

**PARTICIPATE BEFORE THE MEETING** by emailing [TrafficCommission@TorranceCA.Gov](mailto:TrafficCommission@TorranceCA.Gov) and write "Public Comment" in the subject line. In the body of the email include the item number and/or title of the item with your comments.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's office at (310) 618-2780. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28CFR35.102-35.104 ADA Title II]

Direct questions or concerns to the Commission Liaison, Steve Finton, at (310) 781-6900 prior to submission to the Commission. Parties will be notified if the complaint will be included on a subsequent agenda.

**TORRANCE TRAFFIC COMMISSION AGENDA  
APRIL 3, 2023  
REGULAR MEETING  
7:00 P.M. AT WEST ANNEX COMMISSION ROOM  
CITY HALL, 3031 TORRANCE BOULEVARD  
TORRANCE, CA CALIFORNIA 90503**

**TRAFFIC COMMISSION MAY TAKE ACTION ON ANY ITEM  
LISTED ON THE AGENDA**

**1. CALL MEETING TO ORDER**

**ROLL CALL:** Commission members Farao, Gibson, Obejas, Suruki, Thomas, Sharma, Thoma

**2. FLAG SALUTE**

**3. REPORT OF STAFF ON THE POSTING OF THE AGENDA**

The agenda was posted on the Public Notice Board at 3031 Torrance Bl. and on the City's Website on Thursday, March 30, 2023.

**4. ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS**

**5. ORAL COMMUNICATIONS** (Limited to a 30 minute period)

*This portion of the meeting is reserved for public comment on items not on the agenda under the subject matter of the Traffic Commission. Under the Ralph M. Brown Act, Commissioners cannot act on items raised during public comment but may respond briefly to statements made or questions posed; request clarification; or refer the item to staff. Speakers under this Public Comment period will have no longer than 1 minute per speaker.*

**6. CONSENT CALENDAR - None Scheduled**

*Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, that item will be removed by a Commissioner from the Consent Calendar and considered separately.*

6A. Approval of Minutes: March 6, 2023

**7. ADMINISTRATIVE MATTERS (DISCUSSION ITEMS)**

7A. City of Torrance Letter to Los Angeles County Metropolitan Transportation Authority Providing Comments to the Draft Environmental Impact Report for the Proposed C-Line Extension to Torrance

**8. COMMISSION AND STAFF ORAL COMMUNICATIONS**

**9. ADJOURNMENT**

9A. Adjournment of Traffic Commission Meeting to Monday, May 1, 2023 at 7:00 p.m.

**MINUTES OF REGULAR MEETING OF THE  
TORRANCE TRAFFIC COMMISSION**

**1. CALL MEETING TO ORDER**

The Torrance Traffic Commission convened in a regular session at 7:02 p.m. on Monday, March 6, 2023, in the West Annex Commission Room.

**ROLL CALL**

Present: Commissioners Farao, Obejas, Sharma, Thoma, and Thomas

Absent: Commissioner Gibson and Chair Suruki

Also Present: Deputy Public Works Director Steve Finton, Public Works Engineering Manager Brenda Moun, Public Works Associate Engineer Jessamine Que, Public Works Assistant Engineer Daeley Simons, Transit Director Kim Turner, Transit Department Senior Business Manager David Mach, Transit Administrative Analyst Daniel Lim, and Torrance Police Officer Koenig

**2. FLAG SALUTE**

Commissioner Thoma led The Pledge of Allegiance.

**3. REPORT OF STAFF ON THE POSTING OF THE AGENDA**

Public Works Associate Engineer Que reported that the agenda was posted on the Public Notice Board at 3031 Torrance Boulevard and on the City's Website on Thursday, March 2, 2023.

**4. ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS**

Public Works Associate Engineer Que stated that staff will be withdrawing Item 7B which will be presented in a future Commission meeting.

**5. ORAL COMMUNICATIONS**

None.

**6. CONSENT CALENDAR**

**6A. APPROVAL OF MINUTES – FEBRUARY 6, 2023**

**MOTION:** Commissioner Sharma moved to approve the February 6, 2023 minutes as presented. Commissioner Obejas seconded the motion; a roll call vote reflected 5-0 approval (Commissioner Gibson and Chair Suruki absent).

## 7. ADMINISTRATIVE MATTERS

### 7A. LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C-LINE EXTENSION

Transit Department Senior Business Manager Mach gave a presentation on the Los Angeles County Metropolitan Transportation Authority C-Line Extension:

- LA Metro plans on extending the C-Line (formally known as the Green Line) 4.5-miles from the Redondo Beach Marine Station to the Torrance Regional Transit Center.
- Metro has projected that LAX passengers will increase to approximately 151-million passengers annually by 2045; the project will provide alternative means of transportation to the People Mover currently being built.
- Three options for the project include: (1) Proposed Project (Elevated/At-Grade), (2) Right-Of-Way/Trench, or (3) Elevated Hawthorne Boulevard.
- Regardless of option chosen, the project will reduce greenhouse gas emissions and vehicle miles traveled throughout the county.
- Project will have (2) stops: Redondo Beach (near South Bay Galleria) and near the Torrance Regional Transit Center.
- The first option, Proposed Project (Elevated/At-Grade), has been supported by the Torrance City Council; based on Measure M, the project is projected to be completed between 2030 and 2033. Due to the cost effectiveness of the project, the project could be pushed for a 2028 completion date, in time for the Olympics being hosted in Los Angeles.
- City is looking to educate the public and is seeking the Commission's support.
- Torrance residents should have received mailers from the city providing educational information and impacts to the area and businesses. The public will have until Monday, March 27, 2023, to submit comments and concerns to [greenlineextension@metro.net](mailto:greenlineextension@metro.net).

Commissioner Thoma inquired how late the trains would run regarding concerns on noise pollution. Transit Department Senior Business Manager Mach replied that bell shrouds will cover the bells, sound walls will be built to reduce noise impacts, and an investigation to obtain permits from the FTA regarding "Quieted Hours Restrictions" will be investigated.

Commissioner Sharma inquired on how many Torrance residents had submitted comment or provided oral feedback. Transit Department Senior Business Manager Mach replied that (22) Torrance residents had spoken at the February 21, 2023 public hearing that Metro hosted and that close to (500) responses had been received per the mailers that had been sent out.

Commissioner Farao inquired on the minimum distance between stations. Transit Department Senior Business Manager Mach replied that the minimum distance is approximately 2-miles and welcomed the Commission to submit comments to suggest additional stops if preferred.

Commissioner Farao stated that the minimum distance provided between stations is too far. Transit Department Senior Business Manager Mach replied that Metro will work with the city to create a First/Last Mile Plan that makes walking and biking easier.

Commissioner Obejas requested that a lineup showing what won't get done if the most expensive option were selected be available. Transit Department Senior Business Manager Mach acknowledged the request.

Commissioner Thomas inquired on the Red Car Trolley and if it would be independent or in conjunction to the project presented. Transit Department Senior Business Manager Mach replied that the Red Car Trolley is a project that Transit has been trying to secure funding on through Measure R; the Red Car Trolley project will be revisited once the Mary K. Giordano Regional Transit Center is completed.

Transit Department Senior Business Manager Mach stated that a support letter for the option Torrance City Council has already supported, as well as additional comments on other options presented would be beneficial.

**MOTION:** Commissioner Obejas moved to accept and file the report on the Los Angeles County Metropolitan Transportation Authority C-Line Extension. Commissioner Farao seconded the motion; a roll call vote reflected 5-0 approval (Commissioner Gibson and Chair Suruki absent).

**MOTION:** Commissioner Obejas moved to acknowledge and concur with the Torrance City Council Resolution that the preferred alternative is the existing right-of-way alternative. Commissioner Thoma seconded the motion; a roll call vote reflected 5-0 approval (Commissioner Gibson and Chair Suruki absent).

**7B. PROPOSED ALL-WAY STOP AT OCEAN AVENUE AND 227TH STREET**

Item 7B has been moved to a future Commission meeting.

**8. COMMISSION AND STAFF ORAL COMMUNICATIONS**

**8A. DETERMINE NEW DATE FOR JOINT MEETING WITH CITY COUNCIL**

**MOTION:** Commissioner Sharma moved to request that City Council provide a list of available dates for the Commission to choose from regarding the City Council joint meeting. Commissioner Obejas seconded the motion; a roll call vote reflected 5-0 approval (Commissioner Gibson and Chair Suruki absent).

Commissioner Sharma inquired on the parking permit project presented at the previous Traffic Commission meeting and requested an update. Public Works Engineering Manager Moun replied that due to lack of response during the last meeting, staff will not be adding additional parking restrictions; staff will be conducting a survey to all residents in the area.

Commissioner Sharma requested that Item 7B be visited while school is in session as parents of school children have raised this issue and stated that if research needed to be done, if conducted while schools were in session, it would be helpful to address concerns.

Commissioner Obejas inquired if the Torrance Police Department had any funding or program plans regarding E-bike education. Torrance Police Officer Koenig replied that this is currently being investigated and public outreach is being conducted as this is a growing concern for the city.

9. **ADJOURNMENT**

**MOTION:** At 7:59 p.m. Commissioner Obejas moved to adjourn the meeting to Monday, April 3, 2023, at 7:00 p.m. Commissioner Farao seconded the motion; a roll call vote reflected 5-0 approval (Commissioner Gibson and Chair Suruki absent).

###

Subject to Approval

Traffic Commission Meeting  
April 3, 2023

**Agenda Item 7A**

TO: Traffic Commission

FROM: Craig Bilezerian, Public Works Director

SUBJECT: City of Torrance Letter to Los Angeles County Metropolitan Transportation Authority Providing Comments to the Draft Environmental Impact Report for the Proposed C-Line Extension to Torrance

**RECOMMENDATION**

The Public Works Director recommends that the Traffic Commission receive and file a report from staff regarding the City of Torrance letter sent to Los Angeles County Metropolitan Transportation Authority providing comments to the Draft Environmental Impact Report (DEIR) for the proposed C-Line Extension to Torrance.

**BACKGROUND**

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently studying the extension of its passenger light rail system to Torrance. Metro proposes to extend the C-Line, formerly known as the Green Line, from its existing terminus in Redondo Beach to the Mary K. Giordano Regional Transit Center (Transit Center) following two potential alignments. The proposed alignments are: 1) Proposed Project/Right-Of-Way (ROW) Alignment, which follows existing Metro-owned railroad right-of-way (ROW); and, 2) Hawthorne Boulevard Alignment, which follows alongside the I-405 freeway to Hawthorne Boulevard, then south in Hawthorne Boulevard to rejoin the Metro ROW just north of 190<sup>th</sup> Street at the existing rail overcrossing.

There are three potential project alternatives being studied by Metro. The first, named the "Proposed Project: Metro ROW Elevated/Street-Level", follows the ROW Alignment with at-grade and elevated track. The second, named the "Trench Option", follows the ROW Alignment as well with a combination of below grade and elevated track. The third option, named the "Hawthorne Blvd Option" follows the Hawthorne Boulevard Alignment with mostly elevated track. All three options follow the same alignment south of 190<sup>th</sup> Street consisting of at-grade and elevated track.

Two new transit stations are proposed in all three project alternatives including a station at the Mary K. Giordano Regional Transit Center at the southerly terminus of the proposed C-Line Extension. Both ROW alternatives include a new station adjacent to the recently-completed Redondo Beach Transit Center on Kingsdale Avenue southwest of the Galleria Mall. The "Hawthorne Blvd Option" includes a new transit station on an elevated platform over Hawthorne Boulevard adjacent to the Galleria Mall south of Artesia Boulevard.

On January 26, 2023, Metro released the Draft Environmental Impact Report (DEIR) related to the C-Line Extension project. This DEIR identifies and analyzes project alternatives and potential impacts. The DEIR and other project documents can be found on Metro's project website at: [metro.net/clineext/#documents](https://metro.net/clineext/#documents)

## ANALYSIS

City staff from multiple departments reviewed the DEIR and submitted comments to Metro (Attachment 1) on March 27, 2023 which was the end of the Public Comment Period. Tonight, staff will report on traffic-related comments submitted by the Public Works Department, included in the City's comment letter.

The March 27, 2023 comment letter includes a wide range of comments. The majority of comments provided by the Public Works Department are related to traffic and parking impacts. The letter also indicates the City's support for the "Proposed Project: Metro ROW Elevated/Street-Level" and indicates strong opposition to the "Hawthorne Blvd. Option".

On October 25, 2022, City Council voted unanimously to support the "Proposed Project: Metro ROW Elevated/Street-Level" alternative. This alternative is least expensive (\$1.96 billion), can be delivered in the shortest amount of time (by Fall 2033), avoids impacts to the I-405 Freeway and avoids impacts to Hawthorne Boulevard and adjacent residences and businesses.

In an effort to educate and gauge public opinion of the project alternatives, the City sent out mailers and conducted online surveys for City of Torrance residents, businesses and stakeholders. A total of 1,203 comments were received with just under 80% of respondents favoring the "Proposed Project: Metro ROW Elevated/Street-Level" alternative. The Transit Department issued a letter to Metro (Attachment 2) summarizing these results.

Metro will now review all comments as part of preparing a final EIR document, anticipated to be released in June 2023. The final EIR document will respond to/address all comments.

Respectfully submitted,

CRAIG BILEZERIAN  
PUBLIC WORKS DIRECTOR

By  Jessamine Ave  
for Steven Finton  
Deputy Public Works Director/City Engineer

### Attachments

1. Comment Letter - RE: Metro C Line (Green) Extension to Torrance (DEIR)
2. Letter to Metro Regarding Results of City's Public Engagement Efforts.



# CITY OF TORRANCE

## OFFICE OF THE CITY MANAGER

Aram Chaparyan  
City Manager

Danny E. Santana  
Assistant City Manager  
310/618-2405  
[DSantana@TorranceCA.Gov](mailto:DSantana@TorranceCA.Gov)

March 27, 2023

**Sent via E-Copy and USPS First Class Mail**

Georgia Sheridan, Project Manager  
Los Angeles County Metropolitan Authority  
One Gateway Plaza, Mail Stop: 99-22-3  
Los Angeles, CA 90012

Dear Ms. Sheridan:

**RE: Metro C-Line (Green) Extension to Torrance (DEIR)**

Thank you for including the City of Torrance in the notification list for the proposed C-Line Extension to Torrance Draft Environmental Impact Report (DEIR). The City of Torrance has reviewed the DEIR and has the following comments:

- **Page 2-20: Figure 2.3-13:** The North arrow is incorrectly oriented with respect to true north and the centerline of Crenshaw Blvd. Also, please verify orientations in Figure 2.3-14 on Page 2-21 if a change is made on Page 2-20.
- **Page 2-36: New South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing on Hawthorne Blvd related to the South Bay Galleria Station due to multiple concerns and the absence of a Traffic Study. The proposed mid-block crossing is located only 360 feet south of the existing traffic signal at the Hawthorne Blvd/Artesia Blvd intersection and an undisclosed close distance not provided in the DEIR north of the signalized Hawthorne Blvd/177<sup>th</sup> St intersection. This proposal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS impacts at the Hawthorne Blvd/Artesia Blvd intersection and the Hawthorne Blvd/177<sup>th</sup> St intersection; and safety and other impacts. The Hawthorne Blvd/Artesia Blvd intersection served an average daily traffic (ADT) of 61,000 vehicles in 2017. The ADT has likely increased to 64,000. An additional signal for a Mid-block crossing in close proximity to other signalized intersections will likely have overall negative impacts, even with the implementation of programmed signal coordination.

Furthermore, the Traffic Study should also analyze the potential impacts to Torrance's adjacent residential streets (i.e. 175<sup>th</sup> Place, W. 176<sup>th</sup> Street, 177<sup>th</sup> Street) and privately-owned parking lots on the east side of Hawthorne Blvd, south of Artesia Blvd. It is very likely that a proposed signalized Mid-block crossing will introduce new vehicle traffic and also increase on-street parking demand on these residential streets and in the private parking lots for those wishing to enter the South Bay Galleria Station platform



from the east side of Hawthorne Blvd. This is because there is no proposed designated parking area in Torrance for the South Bay Galleria Station. Also, these residential streets and private parking lots are geographically convenient for non-Torrance residents that will use the South Bay Galleria Station versus the parking areas designated for the Redondo Beach Transit Center and/or other available parking areas on the west side of Hawthorne Blvd. The daily intrusion of non-residents, related to the C-Line usage, parking in a residential area would reduce on-street parking availability for Torrance residents; negatively impact quality of life for Torrance residents; and require the City of Torrance to mitigate the impacts imposed on its residents. The daily intrusion of non-residents into a private parking lot would reduce parking for business patrons and could have negative economic impacts to Torrance businesses.

An option to consider is to construct a pedestrian bridge over southbound Hawthorne Blvd with access only from the west side of Hawthorne Blvd to/from the South Bay Galleria Station platform. Access from the east side would be provided at the Hawthorne Blvd/Artesia Blvd intersection, a close walking distance of only 360 feet further for Torrance residents residing on residential streets on the east side of Hawthorne. This option would: eliminate the need for a new traffic signal; reduce/eliminate parking impacts to adjacent residential streets and private parking lots in Torrance; and allow for a functional, designated parking area on the west side of Hawthorne Blvd.

- **Page 2-36: 177<sup>th</sup> Street:** The proposed elimination of one of the two northbound left-turn lanes should be analyzed further in a Traffic Study to determine potential negative impacts. No data is provided to indicate a decrease in the northbound left-turn movement volume and, therefore, this lane reduction would require an increase to the GREEN time for this protected left-turn movement in order to accommodate the same northbound left-turn volume in one left-turn lane versus two. Without the increase in GREEN time, left-turning vehicles will queue into the #1 northbound through lane, thereby blocking one through lane. This would result in vehicle delay; vehicle idling; driver frustration; and cause the potential for increased rear end and side swipe collisions. Conversely, the increase in left-turn GREEN time will increase delays for other intersection approaches. The Traffic Study should obtain the existing left-turn movement volume; calculate the projected left-turn movement volume; calculate the actual length needed for the longer single left-turn lane; analyze and design new traffic signal timing; calculate a post-project intersection LOS and the LOS at other affected intersections north and south of 177<sup>th</sup> St.
- **Page 2-36: 179<sup>th</sup> Street:** The proposed new traffic signal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS determination; and safety and other impacts, including diversion of traffic onto 179<sup>th</sup> Street due to the proposed new traffic signal. A signal warrant analysis should be included. Additionally, it is not specified if you are proposing to extend the northbound or southbound left-turn lane.

- **Page 2-36: 180<sup>th</sup> Street:** The proposed median gap closure should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation, including diversion of traffic onto 179<sup>th</sup> Street due to the proposed median closure.
- **Page 2-39: South Bay Galleria Station:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.
- **Page 2-40:** Figure 2.3-29 should be revised to indicate the proposed new crosswalks are signalized and also include distances to Artesia Blvd (signalized) and 177<sup>th</sup> St (signalized).
- **Pages 2-54 and 2-55:** Consider including a row at the bottom of each Table to list the total duration in months and total daily truck loads for the Proposed Project and each Option.
- **Page 2-55: Table 2.4-3 Hawthorne Option Construction Schedule:** For the "LRT Guideway Bridges" phase it lists a duration of 35 months for 278,700 CY of soil import/export. Please verify if the duration is accurate. This is only 10 months (40%) longer than the duration of the similar phase shown on Page 2-54 in Table 2.4-1 Proposed Project-Construction Schedule of 25 months for 66,500 CY of soil import/export. Yet, the volume of soil import/export is more than 4 times (400%) greater.
- **Page 2-58:** Consider adding a projected schedule for permitting with State agencies. It is expected that the permit process will be longer for the Hawthorne Blvd option, when compared to the Projected Project and/or Trench option.
- **Page 3-4 Table 3.0-1:** The Map #1 project in Torrance is significantly complete and status should be changed to "Construction".
- **Page 3.1-1: Federal Regulations: American with Disabilities Act:** Bicycling and Walking: Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenge to be able to connect between buses and train.
- **Page 3.1-3: Senate Bill 743, Transportation Impacts:** Although SB 743 requires the use of Vehicle Miles Traveled to evaluate traffic impacts, local agencies can require that traffic circulation enhancements be constructed to improve traffic conditions that would otherwise be worsened by a proposed project.

- **Page 3.1-47: Bicycling and Walking:** Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenges to be able to connect between buses and train.
- **Page 3.1-15: PF-T-1 CTMP:** It appears the CTMP will be developed and prepared by contractors during the construction phase. The CTMP review, revision and approval process by each local agency should be considered in either the permitting schedule, if added, or as part of early activity during construction. See previous comments for Pages 2-54, 2-55 and 2-58.
- **Page 3.1-21: Torrance TC Station (Proposed Project)** – This section should say (All Options) as they all will end at the Torrance TC Station.
- **Page 3.1-38: South Bay Galleria Station (Hawthorne Option):** The prior history of various collisions from 2014 through 2018 is a concern that further supports strong consideration be given to constructing a pedestrian bridge overcrossing instead of a new pedestrian crossing in Hawthorne Blvd. See previous comment for Page 2-39.
- **Pages 3.1-54 and 3.1-55: South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.
- **Page 3.1-55: 179<sup>th</sup> Street:** The proposed new traffic signal should be analyzed further in a Traffic Study. See previous comment for Page 2-36 179<sup>th</sup> Street.
- **Page 3.1-56: South Bay Galleria Driveway:** See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.
- **Page 3.1-57: 177<sup>th</sup> Street:** See previous comment for Page 2-36: 177<sup>th</sup> Street.
- **Page 3.1-57: 179<sup>th</sup> Street:** See previous comment for Page 2-36: 179<sup>th</sup> Street.
- **Page 3.1-57: 180<sup>th</sup> Street:** See previous comment for Page 2-36: 180<sup>th</sup> Street.
- **Page 3.1-57: 186<sup>th</sup> Street:** The realignment of the northbound left turn lane should be designed to provide the maximum possible clearance/separation between the northbound left-turn lane and southbound #1 travel lane. Subsequently, it is recommended that double-double yellow pavement markings be used for lane separation instead of flexible vertical delineators due to the anticipated problematic maintenance needs of frequently having to replace missing or damaged delineators.

- **P3.2-5:** Zoning code was last updated on January 1, 2023 (ADU Code Updates).
- **P3.2-6:** Description of Hawthorne Boulevard Corridor Specific Plan (HBCSP) should also describe intent and purpose of HBCSP is to guide actions within the area so that businesses can continue to prosper and the City of Torrance can continue to enjoy a healthy retail tax base. Furthermore, the design concept envisioned for the North Torrance District is that of a northern gateway to the City and the City's most prominent commercial boulevard, providing an active, community oriented, commercial environment. The "Hawthorne" option requires additional analysis on potential significant impacts to Land Use and the adopted plan based on design guidelines and intent for the North Torrance Sub District.
- **3.2-13: Torrance TC Station:** The Mary K. Giordano Regional Transit Center (operated under Torrance Transit System) will have 250 surface parking spaces along with 1,000-space parking structure that is currently under the design phase. The parking structure project will have 4 levels, up to 1,000 stalls, and electric vehicle charging stations.
- **P3.2-21:** Zoning along Hawthorne Boulevard along City of Torrance is predominantly single-family residential along the east side of Hawthorne Boulevard between Redondo Beach Boulevard on the north and 180<sup>th</sup> Street to the south; Commercial uses, including vehicle dealerships, restaurants, auto related businesses, between 180<sup>th</sup> and 190<sup>th</sup> Streets, with a mobile home residential community along the west side of Hawthorne Boulevard between 186<sup>th</sup> Street and along the Proposed Project rail line; uses industrial uses near the terminus of the TC. Description of land uses should reflect path of extension to the south.
- **P3.2-23:** Assumptions of Hawthorne option construction should take into consideration years and not months due to oversight and review from additional agencies.
- **P3.2-26:** Include HBCSP in table 3.2-5 in addition to General Plan (GP) as it is a local land use policy.
- **P3.3-117:** Analyze shadows casting on adjacent properties on Hawthorne Boulevard Option and include proposed soundwalls.
- **P3.3-120:** 3.3-7.3 Hawthorne Option – Aesthetics of additional infrastructure should be considered as degradation of views and cumulative impacts should be taken into account.
- **P3.4-30:** Sensitive receptors section did not take into account Excelsior Preschool located at 19801 Mariner Avenue (Figure 3.4-4).

- **P3.7-28: Section 3.7-4.1.2 Operational Impacts:** Operational Impacts were determined to be “Less than Significant Impact with Mitigation” with respect to the *Centromadia parryi* ssp. *Australis* (Common name Southern Tarplant), a 1B.1 Status Plant, at the Torrance Tarplant Preserve parcel (LA County Assessor Parcel # 7352-002-914).
- Unfortunately, the proposed mitigation measures do not assess the impact of the reduced watershed following the 12'-5" to 12'-7" (Appendix-2A: RW-120 & RW-121) expansion of the right-of-way via easements into the subject 2-acre parcel that is cited in the DEIR. The viability of the stated 3 to 1 replacement ratio goal set by the City's planned implementation of the Torrance Tarplant Preserve (Mitigation Measure BIO-1; Adopted Mitigated Negative Declaration (EAS13-00002, SCH#2014121003) may be impacted by the reduced watershed.
- **Page 4-25: High-Frequency Bus Alternative:** This section should also mention that the proposed High-Frequency Bus (HFB) Alternative would create duplication of service for Torrance Line 8. The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further. This increases travel time and delays and becomes less attractive options compared to light rail.
- **MM VIB -1:** Require noticing of surrounding businesses near Del Amo Bridge regarding pile driving activities at least 72hrs in advance, in coordination with the City of Torrance Public Works Department, due to Significant and Unavoidable Impact.
- **MM-NOI2:** Information on proposed soundwalls is vague. Additional detail is required on heights and potential impacts to surrounding uses due to shade.
- **MM-BIO2:** Please Include El Nido Park for nesting bird surveys.
- **P3.10-21: Fig3.10-2:** Amie Sump identified instead of Pioneer Sump.
- **P3.15-22: Figure 3.15-4:** Educational Facilities map is missing Excelsior Preschool located at 19801 Mariner Avenue.
- **P3.15:** Public Services - Ensure coordination with TPD/TFD on construction detours.
- **Pages 4-49 Table 4.5-1 Comparison of Alternatives:** Torrance supports the Proposed Project in the Metro R.O.W. and opposes the Trench Option and the Hawthorne Option. Table 4.5-1 clearly reveals that impacts resulting from the Trench Option and the Hawthorne Option DO NOT avoid and DO NOT substantially lessen the significant majority of the significant effects of the project, when compared to the Proposed Project impacts.

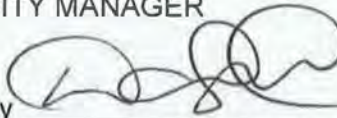
- **Appendix 2-A, Drawing RW-763:** depicts the Hawthorne Option right of way expansions for both additional right-of-way acquisition and permanent easement requirements. The Hawthorne option would result in full and partial takings for at least two parcels, parcels 4084-024-086 and 4084-024-4026 respectively. In addition, significant economic disruptions would result in two commercial operations immediately north that include two regional car dealer operations, parcels 4084-024-023 and 4084-024-063. The four parcels represent an annual sales, property and business license tax revenues for the City that exceed \$1.04 million. In an ever increasing environment, where additional pressure is being placed on local agencies, the economic impact of the Hawthorne Option would lessen the City of Torrance's ability to provide and maintain existing levels of service.

As previously indicated in a letter dated March 3, 2021 to Dolores Roybal Saltarelli for the preparation of the DEIR, the City of Torrance continues to support the Proposed Project and strongly opposes the Trench and Hawthorne Alternatives due to additional time required, additional costs, and negative economic impacts to commercial businesses along Hawthorne Boulevard during construction and operation of the LRT. The Proposed Project would commence in spring 2027 and be completed in approximately 5 years, while the Trench Option would commence in spring 2027 and require 8 years to build and the Hawthorne Option would not commence until 2029 and take 6 years to build. Furthermore, the Trench Option is projected to cost approximately \$900M more than the Proposed Project and the Hawthorne Option is projected to cost approximately \$1 Billion more than the Proposed Project. While CEQA does not require consideration of cost differences between alternatives, it is important to note that neither Option is an alternative that avoids or substantially lessens the significant majority of project impacts. The \$900M to \$1 Billion should be re-directed to fund other eligible critical projects in the South Bay area, and/or be used to address potential environmental impacts related to other eligible projects in the South Bay area.

The City of Torrance appreciates the opportunity to comment and looks forward to the incorporation of these comments into the analysis when completed. We have enclosed a copy of letters from Torrance related to this matter. Should Metro need to contact the City of Torrance please do not hesitate to contact the Community Development Department at 310.618.5990.

Sincerely,

ARAM CHAPARYAN  
CITY MANAGER

By 

Danny E. Santana, MPA  
Assistant City Manager

ATTACHMENTS: A. September 19, 2018 – Torrance letter to Metro  
B. March 3, 2021 – Torrance letter to Metro regarding draft EIR  
C. November 1, 2022 – Torrance letter to Metro Board  
D. March 15, 2023 – Torrance letter to Honorable Chair Ara J. Najarian



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CITY OF  
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PATRICK J. FUREY  
MAYOR

September 19, 2018

Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952  
Attn: Mr. Phillip A. Washington, CEO/General Manager

CITY COUNCIL MEMBERS  
GEORGE K. CHEN  
TIM GOODRICH  
MIKE GRIFFITHS  
MILTON S. HERRING, I  
AURELIO MATTUCCI  
GEOFF RIZZO

**RE: Proposed Green Line Extension to Torrance**

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1**. This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

Sincerely,



Patrick J. Furey, Mayor  
City of Torrance



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CITY OF  
T O R R A N C E

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PATRICK J. FUREY  
MAYOR

CITY COUNCIL MEMBERS  
HEIDI ANN ASHCRAFT  
GEORGE CHEN  
TIM GOODRICH  
MIKE GRIFFITHS  
SHARON KALANI  
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, Mail Stop 99-22-4  
Los Angeles, CA 90012

**RE: Metro C Line (Green) Extension to Torrance Project**

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of **Alternative 1**. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028.

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.

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.

**Hazards and Safety:** Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

**Hydrology and Water Quality:** Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

**Noise and Vibration:** Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

**Public Services and Recreation:** Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment.

### **Alternative 2: Hawthorne Boulevard**

**Aesthetics:** Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard.

**Air Quality and Greenhouse Gas Emissions:** Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

**Hazards and Safety:** Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles.

**Hydrology and Water Quality:** Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

**Noise and Vibration:** Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

**Land Use and Planning:** Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City.

**Transportation and Traffic:** Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

**Economic Impact:** Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street.

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of \$25.7 Million.

The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of Alternative 1 as the best alternative to address all needs, present and future, for the South Bay.

If there are any questions, or if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

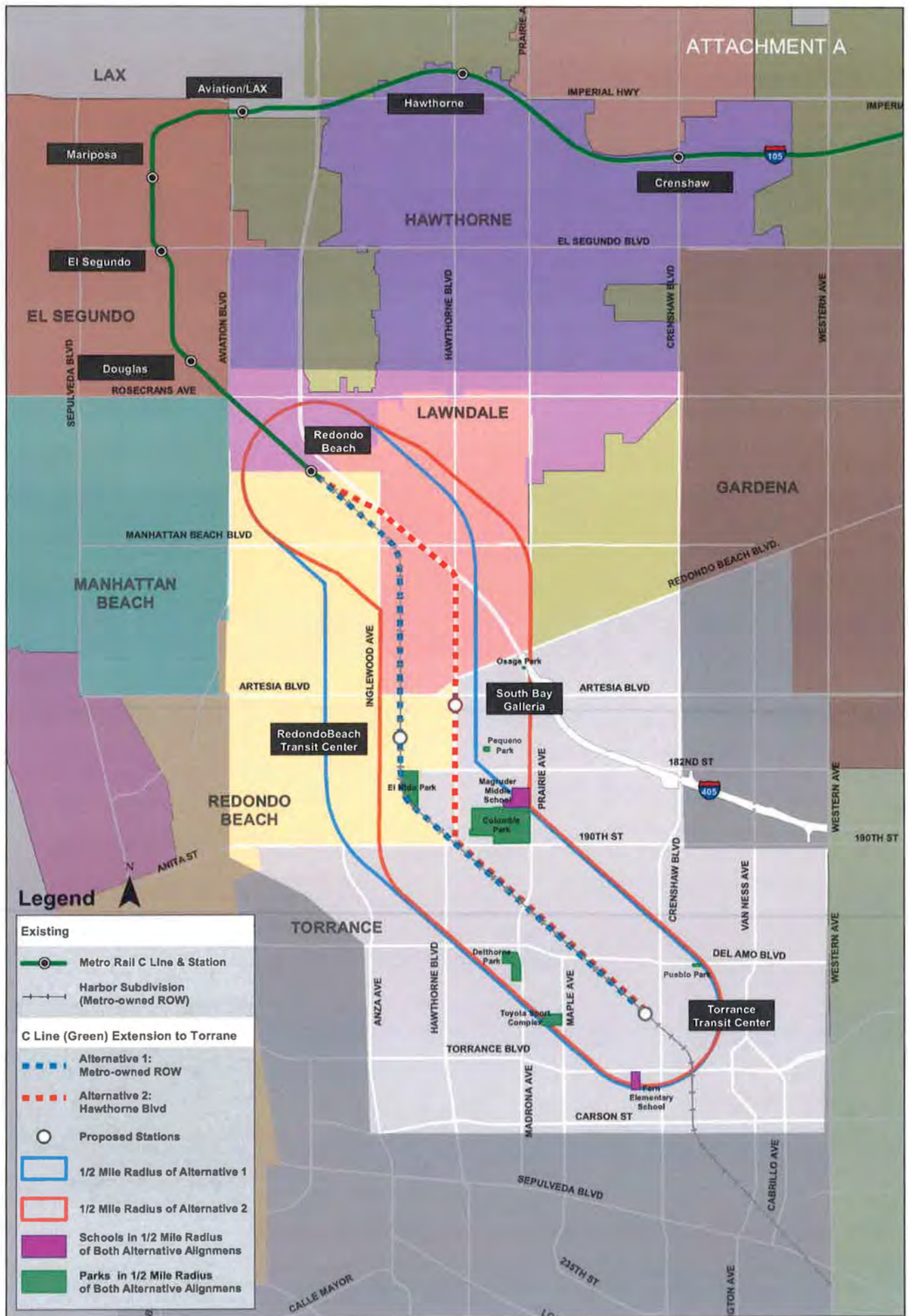
Sincerely,



Patrick J. Furey, Mayor  
City of Torrance

Attachment:

- A. Torrance Vicinity Neighborhoods, Parks, and Schools Map



**Legend**

- Existing**
- Metro Rail C Line & Station
- Harbor Subdivision (Metro-owned ROW)
- C Line (Green) Extension to Torrance**
- Alternative 1: Metro-owned ROW
- Alternative 2: Hawthorne Blvd
- Proposed Stations
- 1/2 Mile Radius of Alternative 1
- 1/2 Mile Radius of Alternative 2
- Schools in 1/2 Mile Radius of Both Alternative Alignments
- Parks in 1/2 Mile Radius of Both Alternative Alignments



**C Line (Formerly Green Line) Extension to Torrance Transit Project**




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GEORGE K. CHEN  
MAYOR

CITY COUNCIL MEMBERS  
MIKE GRIFFITHS  
JONATHAN KAJI  
SHARON KALANI  
BRIDGETT LEWIS  
AURELIO MATTUCCI  
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center**

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule.

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance.

Initially, our governing board considered proposing a 4<sup>th</sup> option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics.

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

**ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles**

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

**The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment**

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives.

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents.

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole.

**The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor**

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and

Chairperson Ara J. Najarian and Members of the Metro Board

November 1, 2022

Page 3

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or [KTurner@TorranceCA.Gov](mailto:KTurner@TorranceCA.Gov). Thank you for your consideration.

Sincerely,



George K. Chen  
Mayor  
City of Torrance

Cc: Metro Board  
Torrance City Council  
Georgia Sheridan, Metro  
Mark Dierking, Metro



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GEORGE K. CHEN  
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian  
Los Angeles County Metropolitan Transportation Authority  
Board of Directors  
1 Gateway Plaza, Mail Stop 99-3-1  
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing \$1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of CO<sub>2</sub> annually.

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area.



Honorable Chair Ara J. Najarian  
March 15, 2023  
Page 2

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

Sincerely,



George K. Chen  
Mayor  
City of Torrance




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CITY OF  
**TORRANCE**

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TRANSIT DEPARTMENT

Kim Turner  
Transit Director

310-618-6245  
kturner@TorranceCA.Gov

March 27, 2022

Georgia Sheridan, Project Manager  
Los Angeles County Metropolitan Authority  
One Gateway Plaza, Mail Stop: 99-22-3  
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance (DEIR) Public Comments

Dear Ms. Sheridan,

In an effort to educate, inform, and engage our residents, businesses and important stakeholders about the C-Line Extension to Torrance and the three (3) options that were studied in the DEIR, the City of Torrance sent out mailers and conducted online surveys to gather comments. Below is a summary of the 1,203 total comments and responses that we received:

- 79.47% of the comments support the Proposed Project: Right-of-Way Elevated/At-Grade;
- 6.57% of the comments support the Trench Option;
- 5.65% of the comments support the Elevated Hawthorne Blvd Option; and
- 8.31% of the comments do not support project at all and/or provided miscellaneous comments.

There are some common themes found in the comments we received:

- Concerns about crime and the unhoused on or at L.A. Metro properties;
- Concerns about increase in costs of the project with the Trench Options and Elevated Hawthorne Blvd. Option;
- Impact to businesses and homes on Hawthorne Blvd. for the Elevated Hawthorne Blvd. Option;
- The need for completing the project as soon as possible;
- Improving First-Last-Mile Connections; and
- Improving connectivity between buses and rail.

We look forward to the incorporation of these comments into the Draft EIR when completed. We have enclosed a copy of all the comments received.

Should L.A. Metro need to contact the City of Torrance please do not hesitate to contact David Mach at 310.781.6974.

Sincerely,

A handwritten signature in black ink that reads "Kim Turner". The signature is written in a cursive, flowing style.

Kim Turner, Director  
Torrance Transit System

Enclosure:

- A. City of Torrance - C-Line Extension to Torrance Public Comments Mailers
- B. City of Torrance - C-Line Extension to Torrance Public Comments Online Surveys
- C. City of Torrance – Signatures of Support for the Proposed Project: Right-of-Way Elevated/At-Grade