the green line personally I've seen a fairly large homeless population using the facilities. elevators at the facilities smell of excrement. Neighborhoods will be blighted. Just look at other stops along the green line. I strongly request that the deciding committee considers the above concerns. |
| 79 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | +TODD LOWENSTEIN'S COMMENT |

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| 80 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | The crossing at 182nd will be very very dangerous! Additionally the galeria could use the support right now! Option 2 is the way to go! |
| 81 | CGLET Scoping Meeting #1 | 2/24/2021 | melaniedreike | Q&A Chat | Please read all comments and questions in this Q&A as it is very important |
| 82 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | THEY SHOULD PUT A STOP AT ONE SIXTY EIGHT STREET NEXT TO THE TACO BELL |
| 83 | CGLET Scoping Meeting #1 | 2/24/2021 | Kay Peterson | Q&A Chat | What will happen to the homes that face Hawthorne next to 177th Street and 176th Street? Also, will the shopping strip on the Northeast side of Hawthorne next to Artesia need to be utilized as a station? None of the documentation explained where the station and any additional parking would be located. |
| 84 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | WHAT HAPPENED TO PUTTING IT NEXT TO THE FOUR OH FIVE DOWN TO LONG BEACH |
| 85 | CGLET Scoping Meeting #1 | 2/24/2021 | Jennifer | Q&A Chat | I strongly oppose Metro extending the line down the existing ROW. It is only 100 feet wide and there is already a freight train track. Adding two tracks, one going south and one going north, to this narrow of a right-of-way may be technically feasible but is certainly not reasonable for the residents of Lawndale and Redondo Beach whose homes are next to the tracks. If the extension is to be built it must be done down Hawthorne Blvd. If ROW is to be considered the extension must be underground. |
| 86 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | where can i get the cool metro backgrounds |
| 87 | CGLET Scoping Meeting #1 | 2/24/2021 | Kat | Q&A Chat | I strongly oppose the ROW option |
| 88 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Hello, I am a resident of West Torrance. I have had the pleasure of using the metro rail every day back when I lived in Pasadena. I commuted from my apartment which was right next to the gold line all the way to El Segundo. Metro rail noise and vibrations was not noticeable while I lived next to the gold line station. However trains slowed down at the stop thus reducing their relative noise and vibrations. The property value benefited with being by the stop. I can't say the same for those with tracks as their neighbors. I strongly push for value added train stops that are actually located in places of interest. I am for the light rail to go along Hawthorne Blvd and to be underground or above ground. Having commuted along the blue line everyday, it was intensely slow to go through Los Angeles since it shared the same traffic lights as normal cars. It was also an ugly scene seeing such ugly trains going along the road. |
| 89 | CGLET Scoping Meeting #1 | 2/24/2021 | Kat | Q&A Chat | I have had the pleasure of living in Germany and England for more I also would like to hear if it will be possible to run the Hawthorne option below grade (underground) or aerially above Hawthorne)- would it disrupt Hawthorne Blvd traffic less than at grade? |
| 90 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Will Metro coordinate existing Metro, Beach Cities Transit, and Torrance Transit to facilitate first/last mile connections? We should not be providing parking to billion dollar rail investments in 2021. |
| 91 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | what about pollution near residential area |
| 92 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Can quiet zones be considered to reduce the noise concerns we heard today? Reducing grade crossings could also reduce train horn and crossing gate noise impacts. |
| 93 | CGLET Scoping Meeting #1 | 2/24/2021 | Alison Kaplan | Q&A Chat | I live on the west side of Inglewood in North Redondo (TRW Tract-area), and I'm also concerned about noise volume and sound vibration if the train has an aerial crossing at Manhattan Beach Blvd. (However, I vote for an aerial line on Hawthorne.) Additionally, I worry about the home values in my neighborhood as well as neighboring Lawndale. And with ten years of construction in our future, I can't imagine a world where potential buyers are motivated to buy in TRW Tract or Lawndale. |
| 94 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | What is the plan for Eminent Domain for the the residents along option 1? To my understanding many residents between 170th and Artesia will loose up to 25ft of their property line. |
| 95 | CGLET Scoping Meeting #1 | 2/24/2021 | David Fenn | Q&A Chat | Will Metro work with local cities for signal preemption to reduce delays on at-grade segments prior to opening the line? The willingness of local jurisdictions to make these accommodations should be a factor in the alignment decision to avoid issues such as what we're seeing on flower street on the A and E line where traffic signals slow down rail service. |
| 96 | CGLET Scoping Meeting #1 | 2/24/2021 | Wally Marks | Q&A Chat | I work very close to the Culver City station for the Expo line. The noise factor is not as noisy as everyone may think. It is more of an electric whirl sound. It is much less than bus tires on the asphalt and obviously much less than the diesel locomotive train today. |
| 97 | CGLET Scoping Meeting #1 | 2/24/2021 | Suzanne Ackerman | Q&A Chat | I live directly next to the proposed stop at Artesia and Hawthorne. I am very concerned about the noise, length of construction, and traffic issues on Hawthorne. Hawthorne already has a lot of traffic issues at the intersection that will be made worse for indeterminate years and years. The ROW route could be completed so much faster without impact on commuter traffic. People have lived and bought property next to railroad tracks already in Redondo. Sound barriers and footpaths can be added for them. Our neighborhoods would be decimated by years of construction and completely unmanageable traffic complications. What happened to the plan where the train runs down the 405 elevated and the goes down Crenshaw Blvd ? Crenshaw has no residential issues that I know of. I would be highly in favor of a 3rd alternative that follows the 405 with a stop at Prairie and Artesia. If not that, then the only logical option budget and time wise is the 1st alternative on the ROW. Thank you. |
| 98 | CGLET Scoping Meeting #1 | 2/24/2021 | Wally Marks | Q&A Chat | With respect to property values in the Culver City area, by the Expo line and the Culver City station, value have soared since the station went operational. And, all marketing efforts by residential brokers speak to the ability of walking to this station. |

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| 99 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | will there be more buses with the extension |
| 100 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | what about the lawndale beat bus |
| 101 | CGLET Scoping Meeting #1 | 2/24/2021 | Pam Santatikul | Q&A Chat | As a resident of Torrance, I am excited that you are building this extension. However, I would request that you stop the freight trains and only use this line for the new line extension exclusively as there is not enough width for both to run. Will there be safety features adding for train track road crossings? |
| 102 | CGLET Scoping Meeting #1 | 2/24/2021 | Millers | Q&A Chat | My concern above grade at Hawthorne between 176th and 182nd is the visual sight line into homes along Hawthorne Blvd. I would appreciate a below grade study in this section of Hawthorne Blvd. |
| 103 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Julianne Rendon it would be nice if you didn't post "Thank you for your comment" every time. We get it. Makes for easier reading if it doesn't pop up everytime. |
| 104 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | trees are along the row that will have be cut down if option a not very environmentally friendly to get rid of existing greenery on row |
| 105 | CGLET Scoping Meeting #1 | 2/24/2021 | Liz Gallucci Bird | Q&A Chat | Sorry my settings weren't allowing my microphone to work but I have corrected |
| 106 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | We strongly support ROW as neighbors already know trains are running there and it will not be a disruption that Hawthorne Blvd. would be. No one along ROW can say that they didn't know trains will be there. It is far better connected to Redondo Beach Transit Station. Hawthorne Blvd. would be disruptive and split west and east Hawthorne Blvd needlessly. ROW is far better choice, less disruptive, better connected to Redondo Beach Transit Center, and provides better flow for residents & businesses. |
| 107 | CGLET Scoping Meeting #1 | 2/24/2021 | Kat | Q&A Chat | I live in Lawndale, and I have ridden my bike to the Redondo Beach station and have walked to the Galleria. Both are quite accessible. I oppose having a Lawndale train stop. |
| 108 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | THE METRO BOARD SHOULD REALLY BE AT THESE MEETINGS |
| 109 | CGLET Scoping Meeting #1 | 2/24/2021 | David Fenn | Q&A Chat | Will any upgrades needed to the under construction Crenshaw or existing green line be considered in the study? For example, platform extension on the existing green line, maintenance and storage facility capacity upgrades, or traction power substation upgrades on the crenshaw line to accommodate 3 car trains regardless of the which operating plan between the three lines is ultimately selected. |
| 110 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | what is the probability of a pipeline explosion due to the vibrations if built on the row |
| 111 | CGLET Scoping Meeting #1 | 2/24/2021 | David Fenn | Q&A Chat | Will the impact of the green line extension on the crenshaw northern extension and vice versa be considered in ridership estimates and related right sizing of infrastructure? |
| 112 | CGLET Scoping Meeting #1 | 2/24/2021 | David Fenn | Q&A Chat | Will the southern terminus be designed to facilitate further southern expansion in the future? |
| 113 | CGLET Scoping Meeting #1 | 2/24/2021 | David Fenn | Q&A Chat | Given the low expected ridership of this line it should definitely be at grade to the extent possible along the existing ROW to reduce costs while increasing speeds and reducing conflicts with vehicles. |
| 114 | CGLET Scoping Meeting #1 | 2/24/2021 | David Fenn | Q&A Chat | Perhaps many of the concerns of homeowners around the ROW could be addressed with soundwalls, a community bike/walking path, and landscaping similar to the Expo and Gold lines? |
| 115 | CGLET Scoping Meeting #1 | 2/24/2021 | David Fenn | Q&A Chat | Has Metro considered more street closures to reduce at-grade crossings with smaller streets? There's no need for smaller residential streets to cross a high capacity regional rail line. Pedestrian bridges or tunnels could be provided instead. |
| 116 | CGLET Scoping Meeting #1 | 2/24/2021 | David Fenn | Q&A Chat | Will Metro coordinate existing Metro, Beach Cities Transit, and Torrance Transit to facilitate first/last mile connections? We should not be providing parking to billion dollar rail investments in 2021. |
| 117 | CGLET Scoping Meeting #1 | 2/24/2021 | amcginn | Q&A Chat | I strongly oppose the ROW alternative!!!! A majority of the homes in Lawndale DO NOT have air conditioning and with the weather usually being nice we keep our windows open. The noise of the Metro would be unbearable and how much pollution and dust and dirt would the Metro cause that would drift into our homes? Also, have you physically seen the ROW overcrossing at 170th, it already looks structurally unsound! NO TO THE ROW ALTERNATIVE!!!!!!!!!!!! |
| 118 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | i like the idea of having a stop next to the starbucks on hawthorne and artesia |
| 119 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | there should be mandatory covid tests and masks to ride metro public safety risk |
| 120 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | I think the potential of the hawthorne stop is overblown by many of the speakers today. The businesses and layout of the area are not walker friendly and will not be worth the additional cost to re-route. If we can disrupt the freight trains I would reconsider. |
| 121 | CGLET Scoping Meeting #1 | 2/24/2021 | Toon Ngo | Q&A Chat | I live on the corner of Artesia and Hawthorne and we already have so much traffic here that we should not be adding a rail here, we even had a pedestrian killed her last night. Also, you need to consider the impact that this will have on the businesses along Hawthorne. Both options you will have residents that will not be happy, but with option 1 it will cost more, impact more businesses and there is not any sound barrier options for the residents here like there would be on option 1. I would like ot add that for either option you should consider bugeting for new sound windows for the residents that will have to live near these rails. I oppose option 2 and would never have bought my house here knowing you were going to add a train next to my option. I am for option 1. |
| 122 | CGLET Scoping Meeting #1 | 2/24/2021 | Gala Burkholder | Q&A Chat | I strongly oppose the ROW options due to the noise, vibrations, safety and pollution that will negatively impact the North Redondo Beach residents, school children and pedestrians. |
| 123 | CGLET Scoping Meeting #1 | 2/24/2021 | cstjohn | Q&A Chat | Where can we find the actual rider use of the current station at Marine Ave ? |

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| 124 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Public ROW is few and far between. Metro should choose the ROW option to make this line as efficient as possible without introducing unnecessary street running segments that will slow down service, reduce safety, and potentially increase traffic as well. Noise and other impacts along the ROW can be mitigated with sound walls, landscaping, etc. but at-grade impacts along Hawthorne Blvd. will be much harder to mitigate. This is 100 year investment for the whole region. A handful of residents along the ROW should not be able to force a worse alignment on the whole region. Additionally, many of the impacts that were mentioned today simply have not materialized on recent Metro extensions like the Expo line which have been positively received despite similar initial opposition. |
| 125 | CGLET Scoping Meeting #1 | 2/24/2021 | cstjohn | Q&A Chat | With the increase of work at home, Has overall Metro ridership dropped over the past year and by how much? |
| 126 | CGLET Scoping Meeting #1 | 2/24/2021 | Gala Burkholder | Q&A Chat | I support the transit going down Hawthorne Blvd. due to the negative impacts to the Redondo Beach residents. The C line needs to be constructed above or below grade for safety reasons and to not negatively impact traffic flow. As mentioned before, parking for the transit site will have to be considered. |
| 127 | CGLET Scoping Meeting #1 | 2/24/2021 | Leah | Q&A Chat | Hawthorne is the ideal location for a rail line. NOT through a residential neighborhood. Walking from our house on Condon would be a great danger and we would move out of our house immediately if this line is allowed. My partner and I want underground rail or Hawthorne as the only acceptable options for this rail line. |
| 128 | CGLET Scoping Meeting #1 | 2/24/2021 | Millers | Q&A Chat | Please don't forget there ARE residential homes right up along Hawthorne Blvd as well. |
| 129 | CGLET Scoping Meeting #1 | 2/24/2021 | Gala Burkholder | Q&A Chat | If the ROW option is chosen, parking in the Redondo Beach neighborhoods, including a proposed parking lot on the bike/walking path proposed at Perkins. I ask, is this the real reason for the proposed parking lot at Perkins? |
| 130 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | I would like mailed information to be mailed out to all of the residents of all cities involved. Residents are unaware of these meetings taking place. |
| 131 | CGLET Scoping Meeting #1 | 2/24/2021 | Galaxy S20+ 5G | Q&A Chat | will SB288 help speed up this project |
| 132 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Could a lawndale station potentially be added back in to the study? It sounds like there were many comments today about impacts of rail without the benefits. |
| 133 | CGLET Scoping Meeting #1 | 2/24/2021 | Alison Kaplan | Q&A Chat | I just want to say thank you for the presentation and allowing us to participate in this forum. |
| 134 | CGLET Scoping Meeting #1 | 2/24/2021 | Chelsea | Q&A Chat | While Metro likes to point to similar light rail projects that have gone through neighborhoods (gold line, expo line), neither of those projects also included a freight train. In Lawndale, if Alternative 1 is chosen, the freight tracks will be within 30-40 feet of homes. There is no way to mitigate that. This raises massive safety concerns as the freight trains along the ROW carry petroleum projects between refineries. Should one of those trains crash or derail, you will have tanker cars full of flammable liquid literally in the back yards of people along Condon Avenue. There's simply not enough room along the ROW for freight and light rail to coexist safely. Choose the Hawthorne alternative. |
| 135 | CGLET Scoping Meeting #1 | 2/24/2021 | Anonymous Attendee | Q&A Chat | Thank you for holding this forum. We look forward to a Metro in our area. Just please consider the residential neighborhoods east of Hawthorne Blvd. We are not a higher income neighborhood, like Redondo, so please consider the equity in all of this and what kind of social and living impacts to the lower income residents. |
| 136 | CGLET Scoping Meeting #1 | 2/24/2021 | jm2802rb | Q&A Chat | how will we get the EIR |
| 137 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | How will emergency services from Lawndale Fire Station get to the neighborhood east of Hawthorne Blvd and south of I-405 if the Green Line extension at grade removes the intersections, particularly at 166th St? |
| 138 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | Similarly, the residents that are west of the ROW and south of 166th St would effectively lose their single crossing at 170th St that allows them to easily travel east and south to major traffic arteries. This will no doubt result in more wrong-way traffic on Condon Ave to get to the traffic light at 166th St, increased U-turns on Inglewood Ave during times when left turns and U-turns are prohibited, and additional traffic on Inglewood Ave that already backs up due to the I-405 as neighbors travel to Manhattan Beach Blvd or 162nd St to find eastern passage. Neighbors in Redondo Beach that use the traffic light at Robinson St and Inglewood Ave most likely will find their commute a little longer with the increase in traffic at that intersection. How to get an aerial solution at 170th St re-considered? It seems like Redondo Beach building their new bus transit center next to the ROW is heavily influencing a decision towards the ROW as a solution, which negatively impacts every neighbor west of the row from 162nd St to Redondo Beach Blvd (ie, everyone with direct access to Condon Ave.) |
| 139 | CGLET Scoping Meeting #2 | 2/27/2021 | Luke Klipp, Supervisor Janice Hahn | Q&A Chat | Mark, Supervisor Hahn would like for me to be introduced. Don't want or need to say anything. She just wants members of the public who are here today to know that her office is here. Something along the lines of "Luke Klipp, Senior Transportation Deputy to Supervisor Janice Hahn is here" would be great. |
| 140 | CGLET Scoping Meeting #2 | 2/27/2021 | Mayor Robert Pullen-Miles | Q&A Chat | Can you into. Mayor Robert Pullen-Miles from Lawndale? |
| 141 | CGLET Scoping Meeting #2 | 2/27/2021 | Paul McIlvaine | Q&A Chat | Thank you. |
| 142 | CGLET Scoping Meeting #2 | 2/27/2021 | Ignatius | Q&A Chat | could you explain how the c line will share the existing track that BNSF uses if thats the plan |
| | | | | | Where online can we find this and other meetings this week? |

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| 143 | CGLET Scoping Meeting #2 | 2/27/2021 | Glen Brackenridge | Q&A Chat | How many residential properties will be condemned or partially condemned if Metro picks Alternative 1? The ROW narrows down south of 170th down to 75 feet at some places. Will Metro need to widen this space to fit 3 train lines? Will backyards be taken away from residents in order to make it fit? |
| 144 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | Constant signal bells for the ROW option at 170th St and 182nd St are going to vastly decrease the quality of life for residents near those crossings. Has Metro set money aside to retrofit nearby houses with better soundproofing against these constant interruptions of the relative quiet of our neighborhoods? |
| 145 | CGLET Scoping Meeting #2 | 2/27/2021 | Glen Brackenridge | Q&A Chat | How will the Green Line connect to LAX? Also, how long does it take to get to the airport if I just take the shuttle bus from the Green Line station at Redondo Beach? We were promised a one-seat ride to the airport on the Green Line, but two years ago we were instead told we would have to switch to another train or shuttle. What is the planned future of this connection? |
| 146 | CGLET Scoping Meeting #2 | 2/27/2021 | Mike | Q&A Chat | Good Morning, I would like to thank you everyone for attending. I would like to state that there is no economic benefit to the City of Lawndale with the proposed route along the existing industrial train route. The only benefit of the C line would be if the route is placed on Hawthorne Blvd. The Redondo Beach transit center should be placed on Hawthorne Blvd. The Torrance Transit Center should also be on Hawthorne Blvd near Sepuvleda Blvd. The route should transit from the 105 freeway down Hawthorne Blvd south the PCH and east to Long Beach. |
| 147 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | Is there closed captioning? |
| 148 | CGLET Scoping Meeting #2 | 2/27/2021 | Amy LaCoe | Q&A Chat | Which option causes the most people to loose their homes as a result of each one? |
| 149 | CGLET Scoping Meeting #2 | 2/27/2021 | Thomas Dorsey | Q&A Chat | Its fantastic to hear that Metro is considering Grade seps at 170 and 182nd Streets and bike paths in Alt 1. |
| 150 | CGLET Scoping Meeting #2 | 2/27/2021 | Danielle Sevilla | Q&A Chat | Not everyone knows what First/Last mile refers to, can you please explain so that there is a clear understanding of this component |
| 151 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | On the ROW option, the map indicated every crossing between Manhattan Beach Blvd and Redondo Beach Blvd will be at grade. Is that correct? |
| 152 | CGLET Scoping Meeting #2 | 2/27/2021 | Thomas Dorsey | Q&A Chat | If Alt 1's 170th St receives a Grade Separation, will the other street closings occur after that Grade Sep opens? |
| 153 | CGLET Scoping Meeting #2 | 2/27/2021 | Mike | Q&A Chat | Continuing my above comment...The existing Redondo Beach Marine station could be connected to the Hawthorne Blvd Route. I would suggest at least two stops be placed in the City of Hawthorne and the City of Lawndale and three or four stops or perhaps more in Torrance. The train route as it is in Torrance is going through an industrial wasteland. This is not a good idea. If you actually look at this route it is preposterous. Subsequent to the current proposed Torrance Transit Center, the route is through more residential neighbors. This is also a bad idea. |
| 154 | CGLET Scoping Meeting #2 | 2/27/2021 | Eric Scharpf | Q&A Chat | The Hawthorne Blvd route would have much less residential community impact. A commercial corridor is better than a residential corridor. |
| 155 | CGLET Scoping Meeting #2 | 2/27/2021 | Paige Brunt | Q&A Chat | What is the long-term (20-30 years) outlook on this project? Hawthorne Blvd seems like the better solution if more stops are going to be added in the future. Just because the train proposed will be intended for commuting, doesn't mean that down the road that more stops would be needed, and it would be best to add more stops if placed on Hawthorne Blvd. |
| 156 | CGLET Scoping Meeting #2 | 2/27/2021 | Eric Scharpf | Q&A Chat | Either route passes close to the Torrance Promenade. A station should be situated to provide access to this commercial area, probably close to 190th St or slightly south of there. The current routes show no stations supporting any commercial areas in Torrance. |
| 157 | CGLET Scoping Meeting #2 | 2/27/2021 | Efrain Sevilla | Q&A Chat | Opt 1 is the best option for Lawndale as proposed right now. The obvious choice . Using existing lines. Opt 2 has no benefits for Lawndale citizens. |
| 158 | CGLET Scoping Meeting #2 | 2/27/2021 | larry van doren | Q&A Chat | I've been in South Bay since 1990, even then the location of Redondo Transit Center at Galleria was never busy, located at a place not served well by bus systems and left getting to Del Almo mall and Torrance (Old Town, Torrance Courthouse) and any of the Beach Cities! Has there been any updated traffic studies to support these routes? |
| 159 | CGLET Scoping Meeting #2 | 2/27/2021 | Robert Frampton | Q&A Chat | several pedestrian grade separated crossings should be provided -- similar to the pedestrian bridge in La Verne over the Gold Line. |
| 160 | CGLET Scoping Meeting #2 | 2/27/2021 | Aron Sanchez | Q&A Chat | hawthorne has many businesses that would benefit from the c line extension. from hearing everyone's concerns, perhaps an overhead or underground hawthorne line would be best. |
| 161 | CGLET Scoping Meeting #2 | 2/27/2021 | Mary | Q&A Chat | Regardless which route is chosen, I am 100% in favor of this project and it cannot happen soon enough. I presently ride Metro often and having a terminus close to my home in Torrance would be wonderful. Thank you. |
| 162 | CGLET Scoping Meeting #2 | 2/27/2021 | Eric Scharpf | Q&A Chat | The Hawthorne Blvd route should not be at-grade along Hawthorne Blvd. An at-grade route would be detrimental to auto traffic flow, and would be detrimental to Green Line train flow. As an example, Blue Line train traffic along Washington St in downtown LA is severely hampered by being at-grade and not having priority traffic signals. |
| 163 | CGLET Scoping Meeting #2 | 2/27/2021 | Mary | Q&A Chat | We are excited about having a Metro leading to LAX and other possible fun areas in Torrance, hopefully, like downtown Torrance. I would love for Alternate 1 and have the transit station right there. It would be fantastic. Hawthorne would be great ONLY if it could below ground between Artesia and 190th so we can mitigate any stopped traffic at the intersections. The neighborhood between Artesia and 190th is already surrounded by major streets in all 4 directions (N, S, W and E). Putting a Metro on grade between Artesia and 190th would only further separate our racially diverse and income diverse neighborhood from other amenities. |
| 164 | CGLET Scoping Meeting #2 | 2/27/2021 | larry van doren | Q&A Chat | Given any chosen route, is consideration for safe transport of bicycles and bike paths being placed or part of solution? |

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| 165 | CGLET Scoping Meeting #2 | 2/27/2021 | rfram | Q&A Chat | My selection is for Option 2. It provides better access for businesses growth and ease for commuters. Children living west of Condon Ave attend William Green Elementary. Crossing the Metro line will be precarious at best. Option 2 allow Lawndale to be maintained as a family friendly residential community. |
| 166 | CGLET Scoping Meeting #2 | 2/27/2021 | Aron Sanchez | Q&A Chat | as a torrance resident, i also would love to advocate for safe bike paths! so cyclists can easily transition to using the c line |
| 167 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | Recommend that Metro also consider the 182nd crossing for The Hawthorne Alternative as it is being considered for Alternative 1. |
| 168 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | Option 2 with a stop in Lawndale will help commuters and passengers use the Lawndale Beat to access to their homes and help local business prosper. |
| 169 | CGLET Scoping Meeting #2 | 2/27/2021 | Danielle Sevilla | Q&A Chat | Thank you Ms. Roybal. I'm familiar with it but was concerned that others may not be and could benefit from having that explained during the presentation. Thank you for your time, we appreciate the opportunity to provide input. |
| 170 | CGLET Scoping Meeting #2 | 2/27/2021 | A Owens | Q&A Chat | I doubt there is a way to put any rail underground at the Lawndale ROW. There are gas lines everywhere! |
| 171 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | Also, there would be only 20 STEPS distance from the rail area and some folks front lawn! |
| 172 | CGLET Scoping Meeting #2 | 2/27/2021 | A Owens | Q&A Chat | Is it possible to see sketches of what the metro could look like along either route? And would it be possible to show what riders would see from their perspective on the metro and from the perspective from people on the ground in various points along the route? |
| 173 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | Also, I'll at the ROW now. there is a train coming right now. It happens at least 3 times a day. We are used to it, but not if there are many many more! |
| 174 | CGLET Scoping Meeting #2 | 2/27/2021 | A Owens | Q&A Chat | As a resident of Lawndale, option 2 would only do more harm to the city. The city of Lawndale is small and having a train go through Hawthorne boulevard would only bring disruption to the community. Cities such as Redondo Beach and Torrance, do not have this concern because they have plenty of industrial areas to run the train through which would not impact their noise level. With a train running through Hawthorne, the quality of the area will go down. As it is, there is already not enough parking and that is why we have parking down Hawthorne boulevard. Local businesses and residents rely on the parking down Hawthorne boulevard. There also tends to be more crime around train stops and local residents would be affected by that. |
| 175 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | I would like to see a REAL park space at OR NEAR the ROW |
| 176 | CGLET Scoping Meeting #2 | 2/27/2021 | Alejandro Gomez | Q&A Chat | Many residents of all surrounding cities do not know these meetings are going on. Is information mailed out to the community? |
| 177 | CGLET Scoping Meeting #2 | 2/27/2021 | David Mach | Q&A Chat | ROW would affect the whole community and schools. I support Option #2 it has less negative impact to the Lawndale community. |
| 178 | CGLET Scoping Meeting #2 | 2/27/2021 | patrick chan | Q&A Chat | I work in the City of Torrance and I support Alternative 1. It would be an easier commute for me to go from my home to work with this rail line using the ROW. The project will be completed sooner and it is fully funded. |
| 179 | CGLET Scoping Meeting #2 | 2/27/2021 | mike | Q&A Chat | Have we considered to use energy-efficient buses instead of extending the rail? I see autonomous transportation is happening very soon. |
| 180 | CGLET Scoping Meeting #2 | 2/27/2021 | A Owens | Q&A Chat | Recommend that Metro continue to consider the "no build" alternative in addition to the light rail options. |
| 181 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | They don't have to eliminate the median parking on Hawthorne. |
| 182 | CGLET Scoping Meeting #2 | 2/27/2021 | Ignatius | Q&A Chat | I would like a study about the overall traffic impact (vehicle, pedestrian, metro) on Hawthorne and Artesia. It is already one of the most unsafe intersections in the south bay. Concerned about more distractions (and possibly drivers dropping off people at the curb near that intersection so their friends can hop on the rail.) |
| 183 | CGLET Scoping Meeting #2 | 2/27/2021 | Danielle Sevilla | Q&A Chat | Is it really a possibility to add more stops in the future? |
| 184 | CGLET Scoping Meeting #2 | 2/27/2021 | John Schreiber | Q&A Chat | Please further study above and below ground alternatives or increasing the above/below portions along with at-grade portions. |
| 185 | CGLET Scoping Meeting #2 | 2/27/2021 | patrick chan | Q&A Chat | If metro is currently seeking funds for accelerated construction for 2028, why can't metro seek funding to build a less disruptive option for the City of Lawndale? By that I mean why not seek funding for an aerial option down Hawthorne or a trenched or underground option for the ROW? Or why not seek funding for a station to benefit Lawndale? Cheapest is not best. If you can find funding to speed this project up, you can find funding to mitigate the drastic impacts to our way of life in Lawndale. |
| 186 | CGLET Scoping Meeting #2 | 2/27/2021 | A Owens | Q&A Chat | I agree with the speaker. |
| 187 | CGLET Scoping Meeting #2 | 2/27/2021 | John Schreiber | Q&A Chat | Option 2!! Free ride-by advertising for the Hawthorne businesses, and protecting the homes, grass and trees on the ROW! |
| 188 | CGLET Scoping Meeting #2 | 2/27/2021 | anthony | Q&A Chat | Another thing I want to see studied is the construction impacts if Alternative 1 is picked. The ROW is narrow and Condon Ave is only a one-way street. How will residents with driveways that are accessed via Condon Ave be impacted if the one-way street is constantly clogged with construction traffic? Will we lose access to our driveways? I can't see how you can fit all the construction equipment without affecting access to our homes. |
| 189 | CGLET Scoping Meeting #2 | 2/27/2021 | A Owens | Q&A Chat | What are you doing to prevent transients free riders to end up at the last stop? |
| | | | | | Lawndale will be greatly disrupted with either option, and the least the city should get is its own station!! |

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| 190 | CGLET Scoping Meeting #2 | 2/27/2021 | John Schreiber | Q&A Chat | I know homes within a certain radius of light rail can rise in value but I want a study specifically studying property values of homes that are within 100 feet of the actual rail line. I don't doubt homes 5 blocks from the light rail will appreciate in value but I have never seen a study on the effect on home values for homes that literally abut the track itself. Can we study just home values of homes maybe within 100 feet of tracks? I imagine you can use the Gold Line or expo line as an example |
| 191 | CGLET Scoping Meeting #2 | 2/27/2021 | mike | Q&A Chat | Suggest that the Metro Green Line in the South Bay has been overtaken by events. Better to not spend the money on this "stub", and instead spend the funds on connecting the Green Line to the Norwalk MetroLink terminal. |
| 192 | CGLET Scoping Meeting #2 | 2/27/2021 | Danielle Sevilla | Q&A Chat | Thank you to Lawndale Mayor Robert Pullen-Miles, Councilmember Bernadette Suarez, and the representative from Supervisor Hahn's office for attending the meeting on behalf of their constituents, it is noticed and appreciated. |
| 193 | CGLET Scoping Meeting #2 | 2/27/2021 | Efrain Sevilla | Q&A Chat | Option 1 is the superior one. We also need further study on alternatives, such as above and below ground. There should also be a stop for El Camino Community College students who need an alternative way of travel to the school for their vital education needs. Please be sure to study noise from the train and from construction. |
| 194 | CGLET Scoping Meeting #2 | 2/27/2021 | patrick chan | Q&A Chat | I live close to the intersection of 190th and Hawthorn Blvd. Can you please do some study on the noise impact when the train cross the bridge there? Thank you. |
| 195 | CGLET Scoping Meeting #2 | 2/27/2021 | mike | Q&A Chat | Metro, please consider novel alternatives like Ultra Global PRT for the South Bay extension. These are cheaper than light rail, are better suited to the low ridership expected, and will have near zero environmental impact to the neighborhoods. |
| 196 | CGLET Scoping Meeting #2 | 2/27/2021 | Anonymous Attendee | Q&A Chat | Can we get a study of who the commuter is and if they reside in this Green Line area. What will L.A. buses and local buses be reconfigured? Is there any benefit for the city of Lawndale and the majority of this line is in this city. |
| 197 | CGLET Scoping Meeting #2 | 2/27/2021 | Danielle Sevilla | Q&A Chat | Thank you Metro staff for being here so that we can provide feedback, for a well run meeting and clear to understand presentation. |
| 198 | CGLET Scoping Meeting #2 | 2/27/2021 | Ignatius | Q&A Chat | Thank you! |
| 199 | CGLET Scoping Meeting #2 | 2/27/2021 | patrick chan | Q&A Chat | Thank you. |

| C (Green) Line Extension to Torrance | | | | |
|--|--------------------------------|-----------------|------------------|--|
| Scoping Period - Project Information Phone Line Comments | | | | |
| # | Event/Comment Source | Date of Comment | Name | Comment |
| 1 | Project Information Phone Line | 01/29/21 | Gary Vargas | Hello my name is Gary Vargas, my phone number is [REDACTED]. I'm calling in regards to questions about the alternative for where the Green Line extension will go from the Redondo Beach station down to Torrance. I want to know the differences in determining factors for choosing either the alternative 1, which goes along the right-of-way, adjacent to an existing railway, or going down Hawthorne Blvd. Alternative 1 would impact myself due to my current property being adjacent to where alternative 1 is going to be going through in Lawndale. So I definitely have some questions, please call me back [REDACTED]. |
| 2 | Project Information Phone Line | 02/02/21 | Jennifer Phan | Received Tuesday hi my name is Jennifer Phan I'm the property manager and one of the properties I own is in the City of Artesia and we were notified a little over a year ago that a project the Extension of the Green Line Metro Metrolink and it will be affecting one of our property locations and I wanted to get more information on this project because we have new tenants moving in and would like to know how this project would affect our property. We don't have much information just yet if I can get and would like to get more information. The property I'm refereeing to is [REDACTED]. Again, my name is Jennifer phone number . . . thank you. |
| 3 | Project Information Phone Line | 02/05/21 | Jennifer Pi | Hi this is Julia Pi I am a Torrance resident I wanted to comment on the green line Hawthorne Blvd may I speak with mark I think his name was mark. I want to comment and tell you that i don't like the green line on Hawthorne I looked at the alternatives and Alternative one seems okay but alternative 2 on Hawthorne Blvd I don't like it I don't know where I can speak to Mark Dierking about this. If it's possible can you please call me back my phone number is . . . to leave my comment thank you bye. |
| 4 | Project Information Phone Line | 02/16/21 | Jeanette Baker | Hi my name is Jeanette Baker I live in Torrance on 127th St my phone number is . . . I say absolutely no to Alternative two God that would be a disaster anyway call me back no to alternative 2. |
| 5 | Project Information Phone Line | 02/16/21 | Sandra Guillory | My name is Sandra Guillory . . . my house is on Condon Ave which backups to the railroad you don't have to call me back but please put me in the column of let's not add more traffic to that railroad I'm requesting it moves over to Hawthorne Blvd. which will be better for traffic thank you so much. |
| 6 | Project Information Phone Line | 02/18/21 | Michelle Mateaki | Hello my name is Michelle Mateaki I am a 43 resident of Torrance I am calling to voice my opinion to say no to the alternative 2 for the C Green line to run down Hawthorne Blvd I'm begging you on behalf of my family myself and my community this is not a good option for our community has rate Hawthorne Blvd. is ridiculously crowded and it is dangerous and adding this to Hawthorne boulevard will make this dangerous for our community and our children thank you. |
| 7 | Project Information Phone Line | 02/18/21 | Holly Osborne | Hi my name is Holly Osborne my phone number is . . . I read that you had a BNSF meeting on January 22nd is there any notes or presentation from that meeting that we could review could you give me a call and let me know how I can access a link to that again my phone number is . . . please leave a message where I can review the BNFS Meeting notes okay thank you bye. |
| 8 | Project Information Phone Line | 02/19/21 | Jeanette Baker | Hi my name is Jeanette Baker my phone number is . . . I'm calling to tell you that alternative one is a yes thumbs up and I agree with it. Alternative two is a no I don't want that it's going to cost so much traffic there's already so much traffic on Hawthorne Blvd and its' horrible and I live on Hawthorne Blvd and it's terrible I can't get to my home so no on Alternative two. Jeanette Baker thank you bye |
| 9 | Project Information Phone Line | 02/25/21 | Molly Obbards | Hi this is Molly Obbards I'd like to say no to alternative two my phone numbers . . . Thank you. |
| 10 | Project Information Phone Line | 02/25/21 | Jackie Ecklund | Hi, my name is Jackie Ecklund and I'm inquiring about the green line extension. I wanted to know if I could email my comments for the public record on your green nine extension email. And my phone number is . . . and my name is Jackie. And that's what I'm calling about thank you. |
| 11 | Project Information Phone Line | 03/03/21 | Scott Bell | Yeah hi Aaron. My name is Scott Bell, I'm a lifelong Torrance resident. Been here for 64 years, since I was born. Lived near Hawthorne Blvd for that amount of time and I am extremely worried about the Metro rail being built down the center of Hawthorne Blvd. The traffic is already horrendous. When I was a little kid you could ride your bike on Hawthorne Blvd. I cannot fathom the impact--the construction impact--that would have on the area and my property values. I'm retired and disabled, that's all I have is my home. Now I hear the other route is on the old railroad that's by the park and I would encourage you guys to put it there. I wasn't a big fan of the Metro rail running to Torrance anyway because of the transients and the drug addicts that have free vouchers from the state to come down here. So please do not put it down Hawthorne Blvd. If you could give me a call back [REDACTED], I would appreciate it. There's no one in my neighborhood that wants this to happen and there's thousands of homes. Please consider us. Thank you. |
| 12 | Project Information Phone Line | 03/04/21 | Edith Marquez | Hello my name is Edith Marquez i am a resident of lawndale and i would like to state my stand on the alternatives and I prefer alternative 2 for the green line extension to go on Hawthorne Blvd. We do not want alternative one we want alternative 2. |

| C (Green) Line Extension to Torrance | | | | |
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| Scoping Period - Project Information Phone Line Comments | | | | |
| # | Event/Comment Source | Date of Comment | Name | Comment |
| 13 | Project Information Phone Line | 03/04/21 | Brenda Mohr | Hello this is Brenda Mohr my phone number is I'm a resident 107th St in Torrance and myself and other neighbors we have been concerned about the Metro on Hawthorne Blvd and and I just wanted to express my concern on January 5th 2021 there was a fatal accident on Hawthorne and Artesia and recently on February 24th of 2021 there was a fatality accident involving a pedestrian on the crosswa k my concern as well as my neighbors has been the impact of the Metro on the community whenever there's an accident in the area the traffic is detour down 177th St and I believe having the Metro run down Hawthorne Blvd increases the risk to the community and I would appreciate it if you give me a call back at my number is . . . thank you. |
| 14 | Project Information Phone Line | 03/05/21 | Sal Murado | Good afternoon my name is Sal Murado I'm a resident of Lawndale area and I live near where you're considering putting the green line extension could you give me a call back at . . . I oppose this project we are a quiet community here from the blocks on Manhattan Beach Blvd to Artesia and 170th that's where the residential area really ends and it will be big disturbing the peace and take away our community walk space where we walk our dogs. I strongly oppose you guys don't give any Mail notices what it seems I ke to me meetings in the dark so I strongly oppose this you're going to ruin our community and we don't need obnoxious train sounds unless you're willing to pay for everyone's windows and doors would be soundproof which I doubt would fit in your budget I oppose this thank you so much for your time. |
| 15 | Project Information Phone Line | 03/05/21 | Patricia McGill | My name is Patricia McGill. And I would I ke to speak one someone I live here in a Torrance mobile home park that's behind the tracks. I was given a paper by the management here of the park and I would like to speak with someone regarding this. My number is . . . thank you looking forward to a call back. |
| 16 | Project Information Phone Line | 03/07/21 | Stephanie Kingdon | My name is Stephanie Kingdon I am resident of Lawndale into comment my support on putting the green line extension on Hawthorne Blvd. This is a major transportation thoroughfares historically the red line used to go down a little pop on over the world. So putting a passenger plane down the distractors makes sense. I think it'll increase ridership and it just makes sense. The alternative path. It goes down this The Parkway Greenway between 160 st and 170th is not the right choice because this area is used as a park, and by turning into a train track or even just minimizing the space there it is taking away Park space from what is Working Class community that does have limited access to park space. So this is 100% Not the right call. Is not equitable and it will take away from the quality of life of people who live in Lawndale. Hawthorne Blvd. is already A transportation thoroughfare, and people expect to see buses and cars passing through this area. It's a highway, I can absolutely change along. Thank you so much. appreciate the, the ability to express my thoughts and feelings on this and also I do support the metric of mentors. Thank you so much. Goodbye. |
| 17 | Project Information Phone Line | 03/09/21 | Rose Rodriguez | Yes. Good afternoon. My name is Rose Rodriguez my telephone number is . . . I'm calling in opposition to alternative option one. I think this is * so loosely going to be a nightmare. This is ridiculous. You have to have live meetings with the homeowners who are going to be affected. This is absolutely incredible. And I don't know how this was even able to get approved with Environmental concerns, unless there was some type of exemptions, or something that the community didn't know about. |
| 18 | Project Information Phone Line | 03/09/21 | Charles Ellingson | My name is Charles Ellingson my number . . . I'm a resident very close to the green line and the green way and I want to leave my comment that I think this is a very foolish idea. It should go down Hawthorne Boulevard disrupting residences, not a good idea. This train will be a nuisance. It runs empty for no reason is there for having it come through our residential neighborhood. Give me a call. We'll ta k more. Bye. |
| 19 | Project Information Phone Line | 03/14/21 | Maggie Kiupelian | Hello, my name is Maggie Kiupelian my phone numbers is . . . and I am calling to vote no to the alternative number one and to put the green line on Hawthorne Boulevard. So again, I would like to say no to alternative number two. Thank you. |
| 20 | Project Information Phone Line | 03/15/21 | Patricia Herrera | Hello my name is Patricia Herrera My number is . . . was calling to see what I can do to help stop the train from going down through Lawndale. Thank you. Bye bye. |

| C (Green) Line Extension to Torrance | | | | |
|--|--------------------------------|-----------------|---------------|---|
| Scoping Period - Project Information Phone Line Comments | | | | |
| # | Event/Comment Source | Date of Comment | Name | Comment |
| 21 | Project Information Phone Line | 03/17/21 | David Tusick | Hello, this is David Tusick. I live on 166th Street Lawndale California. I just wanted to Say that I would greatly prefer if the line went down the Hawthorne, I mean if you drop people off here where the proposed Redondo Beach transit stop could be on the alternative one Option and it's blue on the map. For the extended see line. I mean, I don't see where you're where you're dropping people off. You're dropping off into a small little community. There's no businesses really unlocking I mean immediate walking distance. There's no anything here and I don't really fully understand but the advantages they have and also concerned about the small amount of green space we have here at the end of the street, what's going to happen with that. And then I'm also concerned about Larger environmental impact, not just for health of my own concerns, but also there's a large amount of wildlife that lives in those little green space there and I want to make sure that when we're doing the study that that's properly assessed. I have found some birds that are Living in this region that around the state, watch list. I don't know if that's relevant or not. But that's a whole nother issue. Yeah, and I just wanted to start expressing my concern. So my concerns are. What were we driving people off and why, like what's the advantage of putting them in the middle of Lonsdale be destroying the community and The habitat there and the additional found and our values and everything I'm concerned about all that. So this is me fulfill my campaign this message. |
| 22 | Project Information Phone Line | 03/17/21 | Byron Reyes | I'm calling because I don't agree for the C line metro in Lawndale California. Okay, bye. Thank you. |
| 23 | Project Information Phone Line | 03/18/21 | Maria Reyes | Hello this is Maria Reyes. I am completely opposed to this MTA thing that you guys are doing with the Lawndale Resident, why does Lawndale have to pay for the Torrance Line. Anyway, I don't, I don't like what you guys are doing. I've never heard about it till about today. Through another neighbor. And so I'm calling to oppose it. And to tell you that there's got to be other ways you could do it underground, but above the surface here Hawthorne Boulevard. It should be away from where residents live there. I live very close to Hawthorne Boulevard and I don't want to hear that all night long. Thank you. |
| 24 | Project Information Phone Line | 03/18/21 | Catherine | Hi there. This is Catherine my phone . . . I just wanted to comment If the metro would consider whatever line may end up choosing to landscape with native plants. Or at least drought tolerant plants. I'm wa king the ROW right now this is interesting to see what's planted here. What's brought it here, but I think it'd be lovely to have to consider planting California natives, at least drought tolerant and non invasive plants when you do end up Going for with the project and are considering what landscape and you'd like to do. Thank you. |
| 25 | Project Information Phone Line | 03/19/21 | Julian Mendez | This is Julian Mendez I'm calling regarding this metro green line projects that's supposed to be cutting through Lawndale to get to Torrance, and I would just like to give my feedback which is I do not wish for this to happen. I think the instruction alone, along with all the traffic that would be going through my neighborhood would be very disruptive. Thank you. |
| 26 | Project Information Phone Line | 03/20/21 | Mike | Yes, my name is M ke trying to my number is . . . and I just want to say, please don't put any more metro lines or anything else. It's going to send a bunch of trains from 166th think up to 170th in Lawndale on Condon avenue. Yeah, there's very little green space around in the year anymore and We just appreciate to have less noise less pollution blessed kiss problem. All right, meaning more technology coming in here, or they so anyway, thanks. I appreciate it. |
| 27 | Project Information Phone Line | 03/20/21 | Mary Kretzmar | Hello my name is Mary Kretzmar last name spelled K-r-e-t-z-m-a-r. My phone number is . . . I'm calling in regards to the C line green extension to Torrance. Obviously you're starting to build the building because I can see it. I'm live right across the street from where the building. My opinion of it I do not want to have this line. I don't want this extension built because it will bring in more people. Partly I think it'll bring crime as well and it will be too busy and so I'm against having this built now obviously the building is built, but I'm hoping that you will stop the line from being built, because I like having Torrance the way it is now. It is a wonderful city and I do not want to end up like a Los Angeles City where it's busy, busy, busy so anyway. This is my opinion and thank you for allowing me the opportunity to give my comment in regards to the C line green extension to Torrance, I do not wish to have it. Thank you very much. God bless and stay safe bye. |
| 28 | Project Information Phone Line | 03/20/21 | Bill Ungar | Hi this Bill Ungar [REDACTED] up on Hawthorne Boulevard California 90504 my telephone number is . . . We'd like to find out a little bit more about the potential noise and view impacts of the green line extension as is passes behind the South Bay estates mobile home park, please call me at . . . Thank you. |
| 29 | Project Information Phone Line | 03/20/21 | Scott Bell | Yeah, my name is Scott Bell on the lifelong loves done as a city attorney absolutely do not want the green line to run down the middle of Hawthorne Boulevard. Traffic is horrendous right now. And if you do that construction that's going to make it 10 times worse, it's going to impact my property values and I do not want it. My phone numbers [REDACTED] I've already left a message for someone they did not even have the courtesy to call me back. None of my neighbors wanted we live in between prairie and Hawthorne Effect 180 Second Street, and we do not want this to happen at all. Thank you. |
| 30 | Project Information Phone Line | 03/24/21 | Paul Gasper | Yeah, my name is Paul Gasper my phone number is . . . I'm calling regarding the green line extension. I am against proposition, or the alternatives two. I do not want the green line extension going down Hawthorne Boulevard. It is much better that goes along the existing ROW. I am a Torrance Resident. |

C (Green) Line Extension to Torrance**Scoping Period - Project Information Phone Line Comments**

| # | Event/Comment Source | Date of Comment | Name | Comment |
|----|--------------------------------|-----------------|---------------|--|
| 31 | Project Information Phone Line | 03/25/21 | Rita Catalano | Yes. Hello. Yes, my name is Rita Catalano, and my phone number is . . . I'm going to be out for a few hours. It's about 11:30 now I'll be back about three o'clock. I would like to make a comment about the extension. So I would like to talk to someone. Yes again, my phone number is . . . I'm a resident of Torrance. Okay. Hope to talk to you later. Okay. Bye now. |
| 32 | Project Information Phone Line | 03/25/21 | Anonymous | Yeah I am a Torrance Resident who lives in between on 175th Street between prairie and Hawthorne And last time they had a car wreck up on Hawthorne, you couldn't even get into our residential track so I don't know who's out of their mind by wanting to run the green line project on Hawthorne Boulevard, but this is going to be so dangerous for our children, my grandchildren. I'm absolutely and all my neighbors are 2,000% against this construction to go down Hawthorne Boulevard. That's the dumbest idea. I think I've heard of in the fifth than 64 years I've lived in Torrance. |
| 33 | Project Information Phone Line | 03/29/21 | Judy Wells | Oh hi, my name is Judy Wells and I live right on 163rd Street in Lawndale, so that project with definitely affects me my phone number is . . . And I have a question. I want to know as the meeting that we had at staying out of school in 2018 if all those comments and protests were either for or against the building Tesla file. Can somebody us back. That'd be terrific. Again, it's . . . and my name is Judy thank you. |

C (Green) Line Extension to Torrance

Scoping Period - Agency Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|---|----------------------|-----------------|------------------|-------------------------------------|---|
| 1 | Letter | 01/25/21 | Andrew Green | Native American Heritage Commission | <p>Dear Ms. Saltarelli:</p> <p>The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd (a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).</p> <p>CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.</p> <p>The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.</p> <p>Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.</p> |
| 2 | Letter | 02/24/21 | Ronald M. Durbin | LAFD | <p>Dear Ms. Roybal Saltarelli:</p> <p>REVISED AND RECIRCULATED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, "METRO C LINE (GREEN) EXTENSION TO TORRANCE PROJECT," IS A PROPOSED LIGHT RAIL TRANSIT LINE THAT WOULD EXTEND APPROXIMATELY 4.5 MILES FROM THE END OF THE EXISTING METRO C LINE (GREEN) AT THE REDONDO BEACH STATION, TORRANCE, FFER 2021001216</p> <p>The Revised and Recirculated Notice of Preparation of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.</p> <p>The following are their comments:</p> <p>PLANNING DIVISION:</p> <p>We will reserve our comments for the draft EIR.</p> <p>For any questions regarding this response, please contact Kien Chin, Planning Analyst, at [REDACTED] or [REDACTED]</p> <p>LAND DEVELOPMENT UNIT:</p> <p>The Fire Prevention Division, Land Development Unit, has no comments regarding the Notice of Preparation for this project. The Fire Department will have an opportunity to provide additional comments and requirements when the Draft Environmental Impact Report is circulated for review.</p> <p>The Fire Prevention Division, Land Development Unit appreciates the opportunity to comment on this project. Should any questions arise, please contact Juan Padilla at [REDACTED] or [REDACTED]</p> |
| 3 | Letter | 02/25/21 | Miya Edmonson | DOT District 7 | <p>Dear Dolores Roybal Saltarelli:</p> <p>Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Los Angeles County Metropolitan Transportation Authority (Metro) C Line (Green) Extension to Torrance Project (Project) is a proposed light rail transit (LRT) line that would extend approximately 4.5 miles from the end of the existing Metro C Line (Green) at the Redondo Beach (Marine) Station in Redondo Beach southeast towards Torrance. The purpose of the revised NOP is to notify interested agencies, parties, local jurisdictions, community organizations, and residents of the preparation of the Draft EIR for the Project.</p> <p>Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by 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 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 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. The nearest State facility to the proposed project is I-405. After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities if Alternative 1 is chosen. However, if alignment Alternative 2 is chosen, then significantly</p> <p>Dolores Roybal Saltarelli Page 2 "Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability" more review and coordination will be required as it includes a section between Inglewood Avenue and Hawthorne Boulevard that appears to run within or along State right-of-way. Caltrans looks forward to reviewing the forthcoming Draft Environmental Impact Report (DEIR) for additional project analysis as well as confirmation of which route alternative is chosen.</p> <p>If you have any questions, please contact project coordinator Anthony Higgins, at [REDACTED] and refer to GTS# 07-LA-2021-03485.</p> <p>Sincerely, MIYA EDMONSON</p> |

C (Green) Line Extension to Torrance

Scoping Period - Agency Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|---|----------------------|-----------------|---------------|------------------------------------|---|
| 4 | Letter | 03/03/21 | Patrick Furey | Mayor of Torrance | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis: 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.</p> |
| 5 | Letter | 03/09/21 | Lijin Sun | South Coast Air Quality Management | <p>South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.</p> <p>CEQA Air Quality Analysis</p> <p>Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod² land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.</p> <p>South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.</p> <p>The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.</p> <p>Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA operational thresholds to determine the level of significance.</p> <p>If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment⁵.</p> <p>In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at [REDACTED].</p> |

C (Green) Line Extension to Torrance

Scoping Period - Agency Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|---|----------------------|-----------------|---------------------|--------------------------------|---|
| 6 | Letter | 03/09/21 | Olivia Valentine | SBCCOG | <p>Dear Ms. Roybal Saltarelli:</p> <p>The South Bay Cities Council of Governments (SBCCOG) welcomes the initiation of the Environmental Impact Report preparation process for the extension of the C (Green) Line to Torrance project pursuant to the California Environmental Quality Act (CEQA). This vital step will keep the project among Metro's highest rail development priorities as the region prepares for the 2028 Olympics and Paralympic Games and to ensure the Metro Board will meet its commitment to open the line well before the Measure M expenditure plan 2033 deadline.</p> <p>We understand the EIR analysis will evaluate two routes and several profile alternatives between the existing Redondo Beach Marine Station and the under-construction Torrance Transit Center. The SBCCOG looks forward to providing our thoughts on the project alternatives once the Draft EIR is completed and prior to Metro's selection of the Locally Preferred Alternative. However, we are sensitive to a wide range of community concerns that have been raised during previous studies about impacts and mitigations on both routes. To provide the most comprehensive analysis of options, mitigations and costs, we urge Metro to include in the Draft EIR all feasible profiles and stations requested by local jurisdictions in potentially environmentally sensitive segments on both alignments. While it may result in a more complex document, it will help ensure the Final EIR can be prepared without the need for a Supplemental EIR and without delaying design and construction of the project. The SBCCOG also requests Metro to evaluate the circulation and access to the stations being evaluated for each alignment. We strongly support inclusion of a properly-sized parking structure in the C (Green) Line project EIR at the Torrance Transit Center since this station will become the new C (Green) Line terminal station for the foreseeable future.</p> <p>2. We are also requesting Metro to include evaluation of a non-pedestrian connection between the Galleria station on the Hawthorne Boulevard route and the existing Redondo Transit Center, which are approximately 2/3 mile apart. Because this is an unacceptable walking distance, the C (Green Line) E R should include a Metro bus, shuttle, or other non-pedestrian connection in the project scope. South of 190th Street, the two light rail route alternatives merge into a single alignment to reach the Torrance Transit Center. SBCCOG is very concerned with how the Metro-owned right-of-way will be shared by freight tracks and the light rail double track. We urge Metro to start negotiating now to establish the parameters of a solution that ensures Metro's ability to add light rail double tracks while continuing to share Metro's right of way with the railroads which must have access to their customers in the segment and must store empty rail cars in the vicinity of the San Pedro ports. SBCCOG, Metro, and local communities have been working on this project for more than a decade. The SBCCOG looks forward to continued involvement in the project development process to assist Metro to plan, design and deliver this important project. We urge Metro to fully evaluate the options, impacts and mitigations in the project's first formal EIR so that an accurate project scope and costs can be estimated and the project can proceed into design and construction without further delay.</p> <p>Thank you for considering our scoping comments.</p> <p>Sincerely, Olivia Valentine Chair, South Bay Cities Council of Governments Mayor Pro Tem, City of Hawthorne</p> |
| 7 | Letter | 03/15/21 | Rochelle Campomanes | LA Sheriff Department | <p>Dear Ms. Roybal-Saltarelli,</p> <p>Please find the attached file for the project mentioned above. Please let me know if you have any comments or questions. Thank you very much.</p> <p>Description: Description: Description: 4Cstr-tx_L2</p> <p>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.</p> |
| 8 | Letter | 03/15/21 | Adriana Raza | LA County Sanitation Districts | <p>Dolores,</p> <p>Attached please find a pdf copy of the subject comment letter.</p> <p>Adriana Raza Customer Service Specialist Will Serve Desk [REDACTED] Facilities Planning Department</p> <p>Logo Website Facebook Twitter Instagram YouTube</p> |

C (Green) Line Extension to Torrance

Scoping Period - Agency Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|--------------------------|-----------------------|---|
| 9 | Letter | 03/15/21 | Ping Chang | SCAG | <p>RE: SCAG Comments on the Revised and Recirculated Notice of Preparation of a Draft Environmental Impact Report for the Metro C Line (Green) Extension to Torrance [SCAG NO. IGR10340]</p> <p>Dear Ms. Roybal-Saltarelli,</p> <p>Thank you for submitting the Revised and Recirculated Notice of Preparation of a Draft Environmental Impact Report for the Metro C Line (Green) Extension to Torrance ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.¹</p> <p>Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.</p> <p>SCAG staff has reviewed the Revised and Recirculated Notice of Preparation of a Draft Environmental Impact Report for the Metro C Line (Green) Extension to Torrance in Los Angeles County. The proposed project includes a 4.5-mile extension of the existing light rail transit line to the Torrance Transit Center Station with two new stations and ancillary facilities.</p> |
| 10 | Letter | 03/18/21 | Maxine Waters & Ted Lieu | US Congress | <p>Dear Board Members,</p> <p>We are writing to request that the Los Angeles Metropolitan Transportation Authority (LA Metro) expedite the completion and opening of the extension of Metro Line C, formerly known as the Green Line Extension to Torrance, by 2028. Since the C Line Extension to Torrance is a part of the "Twenty-eight by '28" initiative set forth to complete 28 transit infrastructure projects before the start of the 2028 Summer Olympics in Los Angeles, opening this line by 2028 would fulfill a key promise to the South Bay Community.</p> <p>After the most recent scoping period meetings hosted by LA Metro, there is concern in our districts that the project's completion and opening is now estimated to be done between 2030-2033. The South Bay has suffered from a lack of rail transit options, contributing to gridlock and air pollution in the region. This project has the capability of connecting and transforming our community and we are proud to have supported it from the beginning when we served in Congress and the California State Legislature, respectively. We were proud to help fight for and secure full phase one funding from the federal government for Metro's light rail and subway expansion. We will continue to push for federal funding for Metro and this project to improve Los Angeles' transportation infrastructure.</p> <p>We would like to commend Metro staff for the outreach they have conducted to educate many of our constituents about the various alternatives and the positive, lasting impact that this project will provide the South Bay. We would also like to extend our gratitude to the regional elected officials and community stakeholders for their leadership, advocacy, and support for this project.</p> <p>Thank you for your work and for your consideration of these recommendations.</p> <p>Sincerely,</p> <p>Ted W. Lieu Maxine Waters</p> |
| 11 | Letter | 03/18/21 | William Brand | City of Redondo Beach | <p>Dear Ms. Roybal Saltarelli:</p> <p>On behalf of the City of Redondo Beach, California, please accept this letter as the City's official written support of an elevated Hawthorne Boulevard alignment and comments in response to the Revised and Recirculated Notice of Preparation (NOP) for the Metro C Line (Green) Extension to Torrance Project. The City respectfully submits these comments to Metro, as the Lead Agency for the project, for consideration in the scope and content of the environmental analysis to be included in the Draft Environmental Impact Report (DEIR).</p> <p>Metro has proposed the C Line (Green) Extension to Torrance Project, which would create a light rail transit option along a four-mile segment of the Harbor Subdivision Corridor (a freight rail line) from the existing Metro Redondo Beach Station to the under- construction Torrance Transit Park and Ride Regional Terminal (Torrance Transit Center) in Torrance, also encompassing the under-construction Redondo Beach Transit Center through two potential alignments (i.e. rail right-of-way alignment and Hawthorne Blvd. alignment). The extension will be served by the Metro C Line (Green) and future Crenshaw/LAX Transit Project. Metro's planning documents argue that this extension will provide alternatives to congestion along the 1-405 corridor and will provide more transit options in the region by connecting the existing Metro Rail A (Blue) and E (Expo) Lines. Metro has proposed two alternative routes under consideration. The current alternatives are entitled Alternative 1: Metro Railroad Right-of-Way and Alternative 2: Hawthorne Boulevard.</p> <p>Alternative 2: Hawthorne Boulevard During the Alternatives Analysis study phase, the City submitted its comment letter dated July 18, 2018, to Phillip Washington, Metro's Chief Executive Officer, see attached, identifying alignment and grade preferences. In that letter, the Redondo Beach City Council urged the Metro Board to proceed with a full EIR to study an elevated route along Hawthorne Blvd. This was a modified profile to Metro's initial Alternative 3, which was a largely at-grade route along Hawthorne Boulevard. The elevated alignment addressed many of the Redondo Beach residents' concerns regarding noise, vibration, safety, and other factors, as well as having a speedier route to the Torrance Transit center than Metro's at-grade alternative.</p> <p>The Redondo Beach City Council re-affirms its recommendation of an elevated alternative along Hawthorne Blvd. Metro has now called Hawthorne Blvd Alternative 2, but the alignment is at grade. We would like to introduce the designation Alternative 2E: Hawthorne Boulevard Elevated, with the "E" signifying the revised elevated profile to be evaluated in the EIR.</p> |

C (Green) Line Extension to Torrance

Scoping Period - Agency Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|------------------------|--------------------------------|--|
| 12 | Letter | 03/25/21 | Daren Gilbert, Manager | CA Public Utilities Commission | <p>Dear Ms. Roybal-Saltarelli,</p> <p>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 from the Commission are 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 Notice of Preparation (NOP) from Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), who is the lead agency for the proposed Metro C Line (Green) Extension to Torrance Project.</p> <p>According to the NOP, Metro proposes to construct a light rail transit (LRT) line that would extend approximately 4.5 miles southeast from the end of the existing Metro C Line (Green) at the Redondo Beach (Marine) Station to the under-construction Torrance Transit Center. Two alternatives will be carried into the Draft Environmental Impact Report for further analysis: Alternative 1 along Metro Railroad Right of Way (ROW) and Alternative 2 along Hawthorne Blvd. The proposed project includes two rail stations along the LRT line and would connect the Metro system farther into the South Bay, serving the cities of Redondo Beach, Lawndale, and Torrance.</p> |
| 13 | Letter | 03/29/21 | Robert Pullen-Miles | City of Lawndale | <p>Dear Ms. Saltarelli:</p> <p>On behalf of the City Council of the City of Lawndale, I would like to take this opportunity to provide comments and express concerns on the proposed C Line (Green Line) Extension, as presented at Metro's February 22nd, 24th, and 27th scoping meetings which were held virtually. Over the years, the City of Lawndale has expressed serious concerns about the proposed C Line (Green Line) Extension, with a focus on how the project will have irreversible and significant environmental impacts on our City. Indeed, the City has on numerous occasions communicated our concerns via written letters, emails, phone calls, meetings with Metro staff, and at Metro-hosted public meetings.</p> <p>Unfortunately, Metro seems to be ignoring Lawndale's concerns or there is at least some miscommunication occurring between our agencies because to date, nothing demonstrates a willingness by Metro to consider either our desire that the project not be constructed or our demand that, if constructed, the project fully mitigate its impacts on Lawndale residents. Therefore, we respectfully submit these scoping comments to help ensure that Metro's decision makers fully comply with the California Environmental Quality Act (Public Resources Code § 21000 et seq., "CEQA") and the CEQA Guidelines (14 Cal. Code of Regulations §§ 15000 - 15387) with respect to the project. The following list outlines the City's comments and concerns:</p> <p>1. Alternatives. The City has been very clear that our preference/position is "No Project" going through Lawndale. However, we appreciate the importance of the C Line (Green Line) Extension as an element of Metro's overall public transportation program in Southern California, and recognize that Metro is ultimately inclined to move forward with this project. 14717 BURIN AVENUE • LAWDALE, CA 90260 • (310) 973-3200 • Fax (310) 644-4556</p> <p>2. Alternatives. Alternatives 1 and 2 as set forth in Metro's scoping documents do not include any form of undergrounding option as the C Line (Green Line) travels through the City. But at a 2018 Metro meeting, Committee Chair Hahn did express a clear intent on the record to ensure that undergrounding in Lawndale would continue to be meaningfully considered by Metro staff in the course of environmental studies. The City is deeply concerned that Metro has apparently ignored the former Chair's pledge to our residents.</p> <p>Alternative 1 will run approximately one mile through some of the densest residential areas in Lawndale. It is important to realize in the course of any analysis of environmental impacts that many of the properties in this area are developed with two to three residential units on very small parcels. Consequently, these very dense residential areas will be subjected to intense vibrations, substantial noise, increased traffic throughout the areas if the proposed project is not properly mitigated, and potential pedestrian and traffic safety issues due to the partial at-grade alignment and at least one at-grade crossing. The City is particularly concerned about the safety of children walking to the nearby William Green Elementary School and Environmental Charter High School. Further, Alternative 1 may reduce or eliminate the site of the City's largest sales tax generator, potentially causing the business to leave the City and the residents to suffer due to lack of City revenues.</p> <p>Alternative 2 is equally devastating on the City of Lawndale. Aside from residential impacts, it would destroy thousands of dollars of investment by the City in hardscaping and landscaping improvements down Hawthorne Boulevard and displace much needed parking that many of our businesses utilize every day for customers and employees. The impacts of this lost parking cannot properly be studied during the pandemic, and Metro should recognize the fallacy in attempting to do so. The Alternative also entails significant impacts and encroachments to private properties, including key retailers in the City</p> |

C (Green) Line Extension to Torrance

Scoping Period - Agency Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|----------------------|-----------------|-----------------|---|---|
| 14 | Letter | 03/29/21 | Marianne Hamada | North Torrance Neighborhood Association | <p>Dear Mr. Mark Dierking,</p> <p>On behalf of the North Torrance Neighborhood Association (NTNA) Board of Directors, I am writing to inform you of our Board's decision regarding the two proposed alternatives for extending the Metro C Line to Torrance (Project).</p> <p>After careful review of the two alternatives, the NTNA Board supports 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 completion by 2028.</p> <p>The NTNA Board strongly opposes the Alternative 2. Alternative 2 would cause negative impacts to Torrance, such as: noise and vibration, traffic and transportation, hazards and safety and air quality and greenhouse gas emissions. Most importantly the aesthetics impact to our residents and commercial zones located along Hawthorne Blvd with all the equipment and power traction system to operate the light rail train.</p> <p>If you have any questions, or need anything further from the NTHA Board, please do not hesitate to contact myself at [REDACTED]</p> <p>Sincerely, Marianne Hamada President North Torrance Neighborhood Association</p> |

C (Green) Line Extension to Torrance

Scoping Period - Key Stakeholder Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|---|--------------------------|-----------------|-------------------|---|--|
| 1 | Project Email | 03/24/21 | Heather | Caring Transitions South Bay/PV | Thank you for your hard work on this extensive project. Please make sure the station has adequate parking. Thank you. Heather |
| 2 | Project Email | 03/24/21 | Virginia Erxleben | Center For Learning Unlimited | Good morning Donna. I took this wonderful opportunity to our small high school community because I feel it's important for them to have input. It's a good exercise for them. So our teacher will of course review was being sent your way but just wanted you to know how I included this in a lesson in teaching our students to participate in evaluating/responding to a request for public opinion. Ginny Erxleben Director Center for Learning Unlimited |
| 3 | Wufoo | 03/24/21 | Larry Halvorsen | Express Employment Torrance CA | As a business owner and resident of the South Bay/ Torrance I would like to highly encourage Metro to expedite the extension to the 2028 timeframe. I am sure you have many good reason already but I want to emphasis how difficult it is for workers in areas like Compton/Inglewood and other parts of South LA City to get to Torrance for work if they don't own a car. It is vital for these economically disenfranchises area to get access to long term jobs offered in the Torrance area and the extension will be a vital asset for these individuals. The sooner this is accomplished the better for all of Los Angeles. |
| 4 | Letter | 03/29/21 | Marianne Hamada | North Torrance Neighborhood Association | Dear Mr. Mark Dierking, On behalf of the North Torrance Neighborhood Association (NTNA) Board of Directors, I am writing to inform you of our Board's decision regarding the two proposed alternatives for extending the Metro C Line to Torrance (Project). After careful review of the two alternatives, the NTNA Board supports 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 completion by 2028. The NTNA Board strongly opposes the Alternative 2. Alternative 2 would cause negative impacts to Torrance, such as: noise and v bration, traffic and transportation, hazards and safety and air quality and greenhouse gas emissions. Most importantly the aesthetics impact to our residents and commercial zones located along Hawthorne Blvd with all the equipment and power traction system to operate the light rail train. If you have any questions, or need anything further from the NTHA Board, please do not hesitate to contact myself at [REDACTED] Sincerely, Marianne Hamada President North Torrance Neighborhood Association |
| 5 | CGLET Scoping Meeting #2 | 02/27/21 | Glen Brackenridge | Right of Say | How many residential properties will be condemned or partially condemned if Metro picks Alternative 1? The ROW narrows down south of 170th down to 75 feet at some places. Will Metro need to widen this space to fit 3 train lines? Will backyards be taken away from residents in order to make it fit? |
| 6 | CGLET Scoping Meeting #2 | 02/27/21 | Glen Brackenridge | Right of Say | How will the Green Line connect to LAX? Also, how long does it take to get to the airport if I just take the shuttle bus from the Green Line station at Redondo Beach? We were promised a one-seat ride to the airport on the Green Line, but two years ago we were instead told we would have to switch to another train or shuttle. What is the planned future of this connection? |

C (Green) Line Extension to Torrance

Scoping Period - Key Stakeholder Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|---|--------------------------|-----------------|-------------------|--------------|--|
| 7 | CGLET Scoping Meeting #2 | 02/27/21 | Glen Brackenridge | Right of Say | <p>Hello there. My name is Glen Brackenridge. I started an organization called Right of Say a few years ago as a resident of Lawndale and we networked with residents of north Redondo and Torrance all to advocate to protect the ROW, the right-of-way, and to advocate for Option 2, Alternative 2 down Hawthorne. And I think that where this came out of, as some of the other speakers said, is the ROW is a green space used by the community and going down the ROW would affect around 40 blocks of residents, and where it narrows down south of 170th, it's about 75 feet. So now you're talking about putting in two more rail lines along with the existing BNSF railroad, which I don't see how you're not going to have some eminent domain taking people's backyards, pushing people's homes back, and just the constant disruption. And I totally understand the very, very few residents on Hawthorne who feel affected, but if we're weighing 200, 300 people's homes and lives being affected compared to a few residents who are used to having eight lanes of traffic on Hawthorne, I don't see how you can compare those two and find them the same as well as, you know, the Hawthorne alternative would also allow -- you're going to get more transit riders and if ultimately what we're trying to do is get people out of their cars and on transit, I think that picking Alternative 2 would not only bring the greater number of riders to transit, it would also allow a stop to be at the Galleria where the businesses are, as well as we've got to think for the future and we only get one chance to do this right. So we are really advocating at Right of Say for smart transit, and so we want to pick the option that is going to enhance the future of transit in the South Bay and for us it's clearly Alternative 2, which we'd like to see actually the aerial study because we feel like in the future there could be more stops. You're going to have -- you know, Hawthorne was built originally to have a railroad Pacific line and we just feel that that Alternative 2 is right for you and right for us. So that's what we're advocating for. Thank you.</p> |
| 8 | CGLET Scoping Meeting #2 | 02/27/21 | Glen Brackenridge | Right of Say | <p>I just wanted to bring up a few points that other speakers raised. One, I want to say that I really agree and appreciate Lawndale City Council and Deputy Suarez and Pullen-Miles for listening in here and we definitely --as Right of Say, we agree with them that it is a bit of a lose-lose proposition for Lawndale with this transit and that we want to remind Metro and any of the Metro Board listening that originally it was promised to Lawndale to get us on board with Measure M that the undergrounding option would be studied, and then in 2018 when Metro presented to Lawndale City Council, they were asked, you know, was this a serious thing or were they just blowing smoke, as Council Member Osborne asked, and we were again promised by Mayor Garcetti and Mayor Butts that they would seriously consider the undergrounding option and I would just like to say that in the Gold Line in Pasadena, which is also light-rail transit, that there is 0.9-mile section that is 100 percent undergrounded. So this is possible. If it is about cost, as we keep -- as other speakers have said, you have to think about not just the financial cost but also the cost to the residents, and you're going to be losing businesses. Westwood Lumber, which is one of the biggest business taxpayers in Lawndale, would have to move because going down the ROW would take away their storage space and their workshop and they're going to have to move to a different city. So, again, businesses will be affected if it goes down the ROW. So once again, if this has to happen, then we are really pushing for Alternative 2. And thank you so much for your time.</p> |

C (Green) Line Extension to Torrance

Scoping Period - Key Stakeholder Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|--------------------------|-----------------|----------------|--------------------------------------|---|
| 9 | Project Email | 03/24/21 | Donald Ford | Training Education Management LLC | <p>I am unable to join your meeting but would like to advocate for the Hawthorne Blvd. route for the C line extension. This is the major commercial thoroughfare for the entire South Bay and the busiest arterial in Torrance. Although I suppose this route might be more expensive and construction would certainly be more disruptive than following the existing rail line, it would pay off in much higher ridership after completion.</p> <p>If there is one lesson to be learned from the failed Green Line, it is building light rail to nowhere is a really bad idea. Instead of coming close to the commercial hub of the South Bay, the line should go directly to it, including to the South Bay Galleria and the many other stores along Hawthorne. I would even like to see it extended to Del Amo Mall instead of ending in another dead end next to the refinery. Other than the people who work there, who wants to end their rail journey next to a refinery and a lumber yard?</p> <p>Stop cutting corners and build light rail the right way and you will see people exit their vehicles, especially for trips to the airport.</p> <p>Best regards, Don Donald Ford, Ph.D. President Training Education Management LLC [REDACTED]</p> |
| 10 | Project Email | 02/03/21 | Melanie Dreike | West Torrance Homeowners Association | <p>Hello,</p> <p>I am the president of the West Torrance Homeowners Association. I understand that you have been working with the North Torrance Association about the Green Line Extension project. The likely proposed area of use (or what I think is the proposed area) is right next to our homes. Please include me in all correspondence and information so I may get information out to people before the scoping meetings.</p> <p>I am very disappointed that communication is not better.</p> <p>Melanie WTHA president. Melanie Dreike [REDACTED]</p> |
| 11 | CGLET Scoping Meeting #1 | 02/24/21 | melaniedreike | West Torrance Homeowners Association | Please consider below grade |
| 12 | CGLET Scoping Meeting #1 | 02/24/21 | melaniedreike | West Torrance Homeowners Association | Safety with all kinds of people coming through our area is not wise. Hawthorne Blvd between 190th and Del Amo is not an area where this project should be. Take it down Prairie to the Torrance Transit Center |

C (Green) Line Extension to Torrance

Scoping Period - Key Stakeholder Comments

| # | Event/Comment Source | Date of Comment | Name | Affiliation | Comment |
|----|--------------------------|-----------------|----------------|--------------------------------------|---|
| 13 | CGLET Scoping Meeting #1 | 02/24/21 | melaniedreike | West Torrance Homeowners Association | Please read all comments and questions in this Q&A as it is very important |
| 14 | CGLET Scoping Meeting #1 | 02/24/21 | Melanie Dreike | West Torrance Homeowners Association | This is Melanie Dreike and I represent the homes of the West Torrance Homeowners Association and I'm also a private citizen. I would like the Metro line to really engage with the residents that are bounded by Hawthorne Boulevard to the Redondo Beach border, Del Amo Boulevard to 190th. Hawthorne Boulevard in that area is largely zoned commercial, but we have homes that are right up against that area and as one of the previous speakers said, to have the Metro going every five or ten minutes is -- is just going to be problematic. We know that you have engaged with North Torrance Homeowners Association but feel like you need to engage with the West Torrance homeowners as well because we are going to be directly impacted by that. You can get my e-mail address . . . , and, please, we could set up some kind of a Zoom or a meeting with people just to give you feedback. It's really going to impact our homes. And thank you very much. |
| 15 | Project Email | 03/10/21 | Melanie Dreike | West Torrance Homeowners Association | Hi, I live in West Torrance and I prefer Option 1 which utilizes the ROW that exists (my personal preference would not to have the Metro come to Torrance at all) and DOES not go down Hawthorne Blvd. Our Executive Board of the West Torrance Homeowners Association of which I am the president feels the same way. Thank you, Melanie Dreike Melanie Dreike [REDACTED] |

C (Green) Line Extension to Torrance

Scoping Period - Facebook Comments

| Comment No. | Site | Name/Username | Date of Comment | Full Comment |
|-------------|--|------------------|-----------------|---|
| 1 | 02-24-2021 Facebook Ad Scoping meeting | Cecilia Walden | 2/18/21 | Sucks for the people that have a train running through their backyard. Is Their compensation for property value loss. |
| 2 | 02-24-2021 Facebook Ad Scoping meeting | Paiwei Wei | 2/18/21 | I don't know where you get your data. But there are a lot of evidence otherwise. https://www.nar.realtor/.../public-transportation-boosts... My last home was near by the 91 rail corridor for Metrolink's route in Orange County. The rail traffic did nothing to reduce the value of the property. It in fact doubled it in the 8 years I lived there. |
| 3 | 02-24-2021 Facebook Ad Scoping meeting | Paiwei Wei | 2/18/21 | Cecilia Walden I lived near a heavy rail line. The biggest nuisance was the Santa Fe line blowing their horn near the crossing because of federal law. But when the rail transit authority installed a transit bypass bridge... the horns were gone. The green line is only a light rail line and they don't have that issue. Honestly...most of your fears seem aren't founded. It's like living next to a freeway. The traffic sounds aren't a big deal and don't affect real estate prices. Like the post above, Santa Monica and other communities real estate prices skyrocketed because transit options brought mobility and less congestion. |
| 4 | 02-24-2021 Facebook Ad Scoping meeting | Scott Sutherland | 2/18/21 | Cecilia Walden everything in WLA/SaMo along the Expo line went way up! |
| 5 | 02-24-2021 Facebook Ad Scoping meeting | Cecilia Walden | 2/18/21 | Scott Sutherland Literally having a train run directly behind your house is not going to improve the value of your property. But I'm sure all those aristocrats will make more money |
| 6 | 02-24-2021 Facebook Ad Scoping meeting | Cecilia Walden | 2/18/21 | Paiwei Wei imagine if you will a train going through your backyard every 30 minutes to an hour. Your house will rattle and shake. You will get no sleep. |
| 7 | 02-24-2021 Facebook Ad Scoping meeting | Cecilia Walden | 2/18/21 | Paiwei Wei I guess because it's not in your backyard it's no big deal to you. But I already know somebody who is on the same street who was trying to sell their house and didn't get any decent offers because of the train behind the house. |
| 8 | 02-24-2021 Facebook Ad Scoping meeting | Paiwei Wei | 2/18/21 | I can only relate from my personal experience. I actually lived in a home near a railroad line. It wasn't that bad. And when I sold it, real estate prices had gone way up. |
| 9 | 02-24-2021 Facebook Ad Scoping meeting | Dave Marsden | 2/18/21 | Torrance will be taking more crime reports. |
| 10 | 02-24-2021 Facebook Ad Scoping meeting | Pepe Duarte | 2/18/21 | Chiquis Jarocho checa |
| 11 | 02-24-2021 Facebook Ad Scoping meeting | Michael Garlan | 2/19/21 | Cecilia Walden It will be a train passing every 5 or 10 minutes depending on time of day. |
| 12 | 02-24-2021 Facebook Ad Scoping meeting | Michael Garlan | 2/19/21 | Paiwei Wei Light Rail Trains are required to sound horns at all at-grade crossings. Additionally bells are required anytime the gates at the crossings are lowered. |
| 13 | 02-24-2021 Facebook Ad Scoping meeting | Paiwei Wei | 2/19/21 | Michael Garlan green line is elevated. So horns and crossings shouldn't be a factor in residential areas from the plans I saw. |
| 14 | 02-24-2021 Facebook Ad Scoping meeting | John Ward | 2/19/21 | Well, let's see: I moved here in 1996, and what I recall is around about 1998 we voted to raise our taxes in order to bring the Green Line to Torrance by 2010. Then in about 2004 we again voted to raise our taxes to bring the Green Line to Torrance by 2022. Then -- don't let me spoil it for you -- in 2016 we again voted to raise our taxes to bring the Green Line to Torrance by around 2036. My guess is that in about 2024 or 2028 we'll be voting to raise our taxes in order to bring the Green Line to Torrance by, oh, I don't know, maybe 2050 or so. |

C (Green) Line Extension to Torrance

Scoping Period - Faceook Comments

| Comment No. | Site | Name/Username | Date of Comment | Full Comment |
|-------------|--|--------------------|-----------------|---|
| 15 | 02-24-2021 Facebook Ad Scoping meeting | John Ward | 2/19/21 | Meanwhile, all those tax increases we voted for managed to extend Metro rail into the valley, to the Westside, and down to Long Beach, but somehow we always ran out of money before we could handle the expansion into the South Bay. |
| 16 | 02-24-2021 Facebook Ad Scoping meeting | Michael Garlan | 2/19/21 | Here is a good link that shows what is required at all at-grade crossings https://youtu.be/Alk0FIh57J8 |
| 17 | 02-24-2021 Facebook Ad Scoping meeting | Marie Martinez | 2/20/21 | Lawndale keeps saying no thank you... |
| 18 | 02-24-2021 Facebook Ad Scoping meeting | Cecilia Walden | 2/21/21 | Paiwei Wei It is definitely not elevated in Redondo where it runs behind peoples homes and there will definitely be horns sounding |
| 19 | 02-24-2021 Facebook Ad Scoping meeting | Paiwei Wei | 2/21/21 | the green line station is currently elevated at redondo. It goes to grade when it reaches Hawthorne. There is a existing heavy rail line right there as well. If you ever ridden the train...horns don't sound on elevated routes. the horns you hear is from the heavy rail which doesn't have the benefit of an elevated rail. |
| 20 | 02-24-2021 Facebook Ad Scoping meeting | Cecilia Walden | 2/21/21 | Paiwei Wei The light rail is going to use the existing rail line as it rolls through North East Redondo So it will in fact cross traffi |
| 21 | 02-24-2021 Facebook Ad Scoping meeting | Paiwei Wei | 2/21/21 | your original point was about "a train running in their backyard" and "losses in property value". The train line existed long before the homes were there. The routes will mirror existing train lines since the old Pacific train car routes in the early 20th century. https://www.lamag.com/.../citydig-daytrippin-on-the-.../ |
| 22 | 02-24-2021 Facebook Ad Scoping meeting | Cecilia Walden | 2/21/21 | Paiwei Wei There's a huge difference between a occasional train passing and a train passing every 15 minutes to half hour. |
| 23 | 02-24-2021 Facebook Ad Scoping meeting | Rodrigo Castro | 2/21/21 | Dave Marsden love to know why |
| 24 | 02-27-2021 Facebook Ad Scoping meeting | Andrew Crew | 2/22/21 | I'm all for it, but it's a bummer this stuff takes ages to get made. The Gold Line extension to San Dimas will take so long that it'll be depressingly likely it'll be done just in time to be a fraction of what Pacific Electric's northeastern reach was, a century later. |
| 25 | 02-27-2021 Facebook Ad Scoping meeting | Tinam Blakemn | 2/22/21 | On Crenshaw near Maricopa and railroad Bridge, they're beginning work on it |
| 26 | 02-27-2021 Facebook Ad Scoping meeting | Tinam Blakemn | 2/22/21 | No... |
| 27 | 02-27-2021 Facebook Ad Scoping meeting | Chiquis Jarocha | 2/21/21 | We already have public transit all along Hawthorne Blvd, connecting Hollywood (La Brea Ave) to Palos Verdes and everything in between |
| 28 | 02-27-2021 Facebook Ad Scoping meeting | Bruce Szeles | 2/22/21 | Could put in a dedicated bus lane on Hawthorne and save \$100's of millions of our tax dollars? |
| 29 | 02-27-2021 Facebook Ad Scoping meeting | Evan Phillip Freed | 2/22/21 | Chiquis Jarocha horrible route times and incredibly long rides to go to DTLA. Some routes only run in mornings and afternoons. Bus shelters typically occupied by homeless, and it's not unusual to find their peep and poop on and around the benches. Last time I went to DTLA I used Commuter "Express" 23 stops and 90 minutes packed like a sardine can), and then had to wait and take 3 buses to even get near were I started. |

| C (Green) Line Extension to Torrance | | | | |
|---|--|----------------------|------------------------|--|
| Scoping Period - Faceook Comments | | | | |
| Comment No. | Site | Name/Username | Date of Comment | Full Comment |
| 30 | 02-27-2021 Facebook Ad Scoping meeting | Evan Phillip Freed | 2/22/21 | Bruce Szeles NFW!! |
| 31 | 02-27-2021 Facebook Ad Scoping meeting | Bruce Szeles | 2/22/21 | Evan Phillip Freed Why? It would reduce car lanes? |
| 32 | 02-27-2021 Facebook Ad Scoping meeting | Evan Phillip Freed | 2/22/21 | Bruce Szeles yes it would reduce car lanes. Have you driven Hawthorne Blvd lately? Try pulling out of a driveway onto Hawthorne Blvd - better have a full tank of gas. |
| 33 | 02-27-2021 Facebook Ad Scoping meeting | Bruce Szeles | 2/22/21 | Evan Phillip Freed Agreed! |
| 34 | 02-27-2021 Facebook Ad Scoping meeting | Evan Phillip Freed | 2/22/21 | Bruce Szeles yes too many cars. They planned Hawthorne Blvd to be a major thoroughfare and if one drives it from 10 pm to 2 am it's not bad. Not suggesting it should be wider. Having reliable and safe rapid transit is an incentive to getting people out of their cars. Frankly there are plenty of reasons to avoid metro trains, especially at off hours when there's little security and a lot of robberies, violent crimes and sexual assaults on and about the trains. I used to take the Commuter Express from MDR to DTLA. Four stops to my office. But no return buses until 4:30 pm. So on the days when I had to return home midday it took 3 buses and about 4 hours. It was such a joke I gave up and just drove, giving up my part to take advantage of "mass" transit (e.g. mess transit). |
| 35 | 02-27-2021 Facebook Ad Scoping meeting | Chiquis Jarocha | 2/22/21 | Evan Phillip Freed then transit system needs to step it up with the service they provide. |
| 36 | 02-27-2021 Facebook Ad Scoping meeting | Evan Phillip Freed | 2/22/21 | Chiquis Jarocha I'm going back to the 80's. They provide the BARE minimum. |
| 37 | 02-27-2021 Facebook Ad Scoping meeting | Chiquis Jarocha | 2/22/21 | Evan Phillip Freed I used "RTD" in the 80s. With good planning always on time to work and back. Yes, they do provide the bare minimum. But to spend gazzillion dollars on something new, might as well spend the same gazzillions \$\$\$ on the existing system. |
| 38 | 02-27-2021 Facebook Ad Scoping meeting | James Tucker | 2/22/21 | Evan Phillip Freed You should check out the Silver line. Its the best way to get to DTLA. You can pick it up at the Harbor Gateway Transit Center. |
| 39 | 02-27-2021 Facebook Ad Scoping meeting | Evan Phillip Freed | 2/22/21 | Chiquis Jarocha a lot depends on where one lives. I now live in the South Bay. When I lived in Marina del Rey, and I took the Commuter Express to work, it frequently showed up 15-20 min late. Not good for people who need to be at work on time meaning it was common to ride an hour earlier just to be safe. The bus shelters back then (and I'm informed even now) are overtaken by homeless stretched out on the benches sleeping. The shelters smell like pee and poop because, well, that's where they pee and poop. This assumes one can climb over the homeless tents to get to the bus benches or shelters. It's almost that bad now in many parts of the South Bay. I'm told that in Venice bus benches have been removed because they're magnets for homeless. Pretty sad situation. |
| 40 | 02-27-2021 Facebook Ad Scoping meeting | Evan Phillip Freed | 2/22/21 | James Tucker I'm aware of it. It would take me two buses to get there. |

C (Green) Line Extension to Torrance

Scoping Period - Faceook Comments

| Comment No. | Site | Name/Username | Date of Comment | Full Comment |
|-------------|---|-----------------|-----------------|---|
| 41 | 02-27-2021 Facebook Ad Scoping meeting | Chiquis Jarocho | 2/22/21 | Evan Phillip Freed I have lived everywhere from Calabasas to Harbor City. As I said good planning is key. Yes. Using any mode of transportation private or public in Los Angeles requires safety time allowances. Money to address the homeless is a bill we passed not too long ago, also involving gazzillions in taxes. We have to get that people to talk to the transportation people. Maybe get 2 birds with one stone. |
| 42 | 02-27-2021 Facebook Ad Scoping meeting | Patty Valencia | 2/20/21 | Tinam Blakemn they have been building the Torrance station for a couple of years now...it will be located on Crenshaw a little bit after Del Amo blvd.on west side of Crenshaw..right before the train over pass bridge |
| 43 | 02-27-2021 Facebook Ad Scoping meeting | Dorothea Evans | 2/21/21 | They are building something huge by the Redondo Beach Galleria.....right next to the homeless shelter. |
| 44 | 02-27-2021 Facebook Ad Scoping meeting | Tinam Blakemn | 2/21/21 | Patty Valencia Yes, I've been following it. Not a fan of what it will do to our fine city |
| 45 | 02-27-2021 Facebook Ad Scoping meeting | Patty Valencia | 2/21/21 | Tinam Blakemn many many years ago the original red cable cars came into a part of Torrance on their way to the beach, there are old photos at The Torrance Historical Society's museum in downtown Torrance, as well as at the Redondo Beach Historical Society's museum...located at the park on top of 190th and Beryl. |
| 46 | 02-27-2021 Facebook Ad Scoping meeting | Tinam Blakemn | 2/21/21 | Patty Valencia My mom tells me about riding those when she was young. It was a different time. So many fun stories she has shared |
| 47 | 02-27-2021 Facebook Ad Scoping meeting | Tinam Blakemn | 2/21/21 | Dorothea Evans probably the rail lines coming to Torrance |
| 48 | 02-27-2021 Facebook Ad Scoping meeting | Bruce Szeles | 2/21/21 | Dorothea Evans It is a bus transit center to replace the area at the Galleria. |
| 49 | 02-27-2021 Facebook Ad Scoping meeting | James Tucker | 2/21/21 | Bruce Szeles They might put the train station there also. |
| 50 | 02-27-2021 Facebook Ad Scoping meeting | Bruce Szeles | 2/21/21 | James Tucker The train will only go on Hawthorne or not go at all. |
| 51 | 02-27-2021 Facebook Ad Scoping meeting | James Tucker | 2/22/21 | Bruce Szeles I thought they were down to two choices, down Hawthorn or along the existing rail lines. I just hope they budgeted for some 20ft high sound walls. This will be running right behind peoples homes. |
| 52 | 02-27-2021 Facebook Ad Scoping meeting | Bruce Szeles | 2/22/21 | James Tucker The Mayor of Lawndale will never let it go down the ROW. It is way too tight in his city. The bank turn the train would need to make at 182nd is also problematic. Really Hawthorne really is the only option. |
| 53 | 02-27-2021 Facebook Ad Scoping meeting | Tinam Blakemn | 2/22/21 | Bruce Szeles I think it's going to go along next to the train.. makes most sense. Wish it wasn't coming this way. |
| 54 | 02-27-2021 Facebook Ad Scoping meeting | Bruce Szeles | 2/22/21 | Tinam Blakemn Like I said if that is what Metro decides there will be a long battle. |
| 55 | 02-27-2021 Facebook Ad Scoping meeting | Tinam Blakemn | 2/22/21 | Dorothea Evans I just looked up the route...it will start in area between Manhattan Bch Blvd and Rosecrans, run along the freeway to Hawthorne, down Hawthorne to where the train goes over by 190th and run along side of it diagonally until it gets to Crenshaw Blvd just before Torrance Blvd... then come the required multifamily high density housing. I was following that when they were saying if the city accepts metro money the housing must come close by. Anyone follow what happened with that? |
| 56 | 02-27-2021 Facebook Ad Scoping meeting | Tinam Blakemn | 2/22/21 | look here and see the details and route https://www.metro.net/projects/green-line-extension/ |
| 57 | 02-27-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Paul Long | 2/7/21 | Yes. And Thank You. Let's let the D.O.T. be invited to any and all extentions to our transit networks. Marine ave to Torrance. The Crenshaw down to Inglewood now that we have SoFi stadium. The Red line to Pasadena. This goes on and on. |

| C (Green) Line Extension to Torrance | | | | |
|--------------------------------------|---|------------------|-----------------|--|
| Scoping Period - Faceook Comments | | | | |
| Comment No. | Site | Name/Username | Date of Comment | Full Comment |
| 58 | 02-27-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Marty Bouffard | 2/7/21 | West to Torrance and east to the Norwalk Metrolink station, among other things. |
| 59 | 02-27-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Richard Bourne | 2/18/21 | Take it one more stop to Dowmtown Torrance |
| 60 | 02-27-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Eric Becker | 2/25/21 | Just as long as you dumb asses stick to extending trains and stop trying to charge us to drive on roads we already paid taxes for. Trains Si, Toll Roads No. |
| 61 | 02-25-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Mark Hartzell | 3/8/21 | <p>Today I received this information from the Board Of Northwest San Pedro. Their email is board@nwsanpedro.org "On March 2nd the City of Los Angeles' Board of Public Works approved the weekend closure of Gaffey Street for the Clearwater Project. They are now waiting for Caltrans to approve one of the detour routes (Western Avenue), which can take 30 days.</p> <p>The Senior Engineer from LACSD will advise when the weekend closure will start and we will post the information on our website once it is received."</p> <p>You may need to contact Caltrans to find out when North Gaffey will be closed in San Pedro and for how long. The route #550 runs through North Gaffey. Nothing mentioned about South Gaffey being closed. The two choices would be.... the 110 North from Channel Street to Anaheim and back to Gaffey Street.... or Westmont Dr. to Western Ave. to Palos Verdes Drive North and back to Gaffey Street.</p> |
| 62 | 02-25-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Martin Nemeth | 3/2/21 | Do any of these plans to improve public transport involve teaching your drivers how to tell time and read schedules so they're not running late every single day? |
| 63 | 02-23-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Eric Craig | 2/26/21 | <p>Eric Craig</p> <p>I'm happy to hear about the extension, but not pleased about the destination. The main issue I have with the Green Line (C Line) is that it literally does not go anywhere. At best, it'll be a connection to the Crenshaw and Blue lines, and bus lines. But it is no way a fun experience for the leisurely metro rider.</p> <p>Right now, all of the Green Line stops are half miles and dense intersection away from any destination. Destinations where people both work and shop.</p> <p>Take Crenshaw and 120th. Great access to Target, Ross, Lowes, but it's about 3 quarters of a mile from the stop. Same with the stop in Hawthorne. It's nearly a mile away from Trader Joe's, Old Navy, and the rest in that shopping center. This extension plan plan is no better. It's driving tracks through sprawling areas without nearly connecting to anything, while being placed few high density commercial and residential zoning.</p> <p>I'm all for boosting ridership on the rails, because you all do a great job with the other lines, but this line, the C Line, is out of touch.</p> |
| 64 | 02-23-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Eduardo Calderon | 3/11/21 | Eric Craig there's a reason why the green line is the way it is though |
| 65 | 02-23-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Brian Carroll | 2/25/21 | Extend it to San Pedro or Long Beach |

C (Green) Line Extension to Torrance**Scoping Period - Facebook Comments**

| Comment No. | Site | Name/Username | Date of Comment | Full Comment |
|-------------|---|-------------------|-----------------|--|
| 66 | 02-23-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | William Ramirez | 2/2/21 | BAN THE HOMELESS PEOPLE IN THE BUSES |
| 67 | 02-23-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Joe Chaidez | 2/26/21 | Is there a line that will go to LAX? I feel like LAX is one of the few metropolitan airport where a train doesn't serve directly |
| 68 | 02-23-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Martin Nemeth | 3/2/21 | Does your plan include hiring drivers who have some conception of time and are able to understand what a schedule is? |
| 69 | 02-23-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Eduardo Calderon | 3/11/21 | Are you aware the schedule is subject to change |
| 70 | 02-23-2021 Facebook Ad Scoping meeting (LA Metro Main Page) | Michael Yurkovich | 2/25/21 | https://fb.watch/3U9yeXqmHs/ |

Appendix B

[View this email in your browser](#)



Reminder to please join us for an upcoming agency scoping meeting about the C Line (Green) Extension to Torrance project.

A Revised Notice of Preparation (NOP) for the Metro C Line (Green) Extension to Torrance was sent out with the formal scoping comment period beginning on January 29, 2021. Responsible and Trustee Agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own regulatory responsibility, [by March 15, 2021](#).

The C Line (Green) Extension to Torrance project is studying light rail transit options between the existing Redondo Beach Station and the under-construction Torrance Transit Center. Trains from both the Metro C Line (Green) and the future Crenshaw/LAX Transit Project may run on this new extension.

Metro is hosting a virtual agency scoping meeting to accept both written and oral comments on the scope of the Draft Environmental Impact Report (DEIR).

Please RSVP by visiting the link below to confirm your attendance.

Virtual Agency Scoping Meeting

Tuesday, February 23, 2021

10 – 11am

Registration Link: <http://bit.ly/2KdCtwQ>

Meeting ID: 843 8201 6654

Please note that this invitation is extended to either you and/or representatives of your agency, as this agency scoping meeting has been designed for you and a limited number of your peers. For more information on the Project and information on the public scoping meetings, please visit metro.net/clineext.

Please direct your comments to Dolores Roybal Saltarelli, Project Manager at the address shown above, or via e-mail at greenlineextension@metro.net. Agency responses must include the name of a contact person in your agency.

We hope to see you there.

CONTACT US

✉ Mark Dierking
Community Relations Manager, Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012

☎ 213.922.4004

✉ greenlineextension@metro.net

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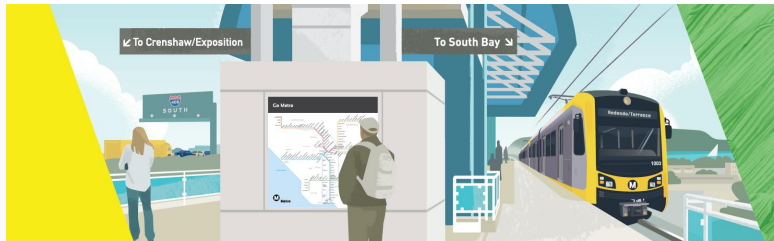
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Reminder to please join us for an upcoming agency scoping meeting about the C Line (Green) Extension to Torrance project.

A Revised Notice of Preparation (NOP) for the Metro C Line (Green) Extension to Torrance was sent out with the formal scoping comment period beginning on January 29, 2021. Responsible and Trustee Agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own regulatory responsibility, by March 15, 2021.

The C Line (Green) Extension to Torrance project is studying light rail transit options between the existing Redondo Beach Station and the under-construction Torrance Transit Center. Trains from both the Metro C Line (Green) and the future Crenshaw/LAX Transit Project may run on this new extension.

Metro is hosting a virtual agency scoping meeting to accept both written and oral comments on the scope of the Draft Environmental Impact Report (DEIR).

Please RSVP by visiting the link below to confirm your attendance.

Virtual Agency Scoping Meeting

Tuesday, February 23, 2021

10 – 11am

Registration Link: <http://bit.ly/2KdCtwQ>

Meeting ID: 843 8201 6654

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You're Invited to a Public Scoping Meeting on the C Line (Green) Extension to Torrance

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This extension will provide an alternative to crowded I-405 freeway and better connect southwestern LA County into the regional rail network through connections to the Metro A (Blue) and E (Expo) Lines.

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- Provide more direct connections from the South Bay to regional destinations.
- Provide an alternative mode of transportation for commuters currently using congested arterials and I-405 in the project study area.
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Please Join Us

Virtual Scoping Meeting #1

Wednesday, February 24, 2021

4:00pm–6:00pm

<https://us02web.zoom.us/j/86041198859>

Telephone: 646.558.8656

Webinar ID: 860 4119 8859

Virtual Scoping Meeting #2

Saturday, February 27, 2021

11:00am–1:00pm

<https://us02web.zoom.us/j/82839902680>

Telephone: 646.558.8656

Webinar ID: 828 3990 2680

Comment on the project at an upcoming virtual public scoping meeting or visit our [online presentation](#) to learn more about the project.

Contact Us

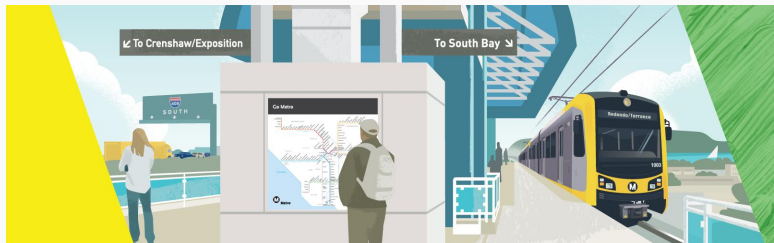
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Lo invitamos a la reunión sobre el estudio de impacto de la extensión de la Línea C (Verde) a Torrance.

Metro planifica mejorar el transporte público en el Condado de Los Ángeles, lo cual incluye la extensión de la Línea C (Verde) a Torrance. Este proyecto es una extensión del tren ligero a lo largo del tramo de cuatro millas (6,5 kilómetros) del Corredor de la Subdivisión Harbor desde la actual estación de Redondo Beach hasta el Centro de Transporte Público propuesto en Torrance por donde pasará el proyecto de transporte público de la Línea C (Verde) de Metro y Crenshaw/LAX.

El proyecto de extensión de la Línea C de Metro (Verde) a Torrance pretende:

- Mejorar la movilidad en South Bay mediante la introducción de un servicio de transporte público que sea frecuente, confiable y que satisfaga las crecientes necesidades de transporte.
- Brindar más conexiones directas desde South Bay a destinos regionales.
- Brindar un modo alternativo de transporte para los pasajeros que actualmente usan las congestionadas arterias y la autovía I-405 en el área de estudio del proyecto.
- Mejorar el acceso al transporte público para los residentes de la comunidad de South Bay.
- Reducir la contaminación y las emisiones de gas de efecto invernadero al convertir al transporte público en una elección más viable.

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Acompañenos

Reunión virtual sobre el estudio de impacto nro. 1

Miércoles, 24 de febrero de 2021

De 4:00pm a 6:00 pm.

<https://us02web.zoom.us/j/86041198859>

Teléfono: 646.558.8656

Id. de la reunión: 860 4119 8859

Reunión virtual sobre el estudio de impacto nro. 2

Sábado, 27 de febrero de 2021

De 11:00 a. m. a 1.00 p. m.

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Teléfono: 646.558.8656

Id. de la reunión: 828 3990 2680

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Comuníquese con nosotros

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You're Invited to a Public Scoping Meeting on the C Line (Green) Extension to Torrance

Metro has a plan for better transit in LA County — which includes the C Line (Green) Extension to Torrance. This project is an extension of light rail along a four-mile segment of the Harbor Subdivision Corridor from the existing Redondo Beach Station to the proposed Regional Transit Center (RTC) in Torrance, served by the Metro C (Green) and future Crenshaw/LAX Transit project.

This extension will provide an alternative to crowded I-405 freeway and better connect southwestern LA County into the regional rail network through connections to the Metro A (Blue) and E (Expo) Lines.

The C Line (Green) Extension to Torrance project aims to:

- Improve mobility in the South Bay by introducing frequent, reliable transit service to meet growing transportation needs.
- Provide more direct connections from the South Bay to regional destinations.
- Provide an alternative mode of transportation for commuters currently using congested arterials and I-405 in the project study area.
- Improve transit accessibility for South bay community residents.
- Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice.

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Please Join Us

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Telephone: 646.558.8656

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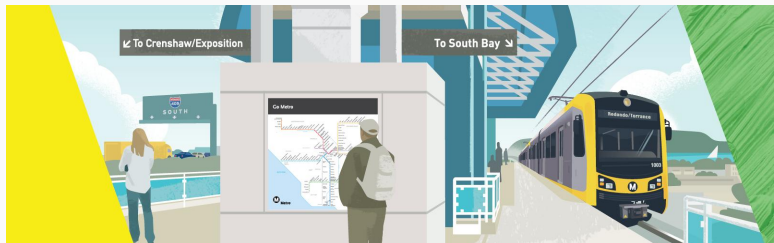
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Lo invitamos a la reunión sobre el estudio de impacto de la extensión de C Line (Green) hacia Torrance.

Metro planifica mejorar el transporte público en el Condado de Los Ángeles, lo cual incluye la extensión de C Line (Green) hacia Torrance. Este proyecto es una extensión del tren ligero a lo largo del tramo de cuatro millas (6,5 kilómetros) del Corredor de la Subdivisión Harbor desde la actual estación de Redondo Beach hasta el Centro de Transporte Público propuesto en Torrance por donde pasará el proyecto de transporte público de C Line (Green) de Metro y Crenshaw/LAX.

El proyecto de la Extensión de C Line (Green) hacia Torrance pretende:

- Mejorar la movilidad en South Bay mediante la introducción de un servicio de transporte público que sea frecuente, confiable y que satisfaga las crecientes necesidades de transporte.
- Brindar más conexiones directas desde South Bay a destinos regionales.
- Brindar un modo alternativo de transporte para los pasajeros que actualmente usan las congestionadas arterias y la autovía I-405 en el área de estudio del proyecto.
- Mejorar el acceso al transporte público para los residentes de la comunidad de South Bay.
- Reducir la contaminación y las emisiones de gas de efecto invernadero al convertir al transporte público en una elección más viable.

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Acompáñenos

Reunión virtual sobre el estudio de impacto nro. 2

Sábado, 27 de febrero de 2021

De 11:00 am. a 1.00 pm.

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Teléfono: 646.558.8656

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You're Invited to a Public Scoping Meeting on the C Line (Green) Extension to Torrance

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This extension will provide an alternative to crowded I-405 freeway and better connect southwestern LA County into the regional rail network through connections to the Metro A (Blue) and E (Expo) Lines.

The C Line (Green) Extension to Torrance project aims to:

- Improve mobility in the South Bay by introducing frequent, reliable transit service to meet growing transportation needs.
- Provide more direct connections from the South Bay to regional destinations.
- Provide an alternative mode of transportation for commuters currently using congested arterials and I-405 in the project study area.
- Improve transit accessibility for South bay community residents.
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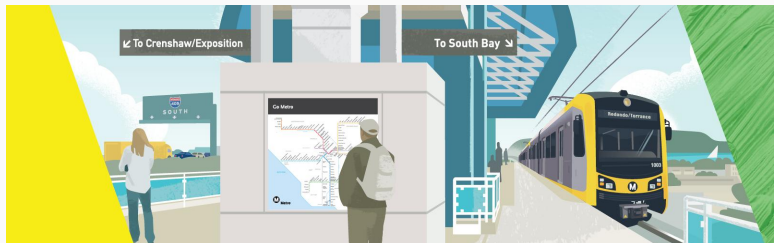
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El proyecto de la Extensión de C Line (Green) hacia Torrance pretende:

- Mejorar la movilidad en South Bay mediante la introducción de un servicio de transporte público que sea frecuente, confiable y que satisfaga las crecientes necesidades de transporte.
- Brindar más conexiones directas desde South Bay a destinos regionales.
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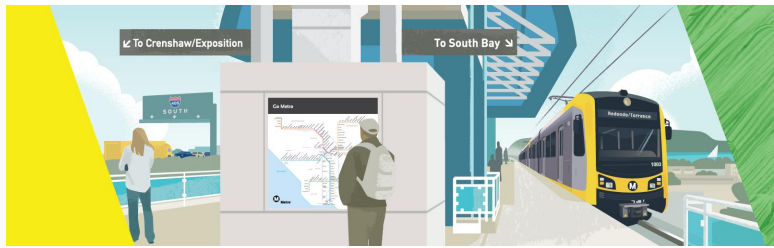
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This extension will provide an alternative to crowded I-405 freeway and better connect southwestern LA County into the regional rail network through connections to the Metro A (Blue) and E (Expo) Lines.

The C Line (Green) Extension to Torrance project aims to:

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Webinar ID: 860 4119 8859

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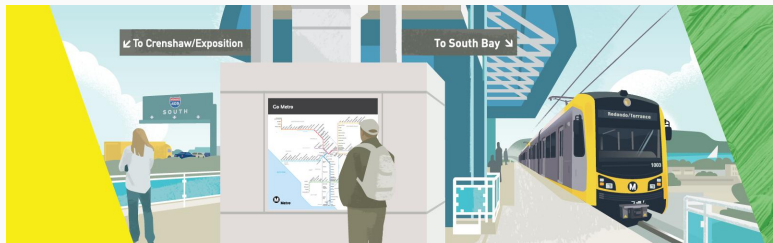
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- Mejorar la movilidad en South Bay mediante la introducción de un servicio de transporte público que sea frecuente, confiable y que satisfaga las crecientes necesidades de transporte.
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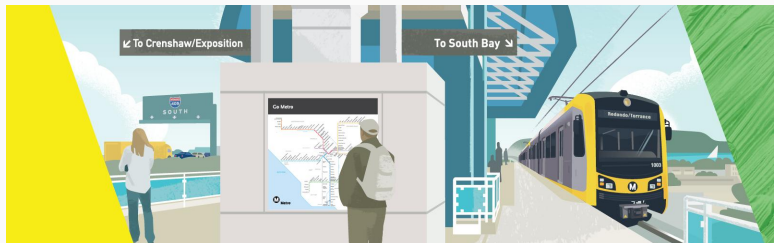
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Lo invitamos a la reunión sobre el estudio de impacto de la extensión de la Línea C (Verde) a Torrance.

Metro planifica mejorar el transporte público en el Condado de Los Ángeles, lo cual incluye la extensión de la Línea C (Verde) a Torrance. Este proyecto es una extensión del tren ligero a lo largo del tramo de cuatro millas (6,5 kilómetros) del Corredor de la Subdivisión Harbor desde la actual estación de Redondo Beach hasta el Centro de Transporte Público propuesto en Torrance por donde pasará el proyecto de transporte público de la Línea C (Verde) de Metro y Crenshaw/LAX.

El proyecto de extensión de la Línea C de Metro (Verde) a Torrance pretende:

- Mejorar la movilidad en South Bay mediante la introducción de un servicio de transporte público que sea frecuente, confiable y que satisfaga las crecientes necesidades de transporte.
- Brindar más conexiones directas desde South Bay a destinos regionales.
- Brindar un modo alternativo de transporte para los pasajeros que actualmente usan las congestionadas arterias y la autovía I-405 en el área de estudio del proyecto.
- Mejorar el acceso al transporte público para los residentes de la comunidad de South Bay.
- Reducir la contaminación y las emisiones de gas de efecto invernadero al convertir al transporte público en una elección más viable.

Metro lo invita a una reunión virtual sobre el estudio de impacto o a una [presentación virtual](#) manejando sus propios horarios para que pueda obtener más información sobre el proyecto y deje sus comentarios. Las reuniones se celebrarán para informarle al público que Metro ha elaborado una Notificación de preparación y para solicitarle que aporte sus comentarios durante el periodo de revisión que va desde el 29 de enero al 15 de marzo de 2021.

Acompáñenos

Reunión virtual sobre el estudio de impacto nro. 1

Miércoles, 24 de febrero de 2021

De 4:00pm a 6:00 pm.

<https://us02web.zoom.us/j/86041198859>

Teléfono: 646.558.8656

Id. de la reunión: 860 4119 8859

Reunión virtual sobre el estudio de impacto nro. 2

Sábado, 27 de febrero de 2021

De 11:00 a. m. a 1.00 p. m.

<https://us02web.zoom.us/j/82839902680>

Teléfono: 646.558.8656

Id. de la reunión: 828 3990 2680

Haga sus comentarios sobre el proyecto en la próxima reunión virtual sobre el estudio de impacto o vea nuestra [presentación virtual](#) para saber más sobre el proyecto.

Comuníquese con nosotros

Metro lo invita a participar y a compartir su opinión.



Mark Dierking

Community Relations Manager, Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012



213.922.4004



greenlineextension@metro.net



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Thank You for Attending Our Virtual Public Scoping Meetings on the C Line (Green) Extension to Torrance Project

Metro's community outreach efforts for the C Line (Green) Extension to Torrance Project continue to expand. Two interactive virtual public scoping meetings were held via Zoom on February 24 and February 27, 2021. Thank you to those of you who participated and provided further input on this project.

The scoping meetings allowed us to interact virtually with more than 370 participants. The virtual scoping meetings included a presentation on the project and opportunity for verbal and written public comments. During the scoping meetings, we received a total of 288 verbal and written comments.

If you were unable to attend the virtual scoping meetings, we encourage you to visit our [online presentation](#) to view information on project, the project update video, interactive maps and leave public comments.

What happens next?

The public review period is open from January 29, 2021 to March 15, 2021. Upon completion of the review period, Metro will review all comments received and they will be evaluated in Draft Environmental Impact Report (DEIR). You can submit comments directly via email to: greenlineextension@metro.net or via phone at: 213.922.4004.

Thank you again for your participation in the C Line (Green) Extension to Torrance Project.

Contact Us

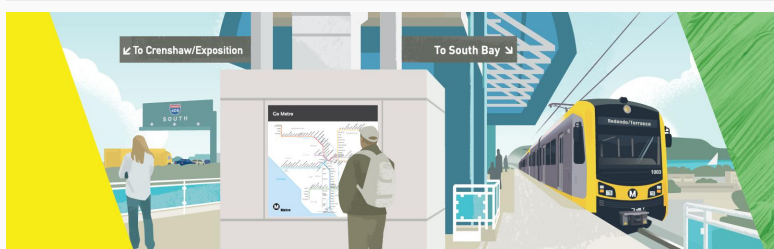
Metro invites you to stay involved and share your feedback.

 Mark Dierking
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 greenlineextension@metro.net

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Gracias por participar en nuestras reuniones virtuales sobre el estudio de

Los esfuerzos que hace el equipo de seguimiento comunitario de Metro encargado del proyecto de extensión de C Line (Green) hacia Torrance siguen expandiéndose. El 24 y el 27 de febrero de 2021, se llevaron a cabo por Zoom dos reuniones virtuales públicas interactivas para tratar el estudio de impacto. Les agradecemos a todos los que participaron y dieron su opinión sobre este proyecto.

Las reuniones sobre el estudio de impacto nos permitieron interactuar de manera virtual con casi 370 participantes. Incluyeron una presentación del proyecto y dieron la oportunidad de hacer comentarios públicos orales y escritos. Durante las reuniones, recibimos un total de 288 comentarios verbales y escritos.

Si usted no pudo asistir a las reuniones virtuales sobre el estudio de impacto, lo invitamos a que vea nuestra [presentación virtual](#) para tener información sobre el proyecto, ver el video de actualización y los mapas interactivos y para dejar comentarios públicos.

¿Y luego qué pasa?

El periodo de revisión pública está abierto desde el 29 de enero hasta el 15 de marzo de 2021. Luego de terminado ese periodo, Metro revisará todos los comentarios recibidos y estos serán evaluados en el plan preliminar del Informe de Impacto Ambiental (DEIR, en inglés). Puede enviar comentarios directamente por correo electrónico a: greenlineextension@metro.net o por teléfono al 213.922.4004.

Le agradecemos, nuevamente, por participar en el proyecto de extensión de C Line (Green) hacia Torrance.

Contáctenos

Metro lo invita a participar y a compartir su opinión.



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The scoping review period for the C Line (Green) Extension to Torrance project is extended to March 29, 2021.

The C Line (Green) Extension to Torrance Project has extended the deadline for public comment until [March 29](#) to allow for more opportunities for public comment due to the public gathering restrictions from the COVID-19 pandemic. This project is an extension of light rail along a four-mile segment of the Harbor Subdivision Corridor from the existing Redondo Beach Station to the proposed Regional Transit Center (RTC) in Torrance, served by the Metro C (Green) and future Crenshaw/LAX Transit project.

If you were unable to attend the virtual scoping meetings held in February, you can still visit the [online presentation](#) to learn more about the project, view interactive maps, watch the update video, and submit your comments. You can also submit public comments directly via [email](#) or via phone at: 213.922.4004. The recorded public scoping meetings are available to watch on the [project website](#).

Contact Us

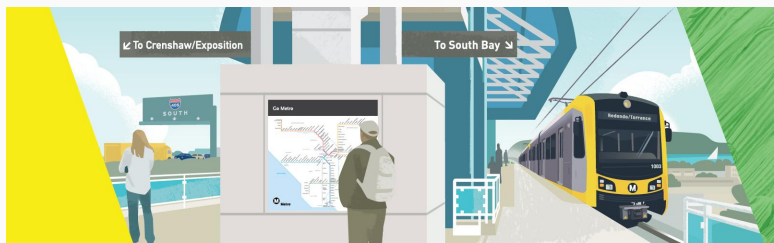
Metro invites you to stay involved and share your feedback.

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El periodo de revisión del estudio de impacto del proyecto de extensión de C Line (Green) hacia Torrance se extiende hasta el 29 de marzo de 2021.

Debido a las restricciones de reuniones en vigencia debido a la pandemia COVID-19, el proyecto de extensión de C Line (green) hacia Torrance ha extendido la fecha límite para

[hacer comentarios públicos hasta el 29 de marzo](#) para brindar más oportunidades de hacerlos. Este proyecto es una extensión del tren ligero a lo largo del tramo de cuatro millas (6,5 kilómetros) del Corredor de la Subdivisión Harbor desde la actual estación de Redondo Beach hasta el Centro de Transporte Público propuesto en Torrance por donde pasará el proyecto de transporte público de C Line (Green) de Metro y Crenshaw/LAX.

Si usted no pudo asistir a las reuniones virtuales sobre el estudio de impacto de febrero, aún puede ver la [presentación virtual](#) para saber más sobre el proyecto, ver los mapas del proyecto, ver el video con actualizaciones y presentar comentarios. También puede enviar los comentarios públicos directamente por correo electrónico a: [correo electrónico](#) o por teléfono al: 213.922.4004. Las grabaciones de las reuniones sobre el estudio de impacto están disponibles en el sitio web del proyecto.

Contáctenos

Metro lo invita a participar y a compartir su opinión.



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The C Line (Green) Extension to Torrance Public Scoping Review Period is still Underway until March 29, 2021.

You can submit comments via email, mail or voicemail with the contact methods listed below until Monday, March 29, 2021. For more information on the project and to view the presentation, project update video and interactive maps, please visit the [online presentation](#). We look forward to your feedback.

Thank you again for your participation in the C Line (Green) Extension to Torrance Project.

Contact Us

Metro invites you to stay involved and share your feedback.

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El periodo de revisión pública del estudio de impacto de la extensión de C Line (Green) hacia Torrance aún está vigente hasta el 29 de marzo de 2021.

Puede enviar los comentarios por correo electrónico, correo postal o correo de voz a los métodos de contacto que se encuentran más abajo hasta el lunes, 29 de marzo de 2021. Para obtener más información sobre el proyecto y para ver la presentación, el video con actualizaciones y los mapas interactivos, por favor, visite la [presentación virtual](#). Esperamos ansiosos sus comentarios.

Le agradecemos, nuevamente, por participar en el proyecto de extensión de C Line (Green) hacia Torrance.

Contáctenos

Metro lo invita a participar y a compartir su opinión.



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The C Line (Green) Extension to Torrance Public Scoping Review Period Ends Today

Final reminder that you can submit comments via email, mail or voicemail with the contact methods listed below until end of day today, March 29, 2021. For more information on the project and to view the presentation, project update video and interactive maps, please visit the [online presentation](#). We look forward to your feedback.

Thank you again for your participation in the C Line (Green) Extension to Torrance Project. Stay tuned for more updates on the project as we review comments submitted during the public review period.

Contact Us

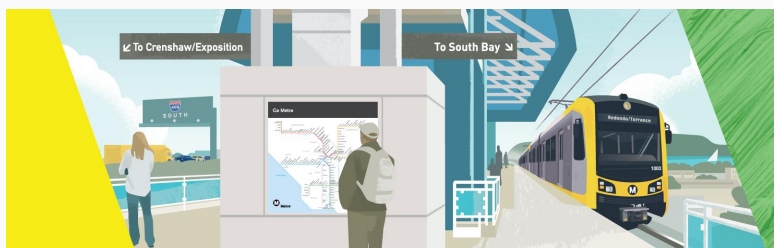
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El periodo de revisión pública del estudio de impacto de la extensión de C Line (Green) hacia Torrance termina hoy

Recordatorio final puede enviar los comentarios por correo electrónico, correo postal o correo de voz a los métodos de contacto que se encuentran más abajo hasta el final del día de hoy, 29 de marzo de 2021. Para obtener más información sobre el proyecto y para ver la presentación, el video con actualizaciones y los mapas interactivos, por favor, visite la [presentación virtual](#). Esperamos ansiosos sus comentarios.

Le agradecemos, nuevamente, por participar en el proyecto de extensión de C Line (Green) hacia Torrance. Está atento a las novedades del proyecto a medida que vamos revisando los comentarios presentados durante el periodo de revisión pública.

Contáctenos

Metro lo invita a participar y a compartir su opinión.



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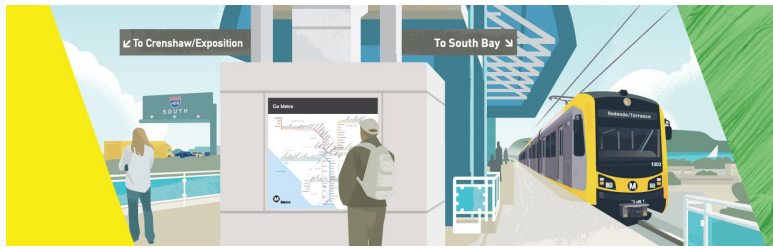
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Thank You for Your Public Comments on the C Line (Green) Extension to Torrance Project

Thank you to those who participated in the public scoping review period and provided input on this project. We received nearly 600 comments during the review period that closed on March 29, 2021.

What happens next?

Comments received during the public scoping review period will be considered in the Draft Environmental Impact Report (DEIR) and will help inform the project. The DEIR is anticipated to be released in Spring 2022 for review. Stay tuned for more updates on the project as we review comments and provide additional opportunities for public involvement.

Thank you again for your participation in the C Line (Green) Extension to Torrance Project.

Contact Us

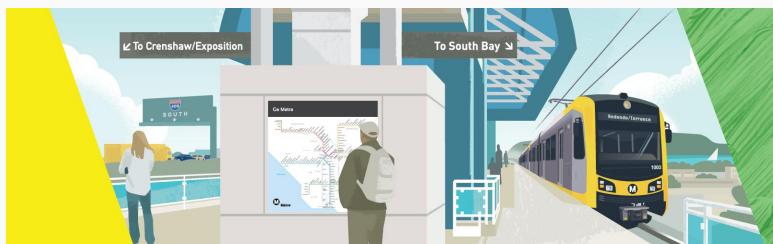
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Los Angeles, CA 90012

☎ 213.922.4004

✉ greenlineextension@metro.net

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Gracias por sus comentarios públicos sobre el Proyecto de extensión de C Line (Green) hacia Torrance

Gracias a todos los que participaron en el periodo de revisión del estudio de impacto y dieron su opinión sobre este proyecto. Recibimos cerca de 600 comentarios durante el periodo de revisión que se cerró el 29 de marzo de 2021.

¿Y luego qué pasa?

Los comentarios recibidos durante el periodo de revisión del estudio de impacto se tendrán en cuenta en el Plan preliminar del Informe de Impacto Ambiental (DEIR, por sus siglas en inglés) y contribuirán con información para el proyecto. El Plan preliminar del

Le agradecemos, nuevamente, por participar en el proyecto de extensión de C Line (Green) hacia Torrance.

Contáctenos

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Next stop: more rail in the South Bay. *Próxima parada: más servicio ferroviario en South Bay.*

C LINE (GREEN) EXTENSION TO TORRANCE / EXTENSIÓN DE C LINE (GREEN) HACIA TORRANCE

Public Scoping Meeting / Reuniones Públicas de Alcance



Join us for a community meeting on Zoom.
Scan code to join the meeting.

*Acompáñanos a una reunión en Zoom.
Escanee el código para unirse a la reunión.*

Wednesday, February 24, 4–6pm
Miércoles, 24 de febrero, 4–6pm
Link/enlace: bit.ly/2LoHCrT
Phone/teléfono: 646.558.8656
Code/código: 860 4119 8859



Saturday, February 27, 11am–1pm
Sábado, 27 de febrero, 11am–1pm
Link/enlace: bit.ly/3g8zFfP
Phone/teléfono: 646.558.8656
Code/código: 828 3990 2680





Join us!

Metro has a plan to make it easier to get around, which includes dozens of projects to improve public transportation.

The C Line (Green) Extension to Torrance project is studying light rail transit options between the existing Redondo Beach Station and the under-construction Torrance Transit Center. Trains from both the Metro C Line (Green) and the future Crenshaw/LAX Transit Project would run on this new extension.

This extension will provide alternatives to congestion along the busy I-405 corridor. It will also provide more transit options in this region by connecting to the existing Metro Rail A (Blue) and E (Expo) Lines.

Metro invites you to a virtual scoping meeting or online presentation on your own time to learn more about the project and provide your comments. The meetings are being held to inform the public that Metro prepared a Notice of Preparation (NOP) and to solicit public comment during a review period from January 29, 2021, to March 15, 2021.

¡Acompáñenos!

Metro planea facilitar el transporte, lo cual incluye docenas de proyectos para mejorar el transporte público.

El proyecto de la Extensión de C Line (Green) hacia Torrance analiza la opción del tren ligero como transporte público entre la actual estación de Redondo Beach y el Centro de Transporte Público de Torrance que está bajo construcción. Tanto los trenes de la Línea C (Green) de Metro y el futuro Proyecto de Transporte Crenshaw/LAX funcionarían en esta nueva extensión.

Dicha extensión brindará alternativas para los embotellamientos del cargado corredor de la I-405. Además, brindará más opciones de transporte público en esta región al conectarse a las líneas actuales del ferrocarril de Metro A (Blue) y E (Expo).

Metro lo invita a una reunión sobre estudio de impacto o una presentación virtual manejando sus propios horarios para obtener más información sobre el proyecto y para dejar sus comentarios. Las reuniones se celebrarán para informarle al público que Metro ha preparado una Notificación de preparación y para solicitarle al público que aporten sus comentarios durante el periodo de revisión que va desde el 29 de enero de 2021 al 15 de marzo de 2021.



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323.466.3876

- x2 Español (Spanish)
- x3 中文 (Chinese)
- x4 한국어 (Korean)
- x5 Tiếng Việt (Vietnamese)
- x6 日本語 (Japanese)
- x7 русский (Russian)
- x8 Հայերեն (Armenian)

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.

Todas las reuniones de Metro son accesibles por personas con discapacidades. Traducción en español es proporcionada. Para otras adaptaciones de la ADA y traducciones llame al 323.466.3876 por lo menos 72 horas antes de la reunión.

21-1998 TRG ©2021 LACMTA

Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE

Metro has a plan to make it easier to get around. This includes better transit for more connections in the South Bay.

Connect to the project at metro.net/clineext.



Metro[®]



DRAFT

EXP 3.13.21

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Metro Los Angeles

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Metro has a plan for better transit in LA County, which includes the Green Line Extension to Torrance Project.



Next stop: more rail in the South Bay.

C-LINE (GREEN) EXTENSION TO TORRANCE



METRO.NET

Metro C Line (Green) Extension to Torrance

Metro has a plan to make it easier to get around.

[Learn More](#)



1



24

WEDNESDAY, FEBRUARY 24, 2021 AT 4 PM PST – 6 PM PST

C Line (Green) Extension to Torrance – Virtual Scoping Meeting

Online Event

Join Event

About Discussion

Interested Going Invite

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RECENT ACTIVITY

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WED, FEB 24 AT 4 PM PST
C Line (Green) Extension to Torrance – Virtual Scoping Meeting
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Details

- 14 people responded
- Event by Metro Los Angeles
- Online: us02web.zoom.us
- Wednesday, February 24, 2021 at 4 PM PST – 6 PM PST
- Price: Free · Duration: 2 hr
- Public · Anyone on or off Facebook

Metro has a plan to make it easier to get around, which includes dozens of projects to improve public transit in LA County. Currently in planning stages, the C Line (Green) Extensi... See More

Causes Online



SATURDAY, FEBRUARY 27, 2021 AT 11 AM PST – 1 PM PST

C Line (Green) Extension to Torrance – Virtual Scoping Meeting

Online Event

Join Event

About Discussion

Interested Going Invite

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RECENT ACTIVITY

Metro Los Angeles added an event. February 5 at 3:26 PM



C Line (Green) Extension to Torrance – Virtual Scoping Meeting

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2 Comments

Like Comment Share

Details

- 22 people responded
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- Online: us02web.zoom.us
- Saturday, February 27, 2021 at 11 AM PST – 1 PM PST
- Price: Free · Duration: 2 hr
- Public · Anyone on or off Facebook

Metro has a plan to make it easier to get around, which includes dozens of projects to improve public transit in LA County. Currently in planning stages, the C Line (Green) Extensi... See More

Causes Online

NEWS • News

Metro rail line extension to Torrance tracking closer to possible 2028 opening

The \$1 billion project to extend the C Line, formerly known as the Green Line, would connect the South Bay to Southern California's transit network.



Construction has resumed again at the long delayed Torrance Transit Center, the terminus of the proposed Green Line extension to Torrance on Thursday, February 11, 2021. (Photo by Brittany Murray, Press-Telegram/SCNG)

By **NICK GREEN** | NGreen@scng.com | Daily Breeze

PUBLISHED: February 15, 2021 at 6:00 a.m. | UPDATED: February 15, 2021 at 6:00 a.m.



The final phase of planning for the long-anticipated \$1 billion light rail line extension from Redondo Beach to Torrance has begun, with Metro scheduled to host [two virtual meetings](#) before month's end to receive public input on the environmental effect of possible routes for the South Bay's largest ever regional transit project.

The extension of the C Line, formerly and popularly known as the Green Line, represents the culmination of years of lobbying by the South Bay Cities Council of Governments. That agency, which represents cities in the region, has championed the extension in an area that has long lacked sufficient public transportation to other parts of Los Angeles County — forcing commuters to rely on the Southland's freeways.

“We think this is a great way to provide congestion relief to the South Bay,” said Mark Dierking, community relations manager at the Los Angeles County Metropolitan Transportation Authority, “and relieve some of that congestion that is happening on the 405 Freeway.”

While the 4.5-mile-long rail link that will connect the region to the Southern California transit network is widely welcomed, there is one major point of contention: Choosing between two potential rail lines that slice through the densely populated bedroom community of Lawndale.

Lawndale residents along both routes, fearing increased noise and reduced property values, have voiced concerns, prompting city officials to oppose the project's presence in the small city altogether.

The two possible routes through Lawndale mean that the extension could either run on the west side of the South Bay Galleria where Redondo Beach has a new transit center under construction or on the east along the median of Hawthorne Boulevard.

Lawndale officials persuaded Metro to eliminate a planned “neighborhood” station in the community of about 33,000 at Manhattan Beach Boulevard and Inglewood Avenue. As a result, commuters traveling to and from the small blue-collar community won't get a direct connection to the regional rail network within Lawndale, which is just under two square miles in area.

The Marine Avenue station in Redondo Beach — the current terminus of the rail line — is close to the once-planned Lawndale station, however, and has a large park-and-ride lot, as Lawndale officials themselves pointed out two years ago, before Metro narrowed potential routes for the extension to two.

Despite the opposition in Lawndale, the proposed project has wide-ranging support throughout the South Bay and at the county level.



If all goes to plan, by the time the Los Angeles Summer Olympics roll around in 2028, South Bay residents should be able to board a light rail train at a new multimillion dollar Torrance transit center, which has resumed construction after a forced hiatus, at the terminus of the extension at Crenshaw Boulevard and 208th Street, Metro officials say.

The rail line will glide north on an elevated section over 186th and 190th streets, south of 182nd Street, and whisk riders to the planned station on either the east or west side of the South Bay Galleria – depending on the final route through Lawndale. It will then connect with the existing Marine Avenue station and tie in with the almost completed Expo Line, allowing easy access to Los Angeles International Airport and points north and east.



The two possible routes through Lawndale for the 4.5-mile-long Green Line extension between Redondo Beach and Torrance (Graphic courtesy Metro).

But for that to happen, Metro will need to pick up the pace.

Steve Lantz, the transportation director for the South Bay Cities Council of Governments, said the C Line extension would have to be accelerated – that is, awarded even more voter-approved tax dollars – if it is to be finished before the current 2030-to-2033 timeframe.



That seems likely, Lantz said.

The extension was named as one of the so-called “28 for ’28” regional transportation projects officials want built by the time tourists descend on Southern California for the Olympics.

“It’s a relatively short project to construct,” Lantz said. “So this phase is buildable by 2028 at this point.

“It depends on what happens during the environmental process in the end,” he added, “whether we get delayed by lawsuits or other obstacles.”

Metro officials, meanwhile, said they hope the [the draft environmental analysis — a \\$32.5 million contract to prepare it was approved last year by the county Board of Supervisors](#) — will be completed by March 2022.

The first step is hearing from the public and a variety of government agencies.

“We want them to tell us what to study,” Dierking said.

Metro will accept written public comments through March 15, and will hold a pair of two-hour Zoom meetings later this month — one at 4 p.m. Feb. 24 and another at 11 a.m. Feb. 27 — where people can provide comment orally. The Metro board will eventually have to approve the environmental impact report, as it’s formally known.

Both Redondo Beach and Torrance officials, for their part, have said they see the new rail line as a catalyst for economic development.

The improved transit access could bring more visitors west to Torrance’s sprawling Del Amo Fashion Center, a lucrative source of sales tax revenue for the city, as well as oft-ignored [Old Torrance](#) just to the east of the transit center.

And across Crenshaw from the transit center just a couple of blocks away is the start of the city’s unofficial brewery district, where a cluster of increasingly popular craft breweries are easily accessible on foot or by bike.

Redondo Beach’s new \$11.5 million transit center — built in part to accommodate the extension of the light rail line — on the west side of the [South Bay Galleria](#), which is in the midst of a \$900 million makeover are seen as the foundation of a [pedestrian-oriented shopping district along Artesia and Aviation boulevards](#).

It’s possible, however, that the extension won’t use the old railroad right-of-way adjacent to the new transit center at all.



That's because while the route is set south of 190th Street, the uncertainty surrounding the exact course through Lawndale means a light rail station at the Galleria could end up being built on the east side of the mall.

But that's OK with city officials, who told Metro two years ago that an elevated section of track along the median of the Hawthorne Boulevard commercial corridor, on the east side of the mall, was their preferred route anyway, said Public Works Director Ted Semaan. (He also noted there were other reasons the transit center on the east side of the mall was relocated, including moving it away from nearby single-family homes.)

Lawndale, though, continues its opposition.

Lawndale residents who use the current railroad right-of-way, which could be a C Line route, as a footpath have long opposed the effect light rail would have on their neighborhood between 162nd and 170th streets. Metro is looking at retaining and improving that pedestrian access along with the light rail line should that route be chosen, said Dolores Roybal Saltarelli, project manager for the extension.

The opposition is among the reasons Metro is exploring the other route to the east, which includes a 0.6-mile elevated section along the 405 Freeway that attempts to skirt residential areas by providing rush hour riders a good view of the customary bumper-to-bumper traffic as they zip by.

But that, too, has provoked opposition from Lawndale residents, Dierking said, especially where it transitions at grade through neighborhoods between 162nd and 166th street en route to Hawthorne Boulevard, the city's main commercial thoroughfare.

The city has sided with residents protesting both routes.



“Since the inception of the Green Line Extension by Metro,” Mayor Robert-Pullen Miles wrote in a 2018 letter to Metro, using the line’s old name, “the city of Lawndale has been opposing any route of the Green Line through the city of Lawndale due to the negative and harsh impacts the project will have on thousands of residents and many businesses.”

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Fast facts on the South Bay Green Line Extension

Length: 4.5 miles from the Redondo Beach Marine Avenue station to a new transit center in Torrance at Crenshaw Boulevard and 208th Street.

Number of new stations: Two, in Torrance and at the South Bay Galleria in Redondo Beach.

Cost: About \$1 billion in voter-approved funds have been allocated to the project.

Completion: Currently set for between 2030 and 2033; the goal is to move it up to 2028 in time for the Los Angeles Olympic Games.

What’s next: Two meetings to take public comment on the project are scheduled for Feb 24 and 27. Meeting details, including Zoom links and telephone numbers, are available at the Metro blog at thesource.metro.net.

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Nick Green | Reporter

Award-winning journalist Nick Green is the beat reporter for the cities of Torrance, Carson and Lomita and also covers the South Bay's rapidly growing craft beer industry for the Daily Breeze. He has worked for newspapers on the West Coast primarily covering local news and soccer since graduating in 1987 from the University of Washington. He lives in Old Torrance with his wife and two cats.

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Metro has a plan for better transit in LA County, which includes the Green Line Extension to Torrance Project.



Next stop: more rail in the South Bay.

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1



24

WEDNESDAY, FEBRUARY 24, 2021 AT 4 PM PST – 6 PM PST

C Line (Green) Extension to Torrance – Virtual Scoping Meeting

Online Event

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WED, FEB 24 AT 4 PM PST
C Line (Green) Extension to Torrance – Virtual Scoping Meeting

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Details

- 14 people responded
- Event by Metro Los Angeles
- Online: us02web.zoom.us
- Wednesday, February 24, 2021 at 4 PM PST – 6 PM PST
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27

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C Line (Green) Extension to Torrance – Virtual Scoping Meeting

You like Metro Los Angeles

28 2 Comments

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Details

22 people responded

Event by Metro Los Angeles

Online: us02web.zoom.us

Saturday, February 27, 2021 at 11 AM PST – 1 PM PST

Price: Free · Duration: 2 hr

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Bay Watch

Winter 2021

A quarterly bulletin to inform local leaders of subregional progress and alert them to emerging issues

Published by the South Bay Cities Council of Governments

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21st ANNUAL GENERAL ASSEMBLY GOES VIRTUAL EVENT CONTENT CURATOR EXPLAINS RELEVANCY OF INTERSECTIONS THEME

The South Bay Cities Council of Governments' (SBCCOG) General Assembly is an opportunity for local thought leaders and residents to gather and engage in a dynamic dialogue to advance the goals of the subregion.

Christian Horvath, the event's content curator, a Redondo Beach City Council member and former SBCCOG board chair, explains why anyone interested in the future of the South Bay should plan to attend the upcoming virtual event.

Q. Who should attend the General Assembly?

A. The event is designed for elected officials, city staff, city commissioners, residents and local businesses. In essence it's open to everyone.



Christian Horvath, councilmember, Redondo Beach

How did you select the theme "Intersections" for this year's event and what does it mean?

A. As an elected official who works deeply across a variety of

sectors and issues, I understand that many of the challenges we face have natural intersections. By example, homelessness intersects with public safety, health, housing and affordability, and even transportation. It is important for us to look at issues from a broader viewpoint, as well as holistically, to consider the unintended consequences that come as a result of our decision making at any level of government or in the private sector.

Q. This is the first year that this event will be conducted virtually. A lot of people have Zoom fatigue these days. How will you keep attendees engaged?

A. In the virtual environment, people will have the ability to step away, if need be, to address eye fatigue. We will have a lunch break. We have also incorporated a game this year that incentivizes the audience's engagement. Attendees can earn points throughout the day by joining sessions, having chats with fellow attendees and visiting interactive booths in the exhibit hall.

Continued on Page 2



Register for this **FREE** event at <https://sbccog.swoogo.com/home>

21st Annual (Virtual) General Assembly

Panelists representing state/local government and private/public sectors will discuss transportation, the environment, technology, public safety, housing, public health, homelessness, and economic development.

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Follow us on Facebook (facebook.com/SBCCOG/) and Twitter (twitter.com/SouthBayCCOG), and use #sbccogGeneralAssembly on Twitter for General Assembly updates and to earn game points.

Each contact earns you points, and we will be giving attendees with the most points at the end of the conference great prizes - to be announced.

Q. COVID-19 is on everyone’s mind right now. How will you be integrating COVID-19 into the content?


A. The COVID-19 global pandemic has really underscored how one change impacts many others, so it will be an integral part of the discussion. Since most of our speakers were scheduled for last year’s cancelled event - they have each been asked to also integrate the effects of the pandemic into their presentations. We have added a speaker specific to public health, who will add depth and perspective to the conversation.

Q. Is there anything else you would like people to know about the event?

A. The SBCCOG has long been an innovator in helping advance the issues of our subregion. I hope that this event gives us an opportunity to also continue driving interesting ideas and perspectives to the greater community to foster more collaboration and out-of-the-box thinking in addressing the issues we all face.



“I encourage all to attend our 21st Annual (Virtual) General Assembly—a gathering of the South Bay cities to discuss important issues that bind and affect us.”

Olivia Valentine, SBCCOG chair and Hawthorne councilmember. 



7 Reasons Water Bottle Filling Stations Make Good Sense for Health and the Environment

Water bottle filling stations are water fountains, indoors or outdoors, that pour tap water from a top spigot into a standing container, usually part of a drinking fountain. They are ideal for health clubs, offices, airports, schools and parks – places where people commonly use water bottles. Here are seven key reasons for installing them. Water bottle filling stations:

- 1) Are quick and easy
- 2) Are extra clean and sanitary (contactless)
- 3) Eliminate excuses for buying bottled water
- 4) Inspire trust in the quality and safety of tap water
- 5) Encourage hydration
- 6) Can filter out aesthetic chlorine, taste, odor, lead and certain types of particulate matter and
- 7) At no charge to the user, the public has greater access to healthy water in public areas and schools


West Basin Municipal Water District has installed more than 50 water stations in or on the premises of public facilities throughout its service area through grant programs. In doing so it is estimated that approximately 110,000 plastic water bottles annually have been removed from the local waste stream, decreasing the harmful environmental impacts of single-use plastics while also providing access to free, high-quality water at South Bay schools, civic buildings, community centers and parks.

South Bay agencies which have participated in West Basin’s grant program to date include: cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Redondo Beach, Rolling Hills Estates; schools, including California State University, Dominguez Hills, El Segundo Unified School District, Mychal’s Learning Center (Hawthorne), Environmental Charter Middle School (Inglewood), Lennox School District, Los Angeles Unified School District, Manhattan Beach Unified School District, Palos Verdes Peninsula Unified School District, St. Philomena school (Carson), and the El Segundo Public Library.

Grant Funding Available

West Basin has new funding available to install additional stations. Eligible grant applicants must be public facilities (city buildings, schools, community centers, parks, recreation areas, etc.), located in the district service area that meet all criteria specified in the application guidelines. As in the past, grants are available in the amounts of \$1,000 for indoor stations and \$2,000 for outdoor stations as they can be more costly to install.

Applications will be received and reviewed on a first-come, first-served basis until funds are exhausted. Up to two grants may be awarded to a single tax identification number per fiscal year.

More detailed information and application forms are available at www.westbasin.org/filling-stations. Applications can be submitted to: Tammy Hierlihy, program manager, Re: Water Bottle Filling Station Program Application; tammyh@westbasin.org; phone 310-660-6274. 



Find SBESC at www.sbesc.com
Find SBCCOG at www.southbaycities.org



West Basin offers partners indoor and outdoor water bottle filling stations as shown above. Photos courtesy of West Basin Municipal Water District

A Safer Count

COVID-19 Prompts Changes in How Homeless are Counted in 2021

Like most other aspects of life, COVID-19 has impacted how the homeless are counted.

Since 2016, the Los Angeles Homeless Services Authority (LAHSA), as the U.S. Department of Housing (HUD) designated Continuum of Care for LA County, has conducted a “Point-In-Time (PIT) Count” of people experiencing homelessness (PEH). The PIT count, performed over 24-hours in January, consists of the following: 1) count of unsheltered homeless; 2) count of sheltered homeless; 3) overall number of homeless youth; and 4) a demographic survey. The PIT count answers key questions about homelessness in LA County including numbers, demographics, distribution across the county, and where are PEH staying?

HUD requires Continuums of Care to conduct the PIT count every other year, but LAHSA has conducted its PIT annually, most recently in January 2020. The next HUD mandated PIT was to occur in January 2021, however due to the pandemic, LAHSA submitted (and HUD granted), a waiver to forego the unsheltered portion of count. At the time California was under a stay-at-home order and 10 p.m. curfew for non-essential activities. LAHSA based its decision to apply for a waiver on the determination there was no safe way to gather the volunteers needed to do the unsheltered PIT count and collect data as accurately as in past years.

“A February 1, 2021 report from LA County Department of Public Health indicates confirmed cases of COVID-19 are on the rise among unsheltered PEH at a rate of 1 in 4 (23%)” Grace Farwell, SBCCOG Homeless Services coordinator, said. “It supported LAHSA’s request to not conduct the 2021 unsheltered component of the PIT for the safety of volunteers participating in the count.”

LAHSA proceeded in early February with the Shelter Count and Housing Inventory Count (HIC), a PIT inventory of projects/ programs or sites that provide beds and units dedicated to serving people experiencing, or who are transitioning out of homelessness. The HIC involves collecting information on individuals and families residing in Interim Housing (emergency shelters, transitional housing,

safe havens), Rapid Re-Housing (RRH – time-limited rental assistance coupled with supportive services), and Permanent Supportive Housing (PSH – housing with case management services). The HIC took place from February 1-28, 2021. LAHSA will review and verify data with providers through March 31, 2021.

LAHSA continues to work with the Los Angeles County Homeless Initiative to maintain the current Measure H funding level. Measure H, the Los Angeles County Plan to Prevent and Combat Homelessness, created a one-quarter of a cent sales tax that generates funds for homeless services and short-term housing.

For more information and resources, please visit the SBCCOG’s webpage on Homeless Services in the South Bay:

<http://southbaycities.org/programs/homeless-services-south-bay>.



This year’s count included PEH placed in Interim Housing, such as the Redondo Beach Pallet shelters shown above, which opened in Redondo Beach this past December. Photo courtesy of Harbor Interfaith Services, Inc.

See Something Say Something

If you see someone experiencing homelessness who needs help, please use the Los Angeles County Homeless Outreach Portal (LA-HOP) at www.lahop.org.

Metro Solicits Public Input For C (Green) Line Extension to Torrance

The C (Green) Line Extension to Torrance is a proposed regional transportation improvement project that will extend light rail service from the Redondo Beach Marine Station to the Regional Transit Center (RTC) currently under construction in Torrance on Crenshaw Blvd near Mariposa. The extension will improve mobility in the South Bay by providing an alternative to a very crowded I-405 freeway and will better connect southwestern LA County into the regional rail network through connections to the Metro A (Blue) and E (Expo) Lines and the future LAX/Crenshaw Transit project.

The project, which has a study area encompassing the cities of Lawndale, Redondo Beach and Torrance, is anticipated to be completed and operational in 2030-2033. In complying with environmental review requirements, Metro has completed an alternatives analysis and is now beginning project scoping meetings. Metro is soliciting public comments through

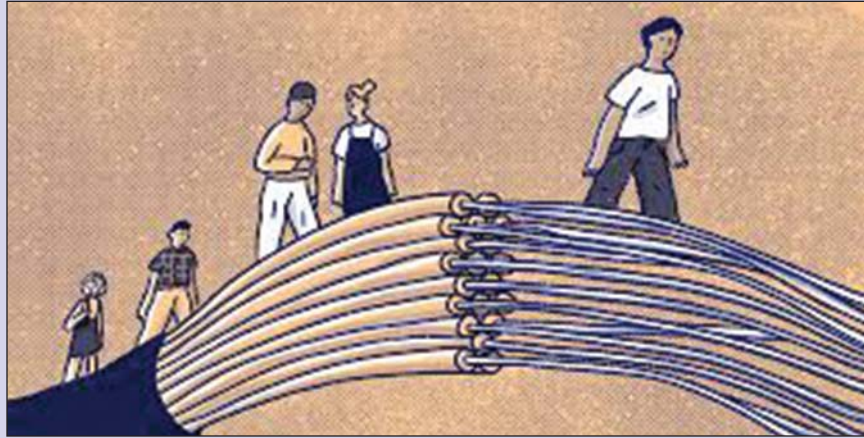
March 15, 2021. The public can provide input in writing and also during virtual scoping meetings hosted by Metro. Two meetings have taken place, on February 24 and February 27, 2021.

For more information on the project and to provide input, please visit www.metro.net/greenlineextension.



Artwork showing a future Green Line extension station.

BRIDGING THE DIGITAL DIVIDE CITIES “PLUG IN” TO SOUTH BAY FIBER NETWORK




The South Bay Fiber Network (SBFN) is a new and dynamic broadband resource that provides member cities and agencies a dedicated, secure, high-speed circuit at a very competitive monthly cost. Beyond lower costs, the network offers extraordinary opportunities for members to enhance their computing, storage and networking through the SBFN’s connections to the world wide web.

The network is designed as a ring circuit through two “Points of Presence” (POP) at two world-class data centers located in the South Bay. A point of connection is where those connected to the circuit can gain access to the internet. For the SBFN, this is through the network’s Internet service provider (ISP), Race Communications. This physical connection to our network’s ISP is made at two different world-class data centers, Equinix in El Segundo and Evoque in Hawthorne.

What is a data center? Think of a very large, windowless, secure building that houses miles of fiber cables and countless numbers of computers (otherwise known as “servers”) on vast racks of shelving. These servers are, effectively, the “cloud” – the place

where applications run, content is stored and networked, and extraordinarily fast connections are made between computers anywhere in the world.

While a data center doesn’t sound exciting, it offers SBFN members connections to a wholesale marketplace of vendors selling cloud-based applications and software, online services and content, and, a convenient way to back-up and securely store critical data at an offsite location. These opportunities are just a connection away – connecting a fiber cable from one server within the Data Center to another.

The SBFN went online in August. Already South Bay IT Directors and staff are taking advantage of this resource. El Segundo, for example, has a cross connection at Equinix to provide for offsite storage. Additionally, through the cloud, the city can enhance and support broadband applications at its local library. Other South Bay cities have begun to explore fractional offsite storage where, collectively, they would lease space and servers at a data center – saving the cost of going it alone. 

GARDENA PARK TAPS INTO SBFN

Gardena is a community already benefitting from the network. Using a 1GB transport circuit from City Hall to upgrade connectivity at the city’s Rowley Park, the city can now provide enhanced Wi-Fi service to support virtual classes and interactive web-based programs.

“Our goal is to provide Wi-Fi to our community members and host trainings for our seniors to learn how to use both their smart phones and tablets,” Stephany Santin, recreation and human services director, said.

The city is also making plans to offer a day care program for children of city employees and essential workers at Rowley Park, once COVID-19 restrictions are lifted.


For more information on how your city can best plug into the SBFN POPs, contact Aaron Baum, SBFN program manager, at aaron@southbaycities.org. 



Photo courtesy of City of Gardena

The Palos Verdes Peninsula, located in the south coastal section of the South Bay, is comprised of four cities: Rancho Palos Verdes, Palos Verdes Estates, Rolling Hills and Rolling Hills Estates, with a total population of 65,000 (2010 Census). The area is blessed with a natural and open landscape with rolling hills, canyons, coastal bluffs and spectacular views making it a popular place to live and visit.



LA County Fire Department (shown above) containing a brush fire in PVE in October, 2019. Photo by Gerry Bernhard.

However, that open landscape makes it vulnerable to the hazards associated with brush fires due to its steep and open canyons and hills covered with brush. In fact, all four cities are designated “Very High Severity” fire zones. As such, they have developed the following programs, both as individual cities and cooperatively, to help the entire peninsula guard against wildfire and other hazards:

Alert SouthBay: The four cities subscribe to Alert SouthBay, an alert and warning notification system, operated as part of an integrated, interoperable regional platform. The system is designed to keep communities informed about disasters and major emergencies via SMS (text), email, phone, landlines and other means of communication.

Prepared Peninsula Expo: Since 2015, the four cities have sponsored an annual disaster preparedness event with discussions and demonstrations to help peninsula residents learn how to mitigate, prepare, respond and recover should a disaster strike. The most recent Expo in October 2020, was virtual due to COVID-19. Expert presenters included first responders from LA County Fire Department (LACoFD), LA County Sheriff’s Department and Alert SouthBay. The event was recorded and can be viewed at: <https://bit.ly/3nd4d2o>.

Palos Verdes Peninsula Emergency Preparedness Taskforce (PEPT) and Committee: Bi-monthly, staff from all Peninsula agencies, the Palos Verdes Unified School District and Palos Verdes Library District meet to collaborate on resources and education, in partnership with local utility companies, fire departments and law enforcement. Quarterly, two councilmembers from each of the cities meet to review coordinated emergency preparedness as part of the Regional Emergency Preparedness Committee.

Rancho Palos Verdes (RPV): The RPV Emergency Preparedness Committee, which meets monthly, has recently prioritized a list of goals, including plans to: 1) incorporate lessons from the Woosley Fire into all four cities’ emergency planning; 2) outreach to insurance companies regarding wildfire risk reduction programs that can assist homeowners; and 3) work with neighborhood groups to promote safety, including creating a list of vulnerable residents in need of help during an emergency.

Palos Verdes Estates (PVE): “Get Ready – Get Certified”, devised by PVE Police Department (PVEPD) and LACoFD, encourages each household to proactively prepare for disaster with a three-step process of self-certification: 1) develop a household plan; 2) acquire and store water and food; and 3) acquire and store emergency equipment and supplies. The City provides all necessary sources of information to achieve certification. For more information: contact Community Relations Officer Marcelle Herrera, PVEPD at 319-378-4211. PVE also promotes “Know the Drill” – a resource on preparedness for various types of disasters including: earthquakes, fire, landslides, and power outages – available by link on the City’s website: <https://www.knowthedrill.org/>.

“There is a strong spirit of cooperation and collaboration among the peninsula cities, perhaps even stronger since the COVID-19 pandemic, as we truly recognize we are all in it together.”

Alexa Davis, assistant city manager, city of RHE

Rolling Hills Estates (RHE): The city participates in the “Alert SouthBay” program, which includes a reverse 911 option to directly communicate with residents, especially helpful in the event of a large-scale evacuation. RHE also promotes “Ready, Set, Go!” – a comprehensive manual on how to develop a personal wildfire action plan and the city works closely with Neighborhood Watch groups to disseminate important information. In addition, RHE, being a more rural community, has a keen focus on equine and large animal emergency preparation, which has included microchipping clinics, trailering training and certification opportunities through the Los Angeles County Equine Response Team.



Firefighter Luis Garcia, LACoFD, Battalion-14, gives a fire safety demonstration at 2019 Prepared Peninsula Expo. Photo courtesy of City of Rolling Hills Estates.

Rolling Hills (RH): The city has received a grant from FEMA (Federal Emergency Management Agency) to convert overhead electric lines to underground along Crest Road East. Eliminating overhead electric wires improves the aesthetics, but more importantly, also significantly reduces the risk of wildfire. The city is also working closely with the Palos Verdes Land Conservancy to upgrade brush clearance in open areas.

Information Available from Assembly Member Al Muratsuchi. State Assembly Member Muratsuchi has supported peninsula residents by providing California Department of Insurance direct contact information regarding home fire insurance for property owners in very high severity areas. In November 2020 he hosted an interactive virtual Wildfire Preparedness Townhall, which may be viewed at https://fb.watch/3i_J4rhVvK/. For more information, contact Aaron Forburger, Field Representative, (310) 375-0691 or aaron.forburger@asm.ca.gov.

PERSPECTIVE

ASK THE DOCTOR: DISPELLING THE MYTHS ABOUT COVID-19 VACCINES

By Dr. William Kim, Chief Medical Advisor,
Beach Cities Health District



Dr. William Kim, author, getting vaccinated.
(photo courtesy of BCHD)

Since the COVID-19 pandemic began last March, many questions have arisen about the virus, coping with health officer orders and now, about vaccines. Dr. William Kim of Redondo Beach-based Beach Cities Health District, who has treated nearly 20 COVID-19 patients, provides some answers:

Q: What vaccine should I get?

A: Whatever vaccine is available when you get an appointment. All the vaccines provide a level of protection not available naturally and we have seen during this pandemic the results of contracting the virus can be devastating. For vaccinated individuals who contract COVID-19, the vaccine has been found to keep patients from getting seriously ill.

Q: I just got my first vaccine dose.

Do I still have to wear a face covering?

A: Yes, because vaccines don't immediately eliminate all risk. It takes up to two weeks after the second shot for the vaccine to reach approximately 94 to 95% effectiveness, so there is still a slight chance of infection after full vaccination.

Until enough people have been vaccinated to stop the spread of the virus, it's important to continue taking precautions like wearing a face covering, physical distancing and washing hands often.

Also, we don't yet know whether vaccinated individuals will be protected from the virus themselves but still be able to transmit it to others. While we hope these vaccines will reduce transmission of the virus, the scientific community does not yet know if they will reduce such transmission.

Q: Do I have to get two shots?

A: For now, yes. The Pfizer and Moderna vaccines require a booster shot 21 days (Pfizer) or 28 days (Moderna) later to have maximum protection. On Feb. 27, the FDA granted Johnson & Johnson an Emergency Use Authorization (EUA) for their single-dose, adenovirus-based vaccine, which doesn't need to be stored at extremely cold temperatures like the Pfizer and Moderna vaccines, which use messenger RNA technology. J&J has pledged to produce 100 million doses by July, which could be enough for roughly 30% of the U.S. population.

Q: Can I still catch and transmit COVID-19 after I am vaccinated?

A: The clinical trials tested the vaccines' ability to prevent symptomatic COVID-19 disease in vaccinated individuals, but did not test if vaccinated individuals could still become infected or transmit the illness. Based on experience with other vaccines and early data, most vaccines that protect people from viral illnesses also reduce transmission of the virus by those who are vaccinated. We hope this is the case with the COVID-19 vaccines, but as of now we don't know for sure if they will reduce such transmission.

Q: Will the vaccines work against new strains of the virus? What would trigger a change in the vaccine?

A: The messenger RNA vaccines currently being given are effective in preventing serious disease by the variants currently emerging. The mRNA platform is amenable to be changed to cover for mutations which may be found to be resistant to the current vaccines. A change to the vaccine would be triggered by an increase in the rate of infection in a COVID-19 strain NOT responding to the current vaccine formula. So far, studies suggest that antibodies generated through vaccination with currently authorized vaccines recognize these variants. This is being closely investigated and more studies are underway. (source: CDC)

More information about COVID-19 vaccines is available at <https://www.bchd.org/COVID-19> vaccine. 

Dr. William Kim, M.D. is a board-certified internist. After specializing in emergency medicine, he transitioned into private practice. Today Dr. Kim has his own practice in Torrance and serves as chief medical advisor for Beach Cities Health District.

CALENDAR

All meetings, currently held virtually, are open to the public. Visit <https://www.southbaycities.org/calendar>

March

- 2 GIS Working Group
- 3 Homeless Services Task Force
- 8 Transportaton Committee Steering Committee
- 10 Infrastructure Working Group
- 18 General Assembly (Virtual)**
- 23 Services for Seniors Working Group
- No Board meeting**

April

- 6 GIS Working Group
- 8 Legislative District Staff Briefing
- 12 Transportaton Committee Steering Committee
- 14 Infrastructure Working Group
- 22 Board of Directors**

May

- 4 GIS Working Group
- 5 Homeless Services Task Force
- 10 Transportaton Committee Steering Committee
- 12 Infrastructure Working Group
- 25 Services for Seniors Working Group
- 27 Board of Directors**

Register for the March 18, 2021 21st Annual General Assembly Virtual Conference
Visit: <https://sbccog.swoogo.com/home>

For more information on SBCCOG meetings and programs, contact Jacki Bacharach, executive director, at Jacki@southbaycities.org.

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HERMOSA BEACH

Here's who is approved to run in the May City Council election

by Michael Hixon

Five hopefuls will be running to fill a vacant Hermosa Beach City Council seat, according to city officials on Wednesday.

The candidates for the May 11 all-mail special election include Randy Balik, contractor/business owner; Dean Francois, retired federal budget director; Raymond Jackson, retired Army colonel; Daniel Rittenhouse, renewable energy executive; and film journalist Tara McNamera Stabile.

In January, the Hermosa Beach Council voted to hold the all-mail special election in May instead of either appointing someone to replace Councilmember Hany Fangary or holding an election in November.

Fangary's seat was left vacant when he moved with his family to Manhattan Beach. Fangary's replacement will fill his seat until the term expires in November 2022.

Every registered voter in Hermosa Beach will receive a ballot, according to city officials, but details were not yet available about when ballots would go out.

Next stop: more rail in the South Bay.



Metro has a plan to make it easier to get around, which includes better transit. The C Line (Green) Extension to Torrance Project is studying light rail options between the existing Metro Redondo Beach Station and the under-construction Torrance Transit Center.

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Junior Lifeguard during a run-swim-run drill. Photo by Patrick Fallon (PatrickFallonPhoto.com)

ents.

The night was cold, gray, and windy. Mean, overhead shorepound exploded between us and the buoys.

We shivered shirtless, like Spartans in red trunks with JG patches sewn on by our mothers. If I had been the parent of one of those 10-year-old JGs I'd have yanked him off the beach. (There were no girls then).

Rudy yelled run. We ran. He yelled buoy swim. We dolphined through the shorepound to the orange buoys that bobbed in and out of sight off the end of the pier. He yelled rescue and we dolphined through the shorepound again, dragging red rescue cans. We strapped the rubber cans around our theatrically flailing partners and towed them back toward shore. We waited outside the shorepound for set waves, then pushed them over the falls to mess with them and scare their parents.

It was no big deal. We'd been doing the same drills four hours a day, five days a week for three long months. Warm days, cold days, big waves, no waves – Rudy didn't care. We didn't care.

Even at that age, we all realized we changed that summer. On a night like that, three months earlier, our families could have been drowning off the Santa Monica pier and none of us would have braved the ocean to save them.

➤ See **LIFEGUARDS** on page 4

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C LINE (GREEN) EXTENSION TO TORRANCE

MYANMAR

Suu Kyi faces a new charge

By The Associated Press

YANGON, MYANMAR » Police in Myanmar filed a new charge against deposed leader Aung San Suu Kyi, her lawyer said Tuesday, as the military authorities who seized power in a coup intensified their crackdown against their opponents.

Suu Kyi, who was detained in the Feb. 1 military takeover, already faced a charge of illegally possessing walkie-talkies — an apparent attempt to provide a legal veneer for her house arrest. The new charge accuses her of breaking a law that has been used to prosecute people who have violated coronavirus restrictions, lawyer Khin Maung Zaw told reporters after meeting with a judge in a court in the capital, Naypyitaw.

It carries a maximum punishment of three years in prison. Suu Kyi's lawyer told reporters he has not seen her since her arrest — and only arrived after an unexpected video-conference the judge said had been held with her. The status of the second charge, whether the police complaint had been accepted for trial by the court, was not clear. However, changes to the Penal Code instituted by the junta last week could allow Suu Kyi to be detained indefinitely, even with no charge.

The legal maneuver comes two weeks after the military seized power in a shocking halt to Myanmar's fragile progress toward democracy, most visible in Suu Kyi's tenure as national leader. Since the coup, the junta has ratcheted up the pressure on protesters.

PENTAGON

Trump reaction fear delayed promotions

Officials decided to wait on female generals' advancement

By Eric Schmitt and Helene Cooper
The New York Times

WASHINGTON » Last fall, the Pentagon's most senior leaders agreed that two top generals should be promoted to elite, four-star commands.

For then-Defense Secretary Mark Esper and Gen. Mark Milley, chairman of the Joint Chiefs of Staff, the tricky part was that both of the accomplished officers were women. In 2020 America under President Donald Trump, the two Pentagon leaders feared that any candidates other than white men for jobs mostly held by white men might run into turmoil once their nominations got to the White House.

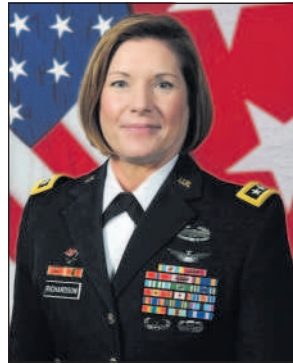
Esper and Milley worried that if they even raised their names Gen. Jacqueline D. Van Ovost of the Air Force and Lt. Gen. Laura J. Richardson of the Army the Trump White House would replace them with their own candidates before leaving office.

So the Pentagon officials agreed on an unusual strategy: They held back their recommendations until after the November elections, betting that if Joe Biden won, he and his aides would be more supportive of the Pentagon picks than Trump, who had feuded with Esper and has a history of disparaging women.

"They were chosen because they were the best officers for the jobs, and I didn't want their promotions derailed because someone in the Trump White House saw that I recommended them or thought DOD was playing politics," Esper said in an interview, referring to the



Air Force Gen. Jacqueline D. Van Ovost



Army Lt. Gen. Laura J. Richardson

Department of Defense. "This was not the case."

The strategy may soon pay off. In the next few weeks, Esper's successor, Lloyd Austin, and Milley are expected to send the delayed recommendations to the White House, where officials are expected to endorse the nominations and formally submit them to the Senate for approval.

The story of the two officers' unusual path to promotion Van Ovost to head Transportation Command, which oversees the military's global transportation network; and Richardson to head Southern Command, which oversees military activities in Latin America underscores the uncertainty clouding the final weeks of the Trump administration and the unorthodox steps that senior officials took to shield the Defense Department from actions they believed could jeopardize policy and personnel.

Pentagon officials say Esper and Milley had good reason to worry.

Trump's abrupt firing of Esper and the installation of a group of hard-line loyalists into senior jobs at the Pentagon elevated officials who had pushed for more

aggressive actions against Iran and for an imminent withdrawal of most U.S. forces from Afghanistan over the objections of the military.

Trump also named one of those loyalists, Michael Ellis, to be general counsel at the National Security Agency, over the objections of the agency's director, Gen. Paul Nakasone. The White House rushed to appoint several Trump loyalists to Pentagon advisory boards, the governing boards of military service academies and other positions that could outlast the Trump administration.

Trump, in the last tumultuous months of his presidency, had grown sour on both Esper and Milley, whom he viewed as too open to the views of the movement for change that swept the country after the killing of George Floyd by Minneapolis police last year.

When Milley in June apologized for joining Trump in his photo-op walk across Lafayette Square that had been emptied of protesters by law enforcement in riot gear using tear gas, Trump derided his top general's apology to aides.

CAPITAL PUNISHMENT

Executioners cleaned up death details in federal cases

By Michael Tarm
The Associated Press

CHICAGO » Executioners who put 13 inmates to death in the last months of the Trump administration likened the process of dying by lethal injection to falling asleep and called gurneys "beds" and final breaths "snores."

But those tranquil accounts are at odds with reports by The Associated Press and other media witnesses of how prisoners' stomachs rolled, shook and shuddered as the pentobarbital took effect inside the U.S. penitentiary death chamber in Terre Haute, Indiana. The AP witnessed every execution.

The sworn accounts by executioners, which government filings cited as evidence the lethal injections were going smoothly, raise questions about whether officials misled courts to ensure the executions scheduled from July to mid-January were done before death penalty opponent Joe Biden became president.

Secrecy surrounded all aspects of the executions. Courts relied on those carrying them out to volunteer information about glitches. None of the executioners mentioned any.

Questions about whether inmates' midsections trembled as media witnesses described were a focus of litigation throughout the run of executions. Inmates' lawyers argued it proved pentobarbital caused flash pulmonary edema, in which fluid rushes through quickly disintegrating membranes

into lungs and airways, causing pain akin to being suffocated or drowned. The U.S. Constitution prohibits execution methods that are "cruel and unusual."

The discrepancies could increase pressure on Biden to declare his administration won't execute any of the roughly 50 federal inmates still on death row. Activists want him to go further by backing a bill abolishing the federal death penalty. Biden hasn't spoken about any specific action.

During the Sept. 22 execution of William LeCroy, convicted of killing Georgia nurse Joann Lee Tiesler in 2001, the 50-year-old's stomach area heaved uncontrollably immediately after the pentobarbital injection. It lasted about a minute, according to the AP and other reports.

Executioner Eric Williams stood next to LeCroy as he died. But Williams made only cursory reference to "the rise and fall" of LeCroy's abdomen in his account. Shortly after serving in five of the recent executions, Williams was named the interim warden of the high-profile New York City lockup where Jeffrey Epstein died in 2019.

"During the entirety of the execution, LeCroy did not appear to be in any sort of distress, discomfort, or pain," Williams wrote.

The distinctive jerking and jolting was visible in at least half the executions, according to the AP and other media accounts.

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Metro

C LINE (GREEN) EXTENSION TO TORRANCE

Work begins on Draft Environmental Impact Report (DEIR) for C Line (Green) Extension to Torrance

BY STEVE HYMON , JANUARY 29, 2021



(<https://i1.wp.com/thesource.metro.net/wp-content/uploads/2021/01/GLExt-to-Torrance-Eng-map-1.jpg?ssl=1>)

The C Line (Green) Extension to Torrance project (<https://www.metro.net/projects/green-line-extension/>) is studying light rail transit options between the existing Redondo Beach Station Extension and the under-construction Torrance Transit Center. Trains from

Work begins on Draft Environmental Impact Report (DEIR) for C Line (Green) Extension to Torrance | The Source
Both the Metro C Line (Green) and the future Chrisshaw/LAX Transit Project may run on this new extension.

A previous study — called a [Supplemental Alternatives Analysis \(SAA\)](https://www.metro.net/projects/green-line-extension/supplemental-alternatives-analysis/) (<https://www.metro.net/projects/green-line-extension/supplemental-alternatives-analysis/>) — honed in on two possible routes, shown on the map above.

As part of the project, Metro is beginning to work on a Draft Environmental Impact Report (EIR) for the C Line (Green) Extension to Torrance Project pursuant to the California Environmental Quality Act (CEQA). The scoping period — when the public can tell Metro what issues it would like studied — begins Jan. 29 and runs through March 15, 2021.

Metro will be hosting virtual public scoping meetings to accept both written and oral comments on the scope of the Draft EIR:

Wednesday, February 24, 2021

4 pm – 6 pm

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Comment on the project at an upcoming virtual public scoping meeting or visit our online presentation to learn more about the project at metro.net/clineext (<http://metro.net/clineext>).

This project is an extension of light rail along a four-mile segment of the Harbor Subdivision Corridor — an old freight rail corridor owned by Metro. This extension will provide a transit alternative to crowded 405 freeway and better

connect southwestern L.A. County to the regional rail network through rail connections to the Crenshaw/LAX Transit Project, the A (Blue) Line, E (Expo) Line and J (Silver) Line.

The C Line (Green) Extension to Torrance project aims to:

- Improve mobility in the South Bay by introducing frequent, reliable transit service to meet growing transportation needs.
- Provide more direct connections from the South Bay to regional destinations.
- Provide an alternative mode of transportation for commuters currently using congested arterials and I-405 in the project study area.
- Improve transit accessibility for South bay community residents.
- Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice.

Written and oral comments will be accepted at the virtual public scoping meetings or they may be sent to Dolores Roybal Saltarelli, Project Manager, Metro, One Gateway Plaza, Mail Stop: 99-22-4, Los Angeles, CA 90012, or via e-mail at greenlineextension@metro.net (<mailto:greenlineextension@metro.net>).

Related

Green Line extension meetings on tap

An extension of the Green Line from its current terminus in Redondo Beach to the Torrance Transit Center is currently being studied by Metro. The project is in April 20, 2010
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South Bay Green Line Extension meetings start tonight

The first public scoping meeting for the South Bay Green Line Extension project is tonight with three additional meetings scheduled through May 5th. The South Bay April 26, 2010
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South Bay Green Line Extension meetings begin Oct. 20

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| California Governor's Office of Emergency Services | 3650 Schriever Avenue, Mather, California 95655-4203 | (916) 845-8791 | moustafa.abou-taleb@caloes.ca.gov |
| California Native American Heritage Commission | 1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 | (916) 373-3710 | nahc@nahc.ca.gov |
| Los Angeles County Fire Department | 1320 North Eastern Avenue Los Angeles, CA 90063-3294 | (323) 881-2411 | |
| Los Angeles County Sheriff Department | 211 W Temple St, Los Angeles, CA 90012 | (213) 229-1700 | |
| South Bay Cities Council of Governments | 20285 S. Western Ave Suite 100 Torrance, CA 90501 | 310-371-7222, ext. 202 | steve@southbaycities.org |
| Southern California Association of Governments | 900 Wilshire Blvd., Suite 1700 Los Angeles, CA 90017 | (213) 236-1839 | chang@scag.ca.gov |
| Gabrieleno Band of Mission Indians - Kizh Nation Andrew Salas, Chairperson | P.O. Box 393 Covina, CA, 91723 | (626) 926 - 4131 | admin@gabrielenoindians.org |
| Gabrieleno/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson | P.O. Box 693 San Gabriel, CA, 91778 | (626) 483 - 3564 | GTTribalcouncil@aol.com |
| Gabrielino /Tongva Nation Sandonne Goad, Chairperson | 106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012 | (951) 807 - 0479 | sgoad@gabrielino-tongva.com |
| Gabrielino Tongva Indians of California Tribal Council Robert Dorame, Chairperson | P.O. Box 490 Bellflower, CA, 90707 | (562) 761 - 641 | gtongva@gmail.com |
| Gabrielino-Tongva Tribe Charles Alvarez, | 23454 Vanowen Street West Hills, CA, 91307 | (310) 403 - 6048 | roadkingcharles@aol.com |

Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE



Scoping Meetings

February 2021

Welcome and Agenda

Thank you for joining us!

Agenda

- > Meeting Objectives
- > Project History and Background
- > Project Goals and Objectives
- > Draft Environmental Impact Report (EIR)
- > Environmental Issues
- > Comments

Format

30 minutes

Presentation

90 minutes

Oral Comments

Access Spanish Interpretation

Spanish Interpretation

> Via Zoom

- Click on the "Interpretation" icon
- Pick the language you would like to listen to (Spanish)
- Spanish translated presentations have been posted in the chat

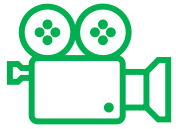


Interpretación en español

> Vía Zoom

- Haga clic en el icono – "Interpretación"
- Escoja la opción para escuchar en español
- El enlace a la presentación en español está disponible en el "chat"

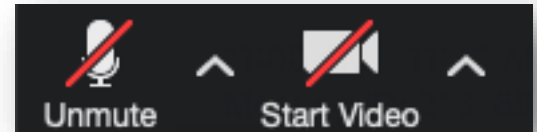
Housekeeping



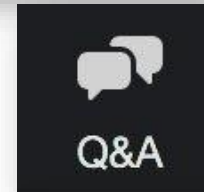
Today's meeting is being recorded



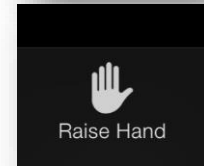
Attendee videos are off and mics are on mute



During the meeting, comments can be submitted using the Q&A function



Oral public comments following presentation



For technical support, call or text 818.650.0619

Scoping Meeting Objectives

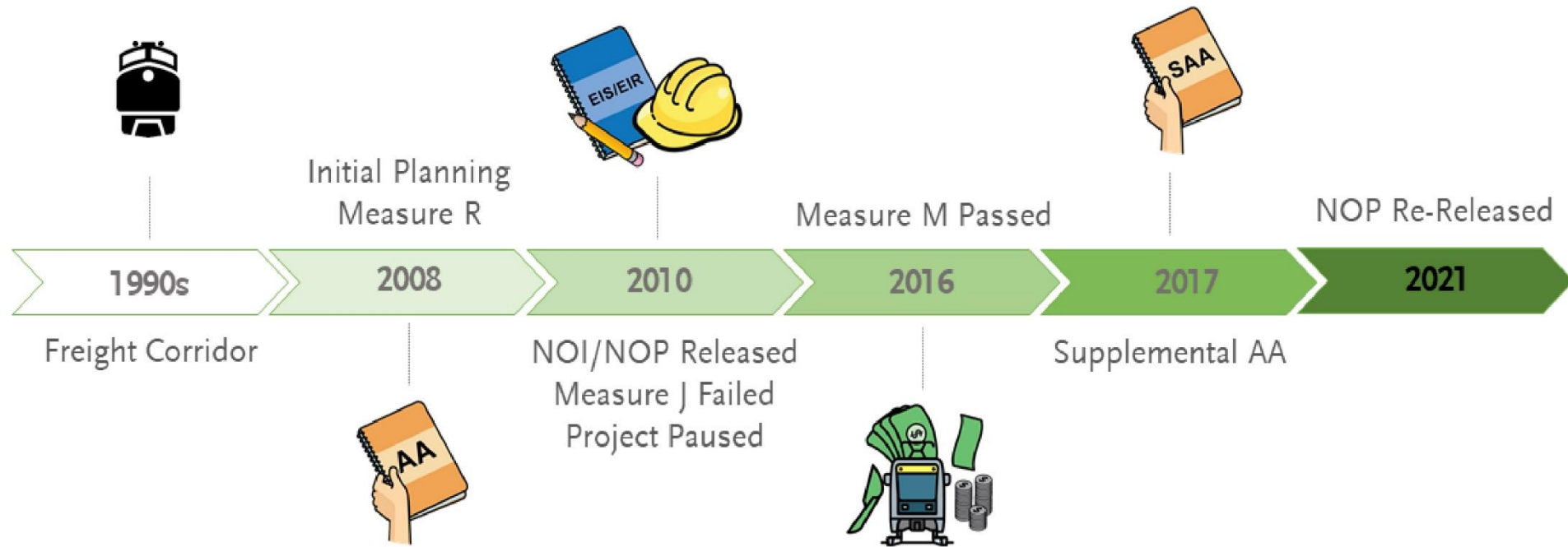
First step in the environmental clearance process.

- > Consistent with California Environmental Quality Act (CEQA)

Scoping Meeting Objectives:

- > Describe Draft EIR Process
- > Solicit comments on scope of environmental issues to be evaluated in Draft EIR
- > Metro team will be listening to your comments, not answering questions in this forum

Overview of Project History



Project Update Video

Transit Projects in Measure M

The Metro C Line (Green) Extension to Torrance is included in Measure M



Project Background

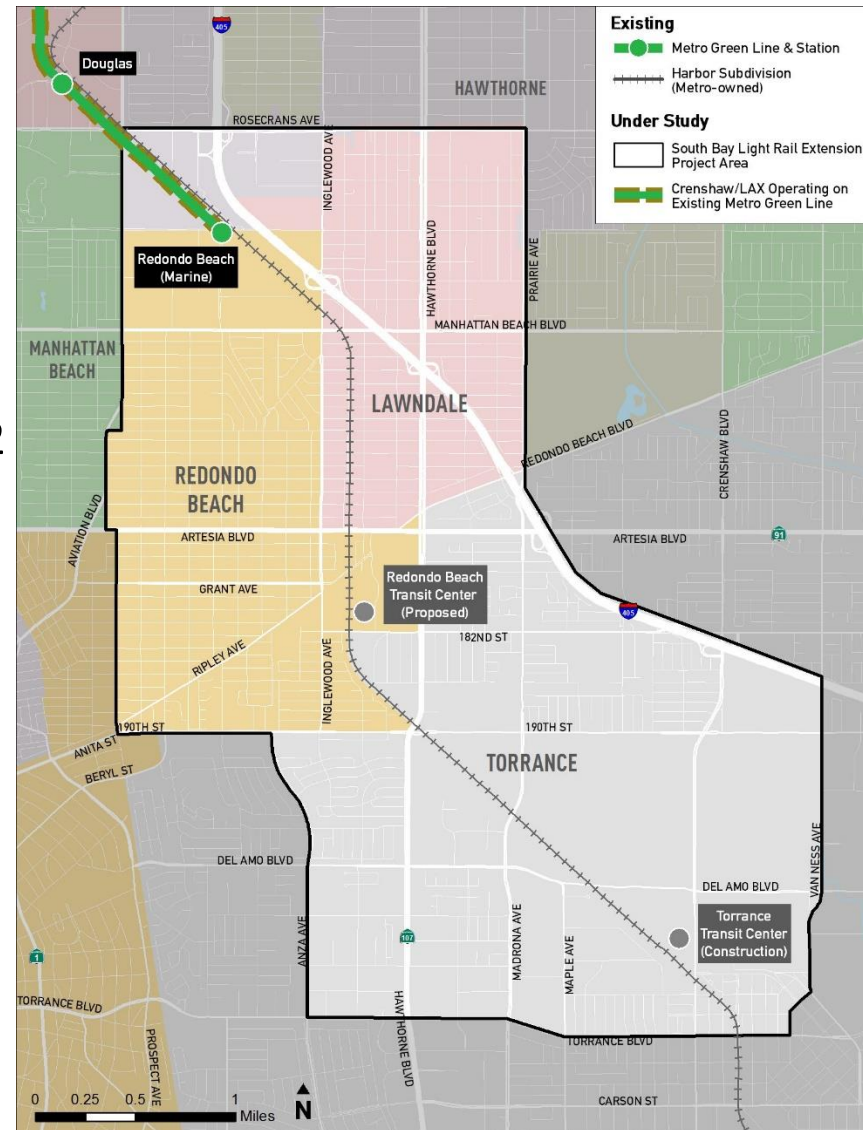
2010 Environmental Study

- > 4.6 mile at-grade rail extension within existing ROW
- > Up to 4 new stations
- > Overcrossing at Manhattan Beach /Inglewood
- > Operate next to existing freight track
- > Environmental analysis stopped after 2012 due to lack of funding

2018 Supplemental Alternatives Analysis (SAA)

- > Light-rail alternative from 2010 carried forward
- > 3 additional alternatives developed as a result of stakeholder input
- > 3 stations studied in all four alternatives

2018 SAA Project Area Map



SAA Alternatives

Redondo Beach Station to 190th St

> Metro ROW

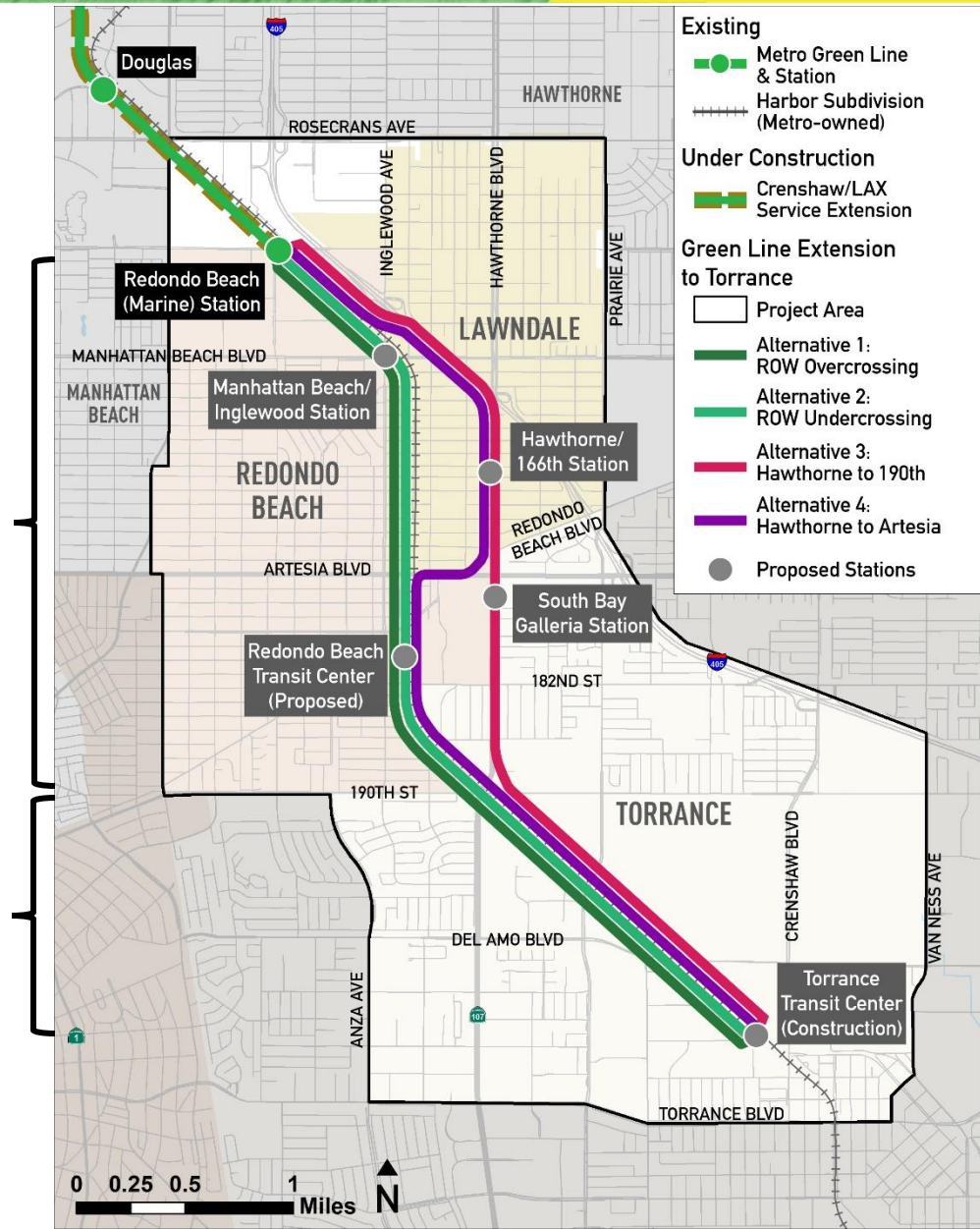
- > Alt 1: ROW Overcrossing
- > Alt 2: ROW Undercrossing

> Hawthorne Blvd

- > Alt 3: Hawthorne to 190th
- > Alt 4: Hawthorne to Artesia

190th to Torrance TC

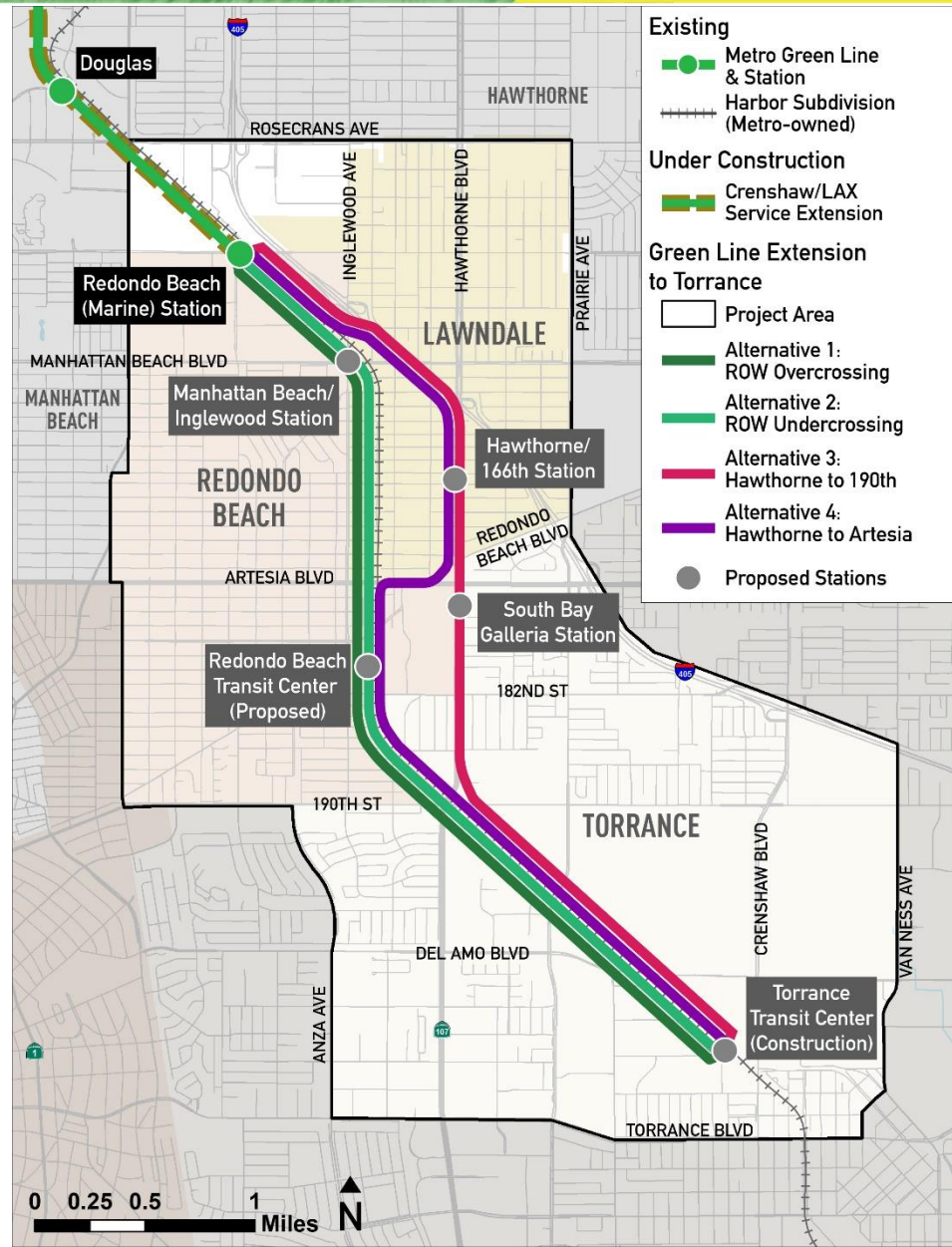
- > All Alternatives Identical



SAA Alternatives

At September 27, 2018 Metro Board Meeting:

- > Alternatives 1 and 3 were authorized to be carried forward into Draft EIR
- > Lawndale stations were removed from consideration
- > Metro agreed to examine underground alignment options along Metro railroad ROW
- > Metro agreed to evaluate soundwalls for inclusion with project



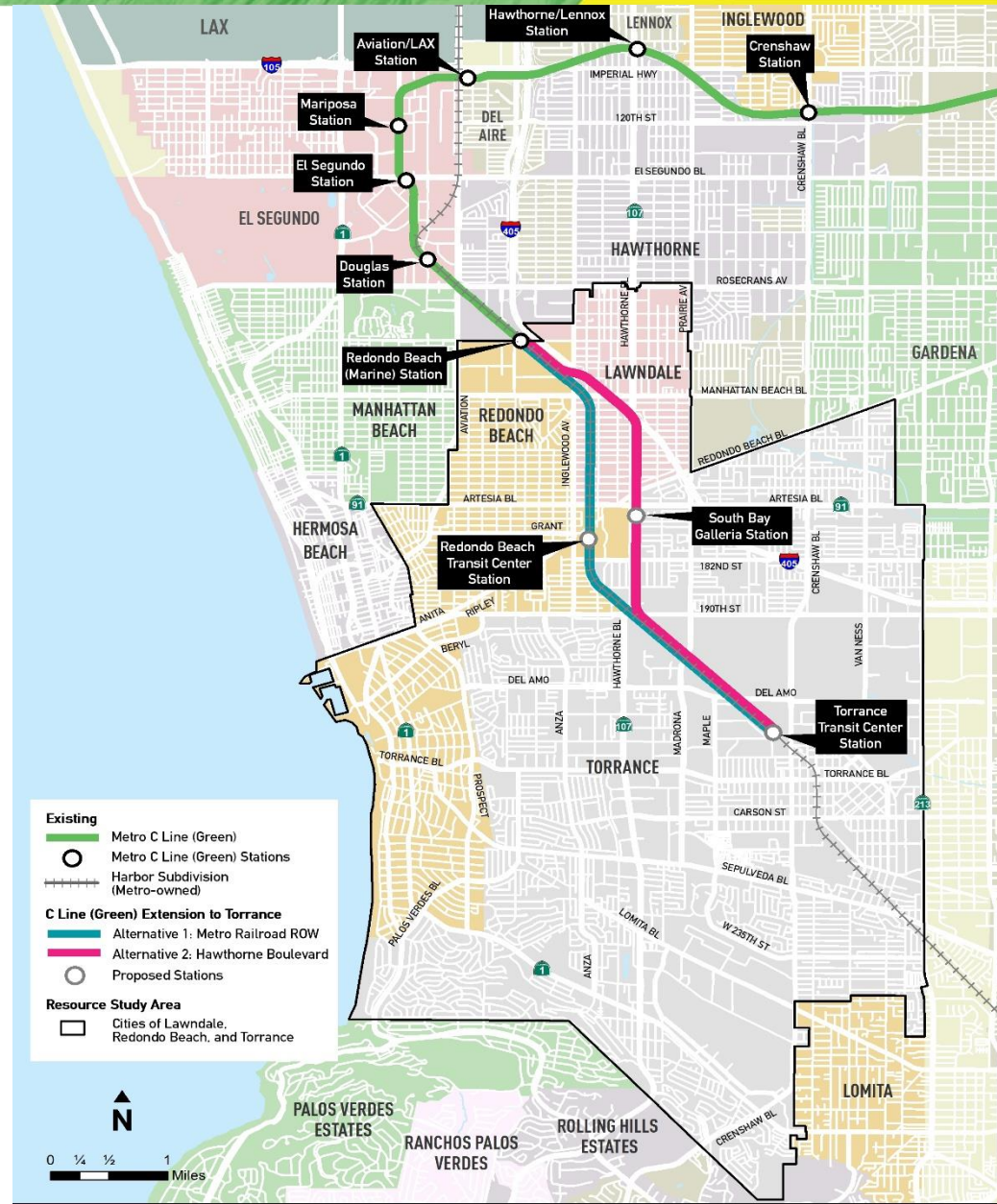
Where Are We Now?

The environmental process is being restarted for the Project with Scoping to:

- > Take into account changes in the past 11 years
- > Focus on State of California environmental process (CEQA), no NEPA required
- > Gather public comments and provide detailed environmental analysis of the alternatives that emerged from the SAA in 2018
 - > Metro Railroad ROW
 - > Hawthorne Boulevard

Metro C Line (Green) Extension

- > The Project Area follows the Metro-owned Harbor Subdivision railroad right-of-way (Metro ROW) along a 4.5-mile north-south corridor
- > Connects to existing Redondo Beach (Marine) Station
- > Extends rail service south in portions of the Cities of Lawndale, Redondo Beach, and Torrance.



Project Goals & Objectives

| Project Goals | Project Objectives |
|--|---|
| 1. Improve Mobility | Introduce high-frequency transit service options |
| | Enhance and connect with the regional transit and active transportation networks |
| | Provide an alternative mode of transportation for commuters, and serve local and regional trips |
| | Encourage a mode shift to transit |
| | Provide First-Last Mile facilities and connectivity |
| | Improve transit accessibility for residents of communities along the corridor |
| 2. Minimize Environmental Impacts | Minimize negative environmental and community effects |
| | Provide environmental and community benefits |

Project Goals & Objectives

| Project Goals | Project Objectives |
|--|--|
| 3. Ensure Cost Effectiveness and Financial Feasibility | Ensure costs are financially feasible |
| | Provide a cost-effective project |
| 4. Support Local and Regional Land Use Plans and Policies | Serve major activity centers and regional destinations |
| | Support and be consistent with local and regional plans |
| | Support and encourage opportunities for local economic development, projects, plans, and jobs |
| 5. Ensure Equity | Stabilize and enhance communities surrounding transit |
| | Provide benefits to transit-dependent and minority populations, with emphasis on Equity Focus Communities (EFCs) |

EIR Process

Draft EIR

- > Study potential impacts of alternatives
- > Evaluate measures to avoid, minimize and mitigate potential environmental impacts
- > Selection of a Locally Preferred Alternative (LPA) by the Metro Board

Final EIR

- > Response to comments received after circulation of Draft EIR

Environmental Issues to be Studied

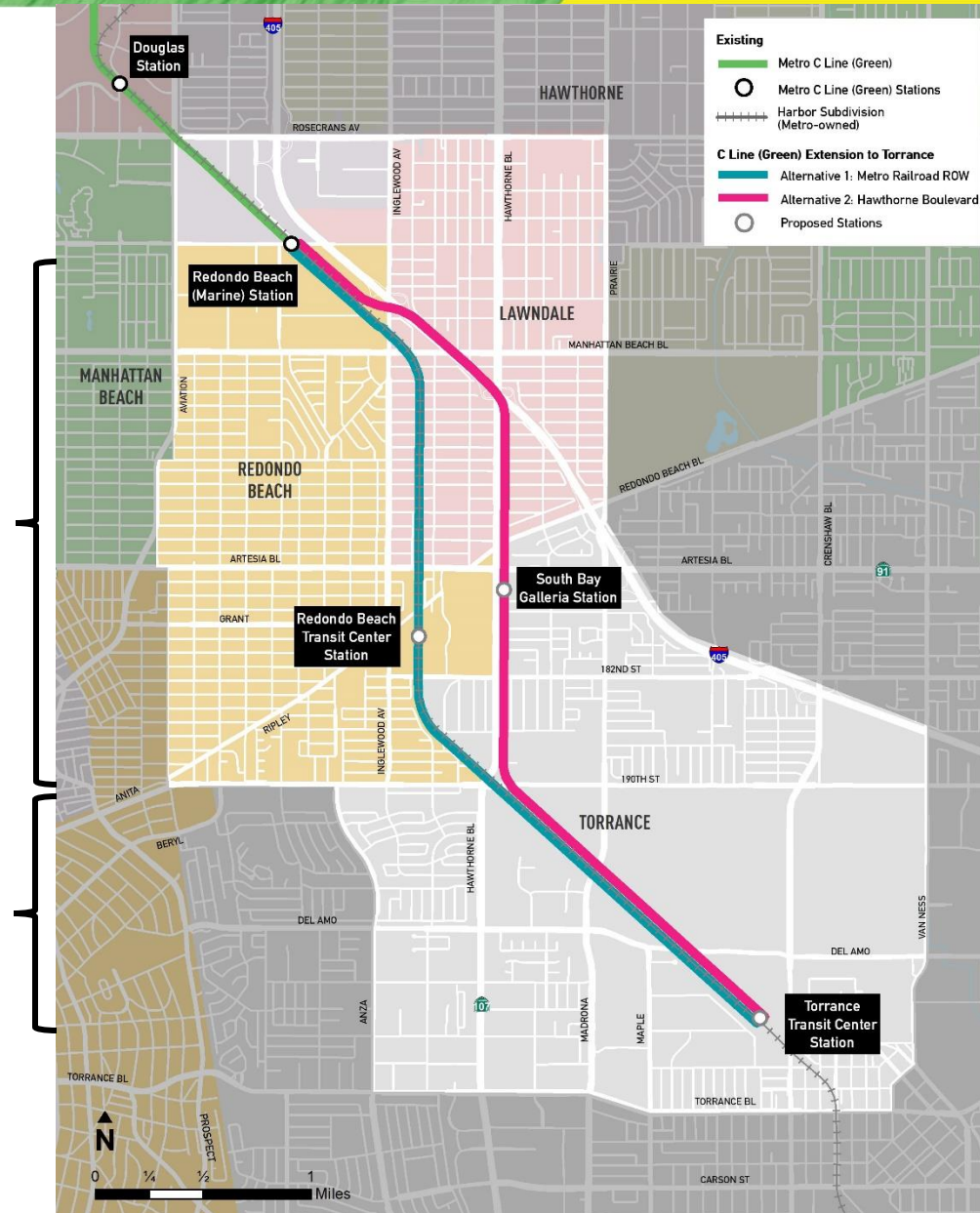
- > Transportation
- > Land Use and Planning
- > Population and Housing
- > Aesthetics
- > Air Quality
- > Greenhouse Gas Emissions
- > Noise
- > Biological Resources
- > Geology / Soils
- > Hazards / Hazardous Materials / Wildfire
- > Hydrology / Water Quality
- > Utilities / Services Systems
- > Energy
- > Cultural Resources
- > Tribal Cultural Resources
- > Public Services / Recreation

Overview of Alternatives

Metro Board directed two of the four alternatives from the SAA to be carried into the Draft EIR:

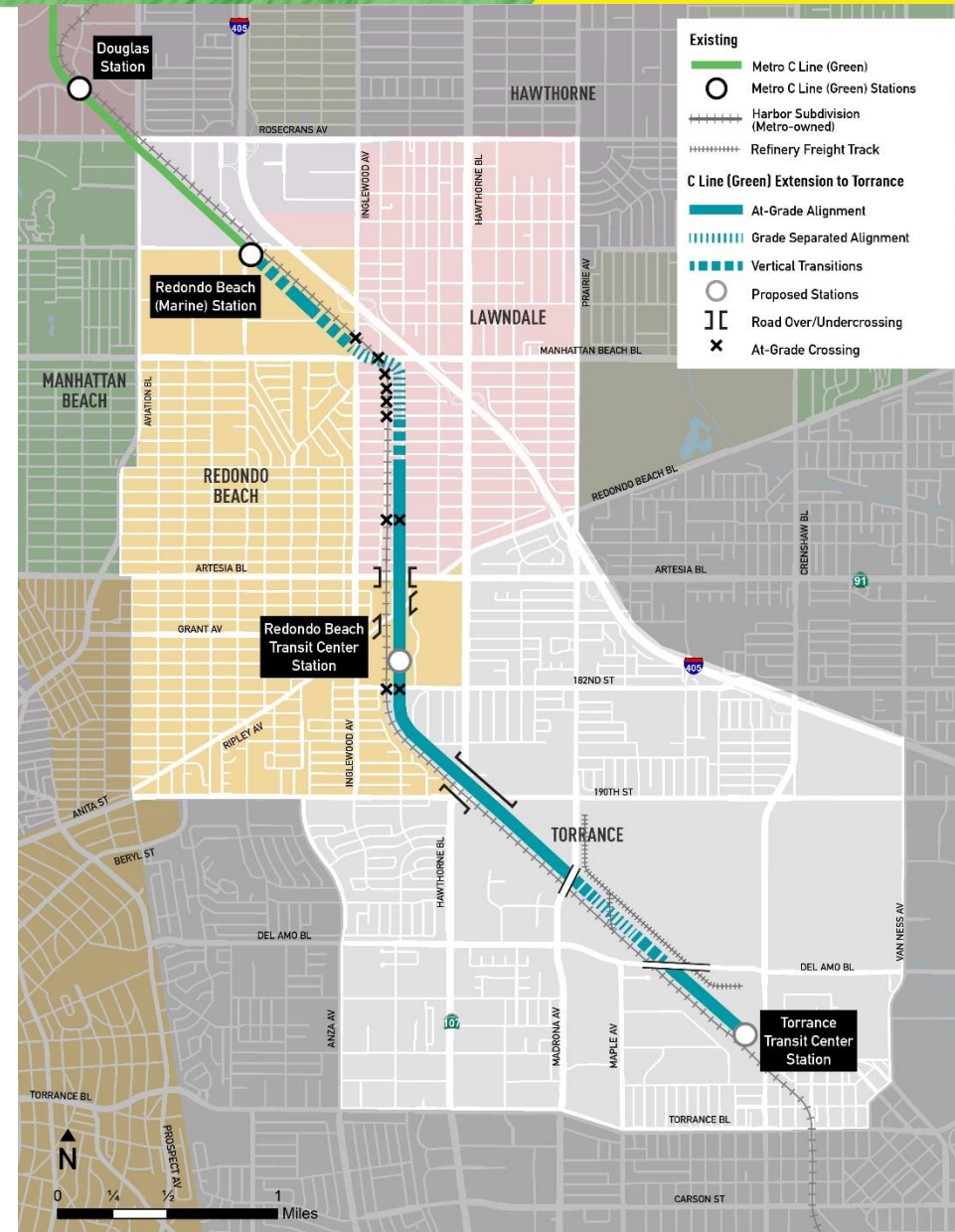
- > **Alternative 1:** Metro Railroad ROW
- > **Alternative 2:** Hawthorne Boulevard

- > Note: Both Alternatives are identical south of 190th Street, along Metro ROW



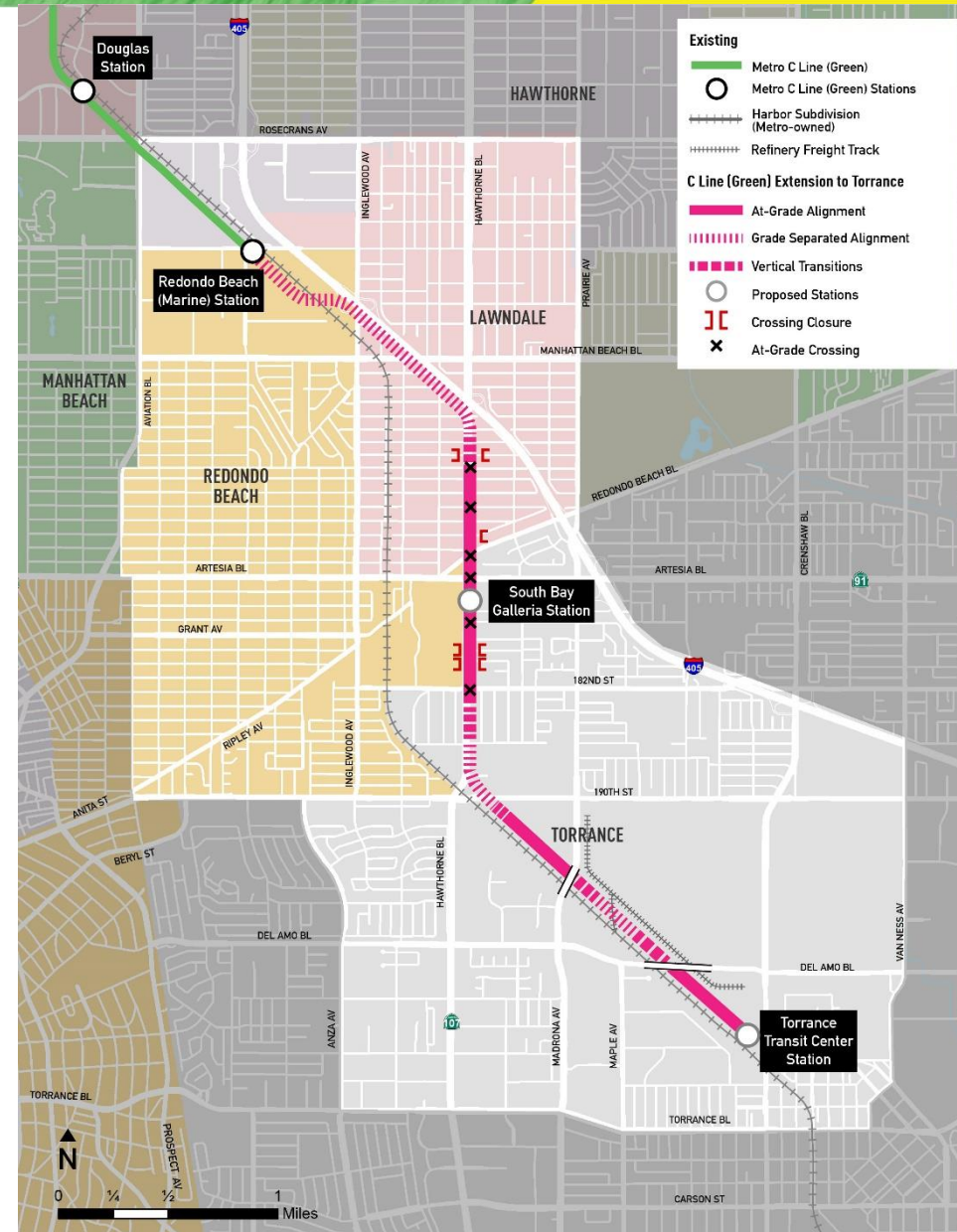
Alternative 1: Metro Railroad ROW

- > Grade Separation at Manhattan Beach Blvd/Inglewood Ave
- > Transition to at-grade running south of 162nd St
- > 170th St and 182nd St crossings to be studied using Metro Grade Crossing Safety Policy
- > At-grade segment includes opportunities for new bike/ped paths and/or landscaping
- > Proposed stations include:
 - > Redondo Beach Transit Center
 - > Torrance Transit Center



Alternative 2: Hawthorne Blvd

- > Aerial alignment along I-405
- > Transition to Hawthorne Bl at-grade south of 162nd St
- > Redondo Beach Blvd and Artesia Blvd intersections to be studied using Metro Grade Crossing Safety Policy
- > Transition to aerial south of 182nd St to cross over 186th St and 190th St
- > Proposed stations include:
 - > South Bay Galleria
 - > Torrance Transit Center



Scoping Meetings Schedule

> **Scoping Meeting # 1**

Wednesday, February 24, 2021

4:00 pm

> **Scoping Meeting # 2**

Saturday, February 27, 2021

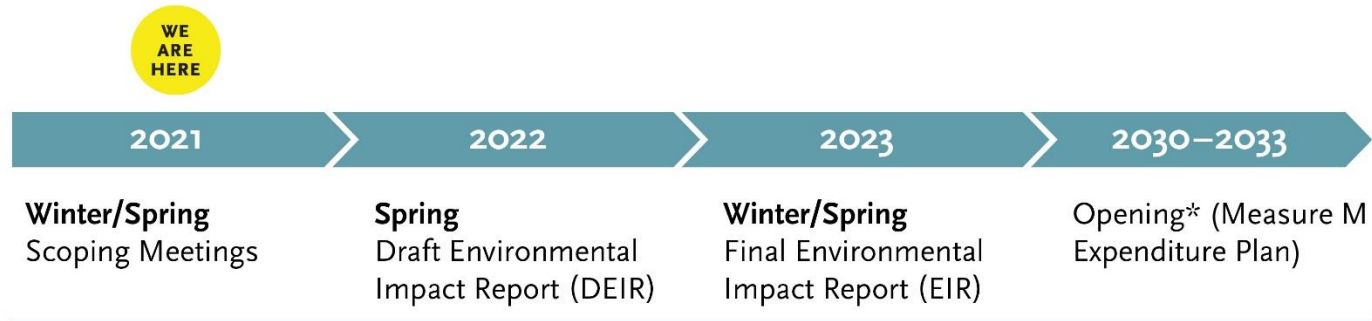
11:00 am

In light of public health and safety concerns related to COVID-19, all public meetings will be held virtually at this time.

Next Steps / Engagement Opportunities

Scoping is the first step in the environmental process, will be followed up by extensive public outreach:

- > First/Last Mile Planning
- > Stakeholder/Neighborhood Outreach
- > Community Meetings
- > Public Hearings



ONGOING PUBLIC PARTICIPATION

*Metro's 28 by 2028 program is an opportunity to accelerate the opening date

Opportunities to Provide Input

Please submit comments by March 15, 2021 via mail or email.

Mail

**Dolores Roybal Saltarelli,
Project Manager**
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012

Email

[greenlineextension@
metro.net](mailto:greenlineextension@metro.net)

Your Turn to Comment

Key topics we want to hear about:

- > Environmental issues to be evaluated in the EIR

Comments

- > Please restrict comments to two minutes
- > Metro team will be listening to your comments, not answering questions in this forum

Code of Conduct

We want your feedback and input. To provide a safe and equitable process during this meeting, we are asking for your help. During this meeting, please:

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

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project.

How to Submit Public Comments

Oral Public Comments



To request to speak:

Zoom Users: Raise Hand feature

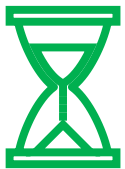
Phone Users: Dial *9 to raise your hand



When it is your turn to speak:

Zoom Users: You will be prompted to unmute your mic

Phone Users: You will be prompted to unmute your mic



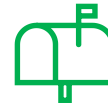
Two minutes per speaker

Written & Phone Comments

During today's meeting:

Zoom Users: Q&A feature

After today's meeting:



Dolores Roybal Saltarelli
Metro
One Gateway Plaza
Mail Stop 99-22-4
Los Angeles CA 90012



greenlineextension@metro.net



213.922.4004

How to Submit Public Comments

Oral Public Comments

To request to speak:

Zoom Users: Raise Hand feature

Phone Users: Dial *9 to raise your hand

When it is your turn to speak:

Zoom Users: You will be prompted to unmute your mic

Phone Users: You will be prompted to unmute your mic

Written Comments

Zoom Users: Q&A feature

Phone Users: 818.650.0619

Email: greenlineextension@metro.net



Two minutes per speaker

02:00

mins: secs: type:

Breaktime for PowerPoint by Flow Simulation Ltd.

Submit Comments

- > Official public review period **January 29, 2021** through **March 15, 2021**.
- > Ways to submit comments:



Dolores Roybal Saltarelli
Metro

One Gateway Plaza
Mail Stop 99-22-4
Los Angeles CA 90012



greenlineextension@metro.net



213.922.4004



metro.net/clineext

C Line (Green) Extension to Torrance Transit Project

Study Area



M

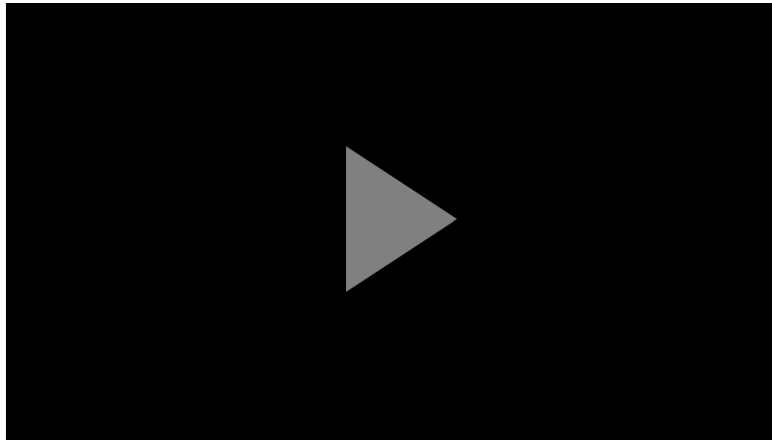
Next stop: more rail in the South Bay.



Next stop: more rail in the South Bay.

C Line (Green) Extension to Torrance

Metro has a plan to make it easier to get around, which includes dozens of projects to improve public transit in LA County. Currently in planning stages, the C Line (Green) Extension to Torrance is proposed to extend light rail service to connect more of the South Bay.



Metro C Line (Green) Extension to Torrance - Project Update January 2021

About the Project

Project at a Glance

The C Line (Green) Extension to Torrance project is studying light rail transit options between the existing Redondo Beach Station and the under-construction Torrance Transit Center. Trains from both the Metro C Line (Green) and the future Crenshaw/LAX Transit Project would run on this new extension.

This extension will provide alternatives to congestion along the busy I-405 corridor. It will also provide more transit options in this region by

connecting to the existing Metro Rail A (Blue) and E (Expo) Lines.

Project Goals

- Improve mobility in the South Bay by introducing frequent, reliable transit service to meet growing transportation needs
- Provide more direct connections from the South Bay to regional destinations
- Provide an alternative mode of transportation for commuters currently using congested arterials and I-405 in the project study area
- Improve transit accessibility for South bay community residents
- Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice



Timeline

This project is the planning stages and is beginning the environmental review process to study two alternatives, or potential routes.



Environmental Process

The environmental review process will begin with issuing a “**scoping period,**” during which project planners **identify existing issues the project will address and alternatives to be considered.**

Upon completion of scoping, the next step is for Metro to develop the Draft Environmental Impact Report (DEIR), which includes another formal review period where the public is invited to comment on the DEIR.

Alternatives Being Considered

Powered by Esri

Alternative 1: Metro Railroad Right-of-Way

Alternative 1 would begin at the existing Redondo Beach Station and follow the existing railroad right-of-way. Two stations are proposed at Redondo Beach Transit Center and Torrance Transit Center.

More specific determinations regarding station locations are dependent on further design development and environmental analysis.

Powered by Esri

Alternative 2: Hawthorne Boulevard

Alternative 2 would begin at the existing Redondo Beach Station and leave the Metro right-of-way to parallel I-405 between Inglewood Avenue and Hawthorne Boulevard. It would then follow Hawthorne Boulevard south before rejoining the railroad right-of-way near 190th Street. Two stations are proposed at South Bay Galleria and Torrance Transit Center.

More specific determinations regarding station locations are dependent on further design development and environmental analysis.

Potential Transit Connections

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There are potential connections to:

- Metro C Line (Green) at the Redondo Beach Station
- Metro bus lines
- Lawndale Beat (service currently suspended)
- Beach Cities Transit
- Torrance Transit
- Gardena Transit
- LADOT Commuter Express and DASH

Potential Destinations

Powered by Esri

The project area includes the communities of Lawndale, Redondo Beach and Torrance, with access to important destinations, including:

Powered by Esri



Lawndale Community Center and City Hall



Hawthorne Boulevard Business Corridor



Redondo Beach Performing Arts Center



El Camino College

Powered by Esri



South Bay Galleria



Future Redondo Beach Transit Center



Torrance City Hall



Torrance Cultural Arts Center



Torrance Regional Transit Center



Old Torrance District



Torrance Brewery District



Providence Little Company of Mary
Medical Center



Del Amo Fashion Center



Harbor-UCLA Medical Center



California State University, Dominguez Hills



Dignity Health Sports Park

What is Light Rail?

The following examples of current Metro Rail in Los Angeles County show features of light rail that could appear on this project.

Potential Station Elements

Station features and amenities may include real-time departure/arrival displays, shaded awnings, comfortable seating, lighting, landscaping features, and wayfinding and signage.

Metro E Line (Expo)

The existing E Line (Expo) includes aerial segments, multimodal pathways, lighting and safety walls.

Metro E Line (Expo) Expo/Vermont Station

The existing E Line (Expo) Expo/Vermont Station features an at-grade station platform in the street median, with access to USC and Exposition Park.

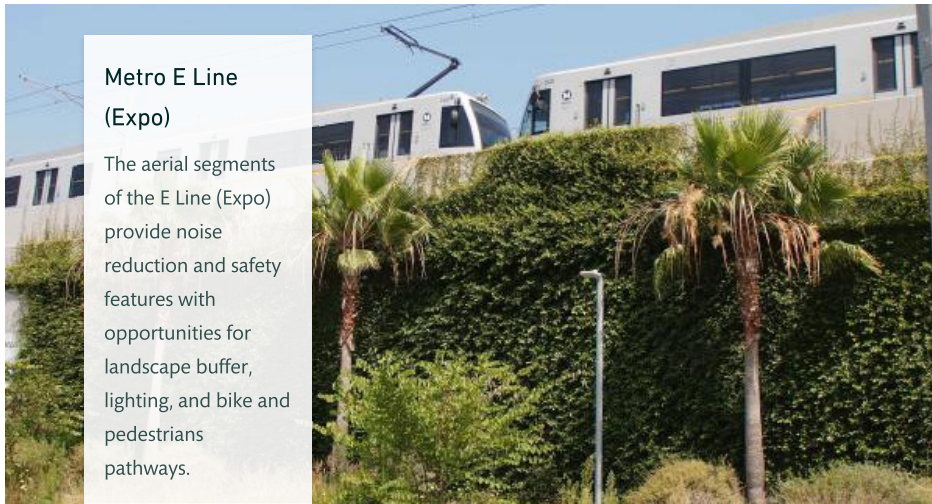
Metro L Line (Gold)

The existing L Line (Gold) includes soundwalls and fencing that provide safety and sightline aesthetics while reducing noise impacts.



Metro E Line (Expo)

The aerial segments of the E Line (Expo) provide noise reduction and safety features with opportunities for landscape buffer, lighting, and bike and pedestrians pathways.



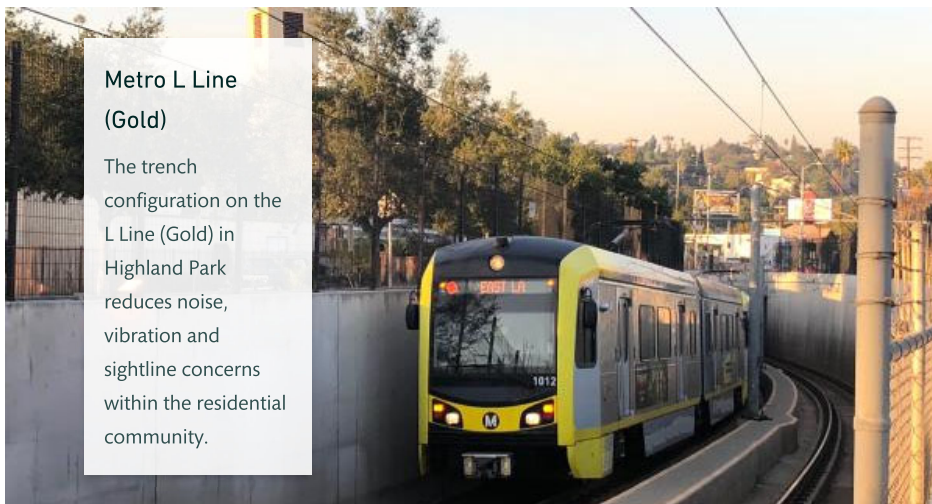
Metro E Line (Expo)

Fencing with landscaping along the E Line (Expo) provide safety and aesthetics, while maintaining street access and parking.



Metro L Line (Gold)

The trench configuration on the L Line (Gold) in Highland Park reduces noise, vibration and sightline concerns within the residential community.





**Metro E Line
(Expo)**

An aerial configuration on the E Line (Expo).

**Metro C Line
(Green) Redondo
Beach Station**

The C Line (Green) Redondo Beach aerial station provides a connection to businesses, and local and regional bus lines.

**Metro L Line
(Gold) Highland
Park Station**

The Highland Park Station on the L Line (Gold) includes at-grade boarding and pedestrian safety features within the residential community.

Metro E Line (Expo)

The E Line (Expo) pedestrian and bicycle crossings include signage, ADA access and safety features.

Metro L Line (Gold)

The raised embankments and soundwalls on the L Line (Gold) reduce noise concerns and provide safety barriers in the surrounding residential community.

Environmental Process

What is Scoping?

At this early step, criteria are identified that will be used to evaluate the project alternatives. During the first stage of the environmental process, Metro will:

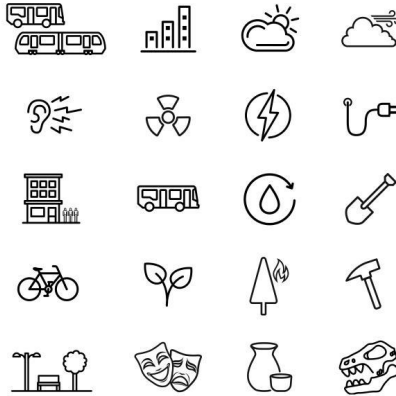
- Identify the project goals and objectives
- Present project purpose
- Define alternatives and options under consideration
- Obtain input from other public agencies

- Determine impacts for environmental analysis

Metro also hosts public scoping meetings to present this information.

During the scoping period, the public can comment on:

- Alternatives being considered
- How alternatives might be enhanced or modified
- Other alternatives that should be evaluated
- Issues and concerns with project plans
- Questions to be answered as part of the study



Potential topics for environmental study include:

- Aesthetics
- Air quality
- Agriculture/forestry resources
- Biological resources
- Cultural resources
- Energy
- Geology/soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology/water quality
- Land use/planning
- Mineral resources
- Noise
- Population/housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities/service systems
- Wildfires

How can you get involved?

- Provide comments to help inform studies in Draft Environmental Impact Report (DEIR)
- Visit the project website for more information
- Help us understand what we should study
- Join Metro's project mailing list to receive project updates

Next Steps



We want to hear from you.

For more information, visit metro.net/clinext.

[Email us your comments](#)

Dolores Roybal Saltarelli
Project Manager
213.922.4004

Powered by ArcGIS StoryMaps

COVID-19: [Metro has adjusted service in response to COVID-19 and face masks are required, per federal law, on all buses and trains. >>](https://wp.me/p26tDN-wu7)
(<https://wp.me/p26tDN-wu7>)

FAQs – January 2021 Update

1. [Background](#)
2. [Alternatives](#)
3. [Stations](#)
4. [Potential Impacts](#)
5. [Study Process/ Timeline](#)

1. Project Background

1.1. What is the C Line (Green) Extension to Torrance ?

The C Line (Green) Extension to Torrance Project is studying light rail transit options along a 4.5-mile corridor from the existing Redondo Beach Station to the under-construction Torrance Transit Park and Ride Regional Terminal. The extension will be served both by Metro C Line (Green) and future Crenshaw/LAX Transit Project.

This extension will provide alternatives to congestion along the busy I-405 corridor. It will also improve mobility in southwestern LA County by providing more connections into the regional transportation network with connections to the Metro A Line (Blue), E Line (Expo) and future Crenshaw/LAX Transit Project.

1.2. What has been done to date?

In 2009, the Harbor Subdivision Alternatives Analysis (AA) Study analyzed existing and future transportation conditions, and studied a large number of transit alternatives along the 26-mile Metro-owned Harbor Subdivision railroad right-of-way (ROW) between downtown Los Angeles, Los Angeles International Airport (LAX), and the Ports of Los Angeles and Long Beach. The AA Study recommended a Phased Implementation Strategy that identified a Metro Light Rail extension from Redondo Beach to Torrance as the highest priority for implementation. The Metro's Board of Directors approved this AA Study in December 2009.

Upon completion of the AA study, a Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) studying the environmental impacts of the Project was started in 2010 but put on hold in 2014 due to lack of funding for implementation.

In 2018, Metro completed the Supplemental Alternatives Analysis (SAA) Study, which included soliciting feedback from corridor cities and stakeholders, and refining alternatives previously identified as part of the Metro Harbor Subdivision Alternatives Analysis (AA) Report, prepared in 2009. The SAA identified two alternatives to be studied in the Draft Environmental Impact Report (DEIR). The DEIR is scheduled for release in Fall 2020 for public review and comment.

1.3. When and why did the project go on hold?

The Project was placed on hold after failure of Measure J in November 2012 and funding for the Project became uncertain.

1.4. How will the Metro C Line (Green) Extension to Torrance be funded?

The C Line (Green) Extension to Torrance Project is funded by Measure M and Measure R, both half-cent sales taxes that fund a number of transportation projects/programs. Under both of these Measures, the project received a combined \$891 million. The project has an anticipated opening in 2030-2033.

1.5. What are the project objectives?

The project aims to:



- Improve mobility in the South Bay area by introducing frequent, reliable transit service to meet growing transportation needs.
- Provide more direct connections from South Bay to regional destinations.
- Provide an alternative mode of transportation for commuters currently using congested arterials and I-405 in the project study area.
- Improve transit accessibility for South Bay community residents.
- Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice.

1.6. How is the C Line (Green) Extension to Torrance Project related to the Metro Crenshaw/LAX Transit Corridor Project and the Airport Metro Connector?

The [Metro Crenshaw/LAX Transit Project](http://www.metro.net/projects/crenshaw_corridor/) (http://www.metro.net/projects/crenshaw_corridor/) is an eight-and-a-half-mile light rail project that uses the Harbor Subdivision right-of-way and Crenshaw Boulevard to connect the E Line (Expo) to the Metro C Line (Green) at Aviation/LAX Station.

The Metro Crenshaw/LAX Transit Project will operate along the northern portion of the same Harbor Subdivision ROW as the C Line (Green) Extension to Torrance. These two projects would use the same infrastructure and create a direct connection from the E Line (Expo) to the South Bay. The Crenshaw/LAX Transit Project is expected to be complete in 2021.

The Metro C Line (Green) is anticipated to serve a station at the future [Airport Metro Connector 96th Street Transit Station Project](https://www.metro.net/projects/lax-extension/), (<https://www.metro.net/projects/lax-extension/>) will connecting the Los Angeles International Airport (LAX) to the regional transit system. Once complete, the Airport Metro Connector (AMC) Transit Station (near Aviation Blvd/96th St) will provide a connection to a future Automated People Mover (APM) to be built and operated by [Los Angeles World Airports](http://www.lawa.org/) (<http://www.lawa.org/>) (LAWA) [Landside Access Modernization Program](http://www.connectinglax.com/business/) (<http://www.connectinglax.com/business/>) (LAMP).

The AMC Transit Station will connect transit riders to destinations along the busy Century Boulevard corridor. The AMC Transit Station is envisioned to be the new transit "Gateway" to LAX for transit riders that will be served by both the Metro C Line (Green) and the future Crenshaw/LAX Transit Project.

1.7 Who can I contact for more information on the project or to arrange a presentation to my neighborhood or business organization?

To provide input or request information you can contact the project team via email at greenlineextension@metro.net or via phone at 213.922.4004. Dolores Roybal Saltarelli is the Project Manager for the C Line (Green) Line to Torrance Project and will receive comment and other correspondence at:

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-5
Los Angeles, CA 90012

[Back to Top](#)

2. Alternatives / Modal Technologies

2.1. What transit alternatives are being examined for the Metro C Line (Green) Extension to Torrance Project?

Alternative 1: Metro Railroad Right-of-Way

Alternative 1 would begin at the existing Redondo Beach Station and follow the existing Metro right-of-way for the length of the project. Two stations are proposed at Redondo Beach Transit Center and Torrance Transit Center.

Alternative 2: Hawthorne Boulevard

Alternative 2 would begin at the existing Redondo Beach Station and leave the Metro right-of-way to parallel I-405 between Inglewood Avenue and Hawthorne Boulevard. It would then follow Hawthorne Boulevard south before rejoining the Metro railroad right-of-way near 190th Street. Two stations are proposed at South Bay Galleria and Torrance Transit Center.

2.2. Are other routes being studied for the light rail?



Throughout the public and agency outreach process, the Metro C Line (Green) Extension project team received suggestions for the Light Rail Alternatives to use an alignment other than the Harbor Subdivision right-way (ROW) and Hawthorne Boulevard, which were recommended in the Supplemental Alternatives Analysis (SAA) Study. Suggestions have included the Southern California Edison Power Line ROW in Redondo Beach, Inglewood Avenue, Madrona Avenue and an underground alignment through the City of Lawndale.

The project team has examined all suggested routing options during the outreach process to determine their viability. So far, all suggestions received have been considered throughout all phases and studies of the project, from the 2009 Alternatives Analysis (AA) to the 2018 SAA, and for many of the suggestions, the project team has identified issues which confirm that further environmental study is not warranted. These issues include additional traffic, property, visual, community and construction impacts, lack of cost-effectiveness and constrained physical fit. A full description of issues with alternatives that have been suggested during the outreach process will be contained in an "Alternatives Considered and Eliminated" section of the DEIR.

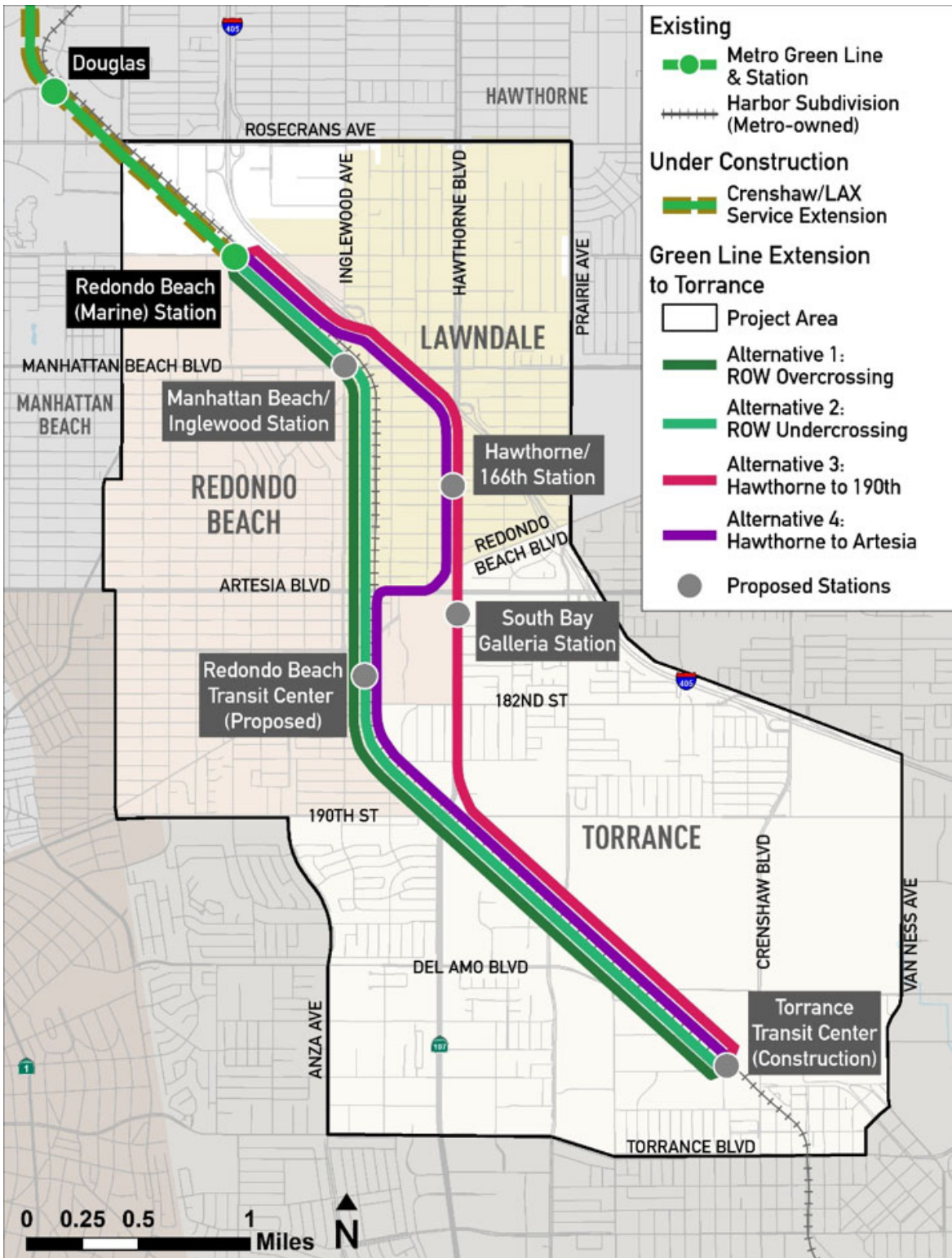
2.3. Which route alternatives were studied in the Supplemental Alternatives Analysis?

During the Supplemental Alternatives Analysis (SAA) phase of the project, four alternatives were studied as part of the environmental analysis. Upon completion of the SAA, two alternatives were recommended by the project team to be carried into the Draft Environmental Impact Report (DEIR) and approved by the Metro Board in September 2018.

The four route alternatives studied in the SAA included:

- **Alternative 1** : Metro right-of-way overcrossing beginning at the Redondo Beach Station at an aerial alignment, transitioning to at-grade from 162nd Street to 170th Street and continuing with an at-grade alignment for the remainder of the route alignment. Proposed stations included Manhattan Beach Boulevard/Inglewood Avenue, Redondo Beach Transit Center and Torrance Transit Center.
- **Alternative 2** : Metro right-of-way undercrossing into a trench alignment from Redondo Beach Station, transitioning to at-grade from 162nd St to 170th Street and continuing with an at-grade alignment for the remainder of the route alignment. Proposed stations included Manhattan Beach Boulevard/Inglewood Avenue, Redondo Beach Transit Center and Torrance Transit Center.
- **Alternative 3** : Hawthorne Blvd to 190th Street beginning at the Redondo Beach Station at an aerial alignment, transitioning to at-grade from 162nd Street to 166th Street, transitions back to aerial at 182nd Street to cross over 186th Street and 190th Street and continuing with an at-grade alignment for the remainder of the route alignment. Proposed stations included Hawthorne Boulevard/166th Street, South Bay Galleria and Torrance Transit Center.
- **Alternative 4** : Hawthorne Boulevard to Artesia Boulevard beginning at the Redondo Beach Station at an aerial alignment, transitioning back to the Metro right-of-way from Redondo Beach Boulevard and Artesia Boulevard, transitioning to at-grade at Grant Avenue and continuing with an at-grade alignment for the remainder of the route alignment. Proposed stations included Hawthorne Boulevard and 166th Street, Redondo Beach Transit Center and Torrance Transit Center.





(<http://media.metro.net/2020/CLET-4-Alternatives.png>)

Ultimately, Alternatives 1 and 3 were recommended to be carried forward into the Draft EIR, but without stations at Manhattan Beach Blvd/Inglewood Ave and at Hawthorne Blvd/166th St, per request from the City of Lawndale.



C Line (Green) Extension to Torrance Transit Project

Study Area



(<http://media.metro.net/2020/GLExt-to-Torrance-Eng-map.pdf>)

The DEIR will further analyze and conduct an environmental review of the two alternatives and design options.

2.4. Why were route alternatives 2 and 4 eliminated from the SAA study?



As part of the Supplemental Alternatives Analysis (SAA), the evaluation process considers several criteria in the screening of route alternatives, including transportation system performance, cost-effectiveness, environmental benefits/impacts and community input. Overall, the comparison of alternatives for Alternatives 1 and 3 performed better than Alternatives 2 and 4 based on the criteria previously mentioned.

- **Alternative 1: Metro ROW and overcrossing, without a station at Manhattan/Inglewood.** This alternative makes efficient and effective use of the existing Metro ROW and extends the existing aerial structure across Manhattan Beach Boulevard, which is a necessary grade separation, before returning to grade. It provides the fastest travel time. The approximate cost estimate is within the Measure M funding allocation of \$891 million.
- **Alternative 3: Hawthorne to 190 without a station at 166th /Hawthorne Blvd.** This alternative serves more commercial land uses and may have the highest potential for new transit-oriented communities land use planning, should local cities choose to update their plans. It is superior to Alternative 4 because it does not have sharp turns to degrade performance. This alternative was prepared in response to public and stakeholder input. The approximate cost estimate exceeds the Measure M funding allocation, however.
- **Alternative 2: ROW with Overcrossing and Alternative 4: Hawthorne to Artesia** . These alternatives do not perform as well in advancing the goals of the Project and have limited community support.

At the request from the City of Lawndale, stations considered for Alternatives 1 and 3 located in the City of Lawndale at Manhattan Blvd/Inglewood Ave and Hawthorne Blvd/166th St were eliminated from the study being carried forward.

More information on the evaluation criteria and the decision to eliminate route Alternatives 2 and 4 can be found in the [SAA report \(https://www.metro.net/projects/green-line-extension/supplemental-alternatives-analysis/\)](https://www.metro.net/projects/green-line-extension/supplemental-alternatives-analysis/) released in Summer 2018.

2.5. Is Metro considering a transit extension beyond the Torrance Regional Transit Center?

Metro is not seeking environmental clearance for a transit extension beyond Torrance Regional Transit Center at this time. Potential extensions from the Metro C Line (Green) Extension southern terminus at Torrance 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.

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3. Stations

3.1. Where will potential new stations be located?

Proposed station locations vary based on each alternative. For Alternative 1 (ROW alternative), proposed station locations are at the Redondo Beach Regional Transit Center and the Torrance Transit Center. For Alternative 2 (Hawthorne Boulevard), proposed stations are at the South Bay Galleria and the proposed Torrance Transit Center at Crenshaw Boulevard.

At the request from the City of Lawndale, stations considered during the Supplemental Alternatives Analysis (SAA) for Alternatives 1 and 3 located in the City of Lawndale at Manhattan Blvd/Inglewood Ave and Hawthorne Blvd/166th St were eliminated from the study being carried forward.

3.2. How will stations accommodate pedestrians and bicyclists?

In the environmental study, station access will be carefully considered, including requirements, and station pathways and amenities to serve people walking, biking and rolling to and from stations.

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4. Potential Impacts

4.1. What types of impacts are being evaluated?

The Draft Environmental Impact Report (DEIR) will consider, among others, impacts to transportation, land use, air quality, noise and vibration, groundwater, public services, cultural resources and utilities.

4.2. What types of grade crossing alternatives will be studied?



There are three general grade levels at which transit service can be built:

- At-grade or ground level, i.e. the same level as adjacent roadways and land uses
- Above-grade or above ground (on a bridge), i.e. higher than the level of adjacent roadways and land uses
- Below-grade or below ground (in a trench or tunnel), i.e. lower than the level of adjacent roadways and land uses

During the process of planning and designing transit, there is careful consideration of at-grade crossings because they allow for interactions between transit, automobiles, and people walking, biking and rolling. Sometimes, there is concern that at-grade crossings can cause additional traffic congestion at busy intersections.

The Draft Environmental Impact Report (DEIR) will address at-grade crossings along the Metro C Line (Green) Extension using the Metro Board-approved Grade Crossing Policy for Light Rail Transit and analysis of environmental impacts and mitigation measures, if necessary. This policy outlines a transparent process for evaluating at-grade crossings and potential grade crossing issues, including intersection capacities, traffic and safety.

4.3. How will Metro address pedestrian safety at at-grade crossings?

The Draft Environmental Impact Report (DEIR) will review existing safety standards present throughout the study area and analyze potential safety hazards associated with the project alternatives. The DEIR will also specifically address pedestrian safety for at-grade crossings by identifying locations where pedestrian crossing warning devices will be required. In addition to standard crosswalk markings, warning devices for pedestrian crossings may include flashing light signals, signs, bells, train-borne audible warnings, curbside pedestrian barriers and crossing channelization. When the project begins operating, Metro will also implement an outreach program to educate the community about safety at grade crossings. This program will focus on both motorist and pedestrian safety and will target audiences of all age groups and demographics.

4.4. How will Metro address potential traffic impacts in the Draft Environmental Impact Statement / Environmental Impact Report?

The Draft Environmental Impact Report (DEIR) will include a comprehensive analysis of existing and projected traffic conditions within the study area under the different project alternatives. The analysis will give special consideration to all at-grade crossings in the study area and adjacent intersections that may experience traffic diversion. All at-grade crossings will be evaluated according to the Metro Grade Crossing Policy for Light Rail Transit. This policy, along with the environmental impact analysis, will determine if any grade crossing treatments such as street closures or grade-separations are necessary. The California Public Utilities Commission (CPUC) must approve each grade crossing application.

Additionally, the DEIR will identify the need for traffic and pedestrian safety features related to light rail operations. The analysis will help ensure that the project is designed in a way that accommodates the space required to install key safety features.

4.5. How will Metro address potential safety/security impacts in the Draft Environmental Impact Statement / Environmental Impact Report?

The Draft Environmental Impact Report will study existing crime and security programs, including lighting and fencing throughout the study area. Perceptions that people around or in transit stations or aboard trains are subject to higher crime risks exist; however, this is shown not to be the case (more below). Security cameras are also frequently located at stations, on trains and buses, along with other ways to request law enforcement assistance.

A [2002 study of the 14 existing Metro C Line \(Green\) stations](http://jpe.sagepub.com/cgi/content/abstract/22/2/135) (<http://jpe.sagepub.com/cgi/content/abstract/22/2/135>) found that the introduction of transit tended to reduce crime in surrounding communities. According to the study, crime rates along the Metro C Line (Green) corridor vary significantly, most station neighborhoods experienced no change in crime or witnessed a reduction in crime after construction of the light rail line. Researchers could not confirm a relationship between hot spots for crime and proximity to a transit station, meaning that criminals have not used the current Metro C Line (Green) to access potential targets.

4.6. How will Metro address potential property acquisitions in the Draft Environmental Impact Statement / Environmental Impact Report?

The Draft Environmental Impact Report will identify potential property required for the Metro C Line (Green) Extension based on engineering plans, including potential full-takes, partial-takes and temporary construction easements. In addition, the document will assess the effect of property acquisitions for each project alternative on local housing stock and businesses along the alignment as well as the requirement to terminate existing leases. Design will be refined throughout the environmental process, to minimize the need to acquire property as much as possible. Further detail will be provided in the displacement and relocation section of the EIR.



4.7. How will Metro address potential residential property value impacts in the Draft Environmental Impact Statement / Environmental Impact Report?

During the outreach process, many homeowners along the Metro C Line (Green) Extension study corridor expressed concerns that the construction of new or expanded light rail transit will reduce the value of residential properties adjacent to or near the proposed alignment and stations. Indirect impacts on property values will not be evaluated in this Draft Environmental Impact Report document. Residential properties within walking distance of a station typically experience an increase in value as transit stations provide greater access to employment centers, schools, entertainment and other destinations. Further detail will be provided in the economic and fiscal impacts section of the EIR.

4.8. How will Metro address noise impacts in the Draft Environmental Impact Statement / Environmental Impact Report?

The Draft Environmental Impact Report will include a noise assessment that will identify all sensitive land uses along the alternatives where there is a potential for noise impacts. The assessment will identify existing noise exposure and calculate the noise associated with the proposed alternatives. Federal and state noise thresholds will be used to determine severity of potential noise impacts. If necessary, the assessment will include recommendations for noise mitigation. Further detail will be provided in the noise and vibration section of the EIR.

4.9. How will Metro address vibration impacts in the Draft Environmental Impact Statement / Environmental Impact Report?

The Draft Environmental Impact Report will include a vibration assessment to identify all sensitive land uses along the right-of-way and the impact of the project on these properties. If necessary, the assessment will include recommendations for vibration mitigation. Further detail will be provided in the noise and vibration section of the EIR.

4.10. How will noise and vibration levels for Light Rail Transit vehicles differ from existing freight trains?

Many residents who live along the Harbor Subdivision corridor are familiar with the noises and vibrations generated by the existing freight rail service in the area. Light Rail Transit (LRT) vehicles sound and feel different than freight trains for a number of reasons, including lighter weight, electric power sources and higher quality tracks. Passing light rail vehicles for the Metro C Line (Green) Extension are expected to produce less noise and vibration than a passing freight train. Additionally, the noise volume from warning devices such as bells on light rail vehicles and at gates is less than noise for similar devices used in freight train operations. Further detail will be provided in the noise and vibration section of the Draft Environmental Impact Report.

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5. Study Process and Timeline

5.1. How will the alternatives be evaluated throughout the environmental process?

Alternatives will be evaluated in accordance with the requirements of the California Environmental Quality Act. Topics for impact analysis include transportation, air quality, noise, and hydrology.

5.2. How will the preferred alternative be selected and how will a final decision be made?

The alternatives will be further defined and analyzed throughout the environmental process. After the Draft Environmental Impact Report (DEIR) is completed, the Metro Board will consider the environmental analysis and public comments to adopt a Locally Preferred Alternative (LPA).

If approval is received from the Metro Board to proceed, a Final Environmental Impact Report (FEIR) will be prepared. All public comments received during the circulation of the DEIR will be catalogued and addressed in the Final EIR. It will also formalize noise, vibration and other mitigation measures proposed in the draft document. After the FEIR is completed, the Metro Board will certify the document and file a Notice of Determination to notify the public of the completion of the FEIR and allow work to transition to design, construction and operation, depending upon funding availability.

5.3. What is Metro's Twenty-Eight by '28 Initiative?

The Twenty-Eight by '28 initiative (<https://www.metro.net/projects/resources/early-project-delivery/>) includes [28 Metro projects](#) (http://media.metro.net/projects_studies/resources/images/att_a_28x28_list.pdf%22%20%5Ct%20%22_blank) for



potential completion by the 2028 Summer Olympic and Paralympic Games held in Los Angeles. The 2028 Games are an opportunity to advocate for resources to accelerate these projects, and a milestone to show what can be accomplished by working collaboratively as a region – with benefits to Los Angeles County for generations to come.

The Metro Board approved a list of projects, which includes projects already slated for completion by 2028, as well as projects with later delivery dates with potential for acceleration.

5.4 Is the Metro C Line (Green) Extension to Torrance Fully Funded?

The C Line (Green) Extension to Torrance Project is funded by Measure M and Measure R, both a half-cent sales tax that funds numerous transportation projects/programs. Under both these Measures, the Project received a combined \$891 million.

5.5. What is the construction schedule for the Metro C Line (Green) Extension to Torrance Project?

After project planning and environmental review are complete, the construction schedule will be determined based on funds being available. The 2009 Metro Long Range Transportation Plan specifies the opening date for the C Line (Green) Extension to Torrance Project as 2035. However, the Metro Board adopted the Twenty-Eight by '28 Initiative as an effort to accelerate projects. Metro is exploring the potential for partnerships and innovation to accelerate schedules for these projects without delaying other projects.

5.6. If the Metro C Line (Green) Extension to Torrance project does not move forward, what would happen to the funding currently allocated to the project from Measure R and Measure M?

If the project is not implemented, after notification to the public, the Metro Board, with a 2/3 majority, could elect to move the funds to another transit project in the same sub-region(s).

5.7. Who can I contact for more information on the project or to arrange a presentation to my neighborhood or business organization?

To provide input or request information you can contact the project team via email at greenlineextension@metro.net or via phone at 213.922.4004. Dolores Roybal Saltarelli is the Project Manager for the C Line (Green) Line to Torrance Project and will receive comment and other correspondence at:

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-5
Los Angeles, CA 90012

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Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE Fact Sheet



Metro[®]

Overview

Metro has a plan to make it easier to get around, which includes dozens of projects to make better transit in LA County. The C Line (Green) Extension to Torrance is proposed to extend light rail service to connect more of the South Bay.

Environmental review will begin soon and will examine two alternatives for extending rail service further south in the South Bay.

Project at a Glance

The C Line (Green) Extension to Torrance Project is studying light rail transit options along a four-mile segment of the Harbor Subdivision Corridor (a freight rail line) from the existing Metro Redondo Beach Station to the under-construction Torrance Transit Park and Ride Regional Terminal (Torrance Transit Center) in Torrance. The extension will be served by the Metro C Line (Green) and future Crenshaw/LAX Transit Project.

This extension will provide alternatives to congestion along the busy I-405 corridor. It will also provide more transit options in this region by connecting to the existing Metro Rail A (Blue) and E (Expo) Lines.

Two alternatives are currently under study:

ALTERNATIVE 1: METRO RAILROAD RIGHT-OF-WAY

Alternative 1 would begin at the existing Metro Redondo Beach Station and follow the existing railroad right-of-way (ROW). Two stations are proposed at the Metro Redondo Beach Transit Center and the Torrance Transit Center.

ALTERNATIVE 2: HAWTHORNE BL

Alternative 2 would begin at the existing Metro Redondo Beach Station and leave the Metro ROW to parallel I-405 between Inglewood Av and Hawthorne Bl. It would then follow Hawthorne Bl south before rejoining the railroad ROW near 190th St. Two stations are proposed at the South Bay Galleria and the Torrance Transit Center.

More specific determinations regarding station locations are dependent on further design development and environmental analysis.

Environmental Impact Report Being Drafted

Metro will soon be initiating a Draft Environmental Impact Report (DEIR) for the C Line (Green) Extension to Torrance Project pursuant to the California Environmental Quality Act (CEQA). The Draft EIR will analyze the two alternatives previously identified as part of the Supplemental Alternatives Analysis (SAA) Study prepared in 2018.

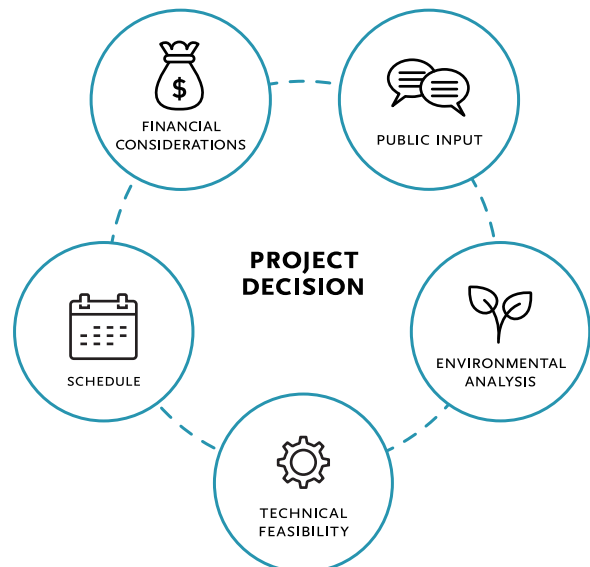
The purpose of the DEIR is to disclose project impacts on the environment. The DEIR will address the following topics:

- > Aesthetics
- > Agriculture/Forestry Resources
- > Air Quality
- > Biological Resources
- > Cultural Resources
- > Energy
- > Geology/Soils
- > Greenhouse Gas Emissions
- > Hazards and Hazardous Materials
- > Hydrology/Water Quality
- > Land Use/Planning
- > Mineral Resources
- > Noise
- > Population/Housing
- > Public Services
- > Recreation
- > Transportation
- > Tribal Cultural Resources
- > Utilities/Service Systems
- > Wildfire

The DEIR will identify project design features and mitigation measures to reduce potentially significant impacts during construction and operation of the future light rail.

Metro plans to hold scoping meetings in early 2021 and release the DEIR in Spring 2022 for public review and comment.

FACTORS DRIVING PROJECT RECOMMENDATIONS



C LINE (GREEN) EXTENSION TO TORRANCE TRANSIT PROJECT STUDY AREA



Project Goals

- > Improve mobility in the South Bay by introducing frequent, reliable transit service to meet growing transportation needs.
- > Provide more direct connections from the South Bay to regional destinations.
- > Provide an alternative mode of transportation for commuters currently using congested arterials and I-405 in the project study area.
- > Improve transit accessibility for South Bay community residents.
- > Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice.

What's Next

Metro plans to hold scoping meetings in early 2021 to solicit feedback from the public and corridor communities on what should be studied in the DEIR.

The DEIR is expected to be released in 2022, which will disclose the impacts of the project's two alternatives on the environment. There will be a period for public review and comment when the DEIR is released.

According to Measure M, this project is slated to break ground in 2026, and expected to open in 2030–2033. However the Metro Board has directed that efforts be undertaken to expedite project delivery to open by 2028.


Project Timeline




ONGOING COMMUNITY ENGAGEMENT

CONTACT US

Please use the following contact tools to access more project information, ask a question or provide comments:

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 greenlineextension@metro.net

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