

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING

May 3, 2022

- N.1.** DISCUSSION AND POSSIBLE ACTION ON THE SUBMITTAL OF A LETTER TO LOS ANGELES COUNTY SUPERVISOR HOLLY MITCHELL AND LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) REGARDING THE METRO C (GREEN) LINE EXTENSION TO TORRANCE PROJECT

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

- Revised- Draft City of Redondo Beach Letter to Supervisor Mitchell for consideration on May 3, 2022
- Written Public Comment



Bill Brand
Mayor

415 Diamond Street, P.O. Box 270
Redondo Beach, California 90277-0270
www.redondo.org

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ext. 2260
fax: 310 374-2039

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May 3, 2022

Los Angeles County Supervisor Holly J. Mitchell
500 West Temple Street, Ste. 866
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project Comments and Request

Dear Supervisor Mitchell:

On behalf of the City of Redondo Beach, California, please accept this letter as the City's official support of an elevated Hawthorne Boulevard alignment for the Metro C Line (Green) Extension to Torrance Project. The City appreciates the effort your staff has shown to getting to know the issues affecting Redondo Beach, and our earnest effort to make a difference in resolving the statewide housing crises. We respectfully submits these the below comments to you with regard to the Metro C Line extension since you can be one of our strongest advocates as comments to you, as the County Supervisor representing our community, for consideration as Metro continues to prepare its Draft the Draft Environmental Impact Report (DEIR) for this extension project and consider alternative alignments.

As you may be aware, Metro has proposed the C Line (Green) Extension to Torrance Project. This extension, 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). Locally in Redondo Beach, the extension would be near our in Torrance, also encompassing the under construction and almost completed new Redondo Beach Transit Center. The extension will would also serve to get commuters to the be served by the Metro C Line (Green) and future Crenshaw/LAX Transit Project.

As part of its decision-making process, Metro is considering and studying through the DEIR, two potential alignments—the Metro railroad right-of-way alignment, currently used by heavy rail, and the elevated Hawthorne Boulevard roadway alignment.¹ The City of Redondo Beach is united behind

Although Metro is considering the Hawthorne Boulevard alignment, the Redondo Beach City Council have repeatedly urged the Metro Board to focus on an elevated route along

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¹ Metro officials have told us that they are no longer considering an at-grade pathway down Hawthorne Blvd.

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~~Hawthorne Boulevard. The elevated Hawthorne Boulevard alignment since it~~ addresses many of ~~our the Redondo Beach~~ residents' concerns regarding noise, vibration, resident/child safety, and other factors, as well as having an ~~expeditious, speedier~~ speedy route to the Torrance Transit center ~~which would likely bolster its usership at a time of Metro ridership decline than Metro's at-grade alternative. The City Council unanimously voted to The Redondo Beach City Council re-affirms its our~~ recommendation of ~~the an elevated elevated route alternative~~ along Hawthorne Blvd.

As noted previously in the Redondo Beach comments on the Notice of Preparation (NOP) of the Draft EIR in the March 16, 2021 letter (attached), the Metro railroad right-of-way (ROW) ~~at-grade~~ option is expected to have numerous devastating impacts on the 200+ Redondo Beach private homeowners ~~whose who live homes are positioned~~ directly adjacent to the ROW, ~~whether the rail is at grade or made subterranean at certain roadways like 182nd Street (near Firmona Ave). Based on the multi-year timeline needed to build the light rail within feet of where many of them sleep nightly, the negative impact that this will have on so many lives simply cannot be understated and will be directly impacted by the drastic changes to many environmental factors that will affect their quality of life and the value of their property.~~ The City of Redondo Beach has expressed significant concerns ~~with utilizing the existing rail about using the right-of-way~~ ROW for the C Line extension based on our understanding of the proposed project to date, including:

- Failure to equitably use tax dollars for the benefit of the maximum number of residents by directing C Line extension down the elevated Hawthorne Blvd. alternative which is projected by Metro to reach the greatest number of residents and garner higher ridership than implementing the ROW alternative;
- Concerns about drilling and excavating land used for numerous oil pipelines, for the construction of the partially subterranean light rail tracks;
- That there would be no time-savings associated by building the below-grade options on the ROW versus the elevated option on Hawthorne Blvd.;
- The below grade ROW alternative would be constructed at about a 30-foot grade differential from the adjacent train track that runs heavy loads of hazardous oil down the ROW twice a day;
- Metro has not analyzed the suitability of the land on the ROW to have a heavy, hazardous-material carrying train running next to below-grade light rail. In fact, in 2020, Shell conducted drilling along the ROW near the Ruxton, that cause land subsidence in that residential development for our affordable housing residents;

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- ~~alternative (see March 16, 2021 letter), including issues related to hazards and hazardous materials, n~~ Noise and vibration from construction and operation;
- ~~land use and planning, public services, transportation, and public art requirements.~~

On April 11, 2022, ~~two myself,~~ Redondo Beach City Council ~~M~~members and I met with more than 60, ~~and more than 50~~ concerned community members as part of the ~~participated in a Walk with Metro~~ event. At that meeting, Metro presented to learn more about the proposed route through our residential neighborhoods. Several new factors ~~facts~~ were presented that escalated existing concerns regarding ~~this the~~ ROW alternative alignment, including the need to re-align the freight line (that hauls oil, cars and other industrial materials) further west, closer to ~~the~~ existing homes.² The City requests that the following questions are addressed, at a minimum in the DEIR.

1. What are the standardized noise levels being used (federal or state guidelines)?

- a. If the noise levels exceed certain levels, will Metro provide noise-proofing to surrounding homes like LAX does in El Segundo? ~~(such as LAX does in El Segundo)~~ This should be considered for both during construction and post-construction impacts.
- a-
- b. Are the "ambient noise levels" greater for the freight train for the current position or the new position proposed after the freight rail realignment?

2. Since the freight line will be re-aligned, closer to the existing homes, what are the potential impacts of a derailment? If there is a derailment, what would the costs and impacts be to the City?

3. Are police/fire response times taken into account for the crossing on 182nd and the rail line, both during construction and after?

4. If the ROW alignment goes below grade at the crossing on 182nd and other intersections, how would the rail line retaining wall be structured to support the weight of the heavy freight on grade immediately next to the deep below-grade alignment (the representative on the tour mentioned needing to go as far as 30 feet or more below grade) for the Metro line to prevent soil subsidence issues we have seen elsewhere in the City?

² Asked why they could not push the train tracks further east, one official answered that, around 182nd, that would put it too close to El Nido Park. But, putting it closer to homes should not be more ok than putting it closer to a park. Both are bad options.

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5. Since the berms for the freight lines will be brought closer to private property, what is the plan for providing extra retaining walls, addressing sound, vibration, and accommodating proper drainage?

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6. Will personal transportation improvements, including a bike path and pedestrian walkway still be implemented? And, if so, where in Redondo Beach?

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6-7. Has the soil and or geology on the ROW been studied to determine that the ROW land could tolerate a heavy freight train carrying oil directly adjacent to a pair of 30' below-grade light trail tracks? And to tolerate the differential vibrations of both running contemporaneously adjacent to one another?

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These comments have been reviewed and approved by the Redondo Beach City Council at their May 3, 2022 public meeting. If you or Metro have any questions regarding this comment letter, please contact Brandy Forbes, Community Development Director for the City of Redondo Beach at 310-318-0637 x2200 or brandy.forbes@redondo.org. Thank you for your consideration of our comments.

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Sincerely,

Mayor ~~Mayor~~ William Brand

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Joined by:

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Nils Nehrenheim
Council Member, District 1

Todd Loewenstein
Council Member, District 2

Christian Horvath
Council Member, District 3

Zein E. Obagi, Jr.
Council Member, District 4

Laura Emdee
Council Member, District 5

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CC: City Council Members, City of Redondo Beach
Mike Witzansky, City Manager
Luke Smude, Assistant to the City Manager
Brandy Forbes, Community Development Director
Roybal Saltarelli, Project Manager, Los Angeles County Metropolitan
Transportation Authority

Attachments:

- City of Redondo Beach Support Letter Green Line Alternative 3 Signed July 18, 2018
- City of Redondo Beach Letter Submitting Comments on Revised and Recirculated Notice of Preparation Dated March 16, 2021
- City of Redondo Beach Land Use and Noise Regulations Pertaining to Proposed Alternatives



Bill Brand
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500 West Temple Street, Ste. 866
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As you may be aware, Metro has proposed the C Line (Green) Extension to Torrance Project. This extension 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). Locally in Redondo Beach, the extension would be near our almost completed new Redondo Beach Transit Center. The extension would also serve to get commuters to the future Crenshaw/LAX Transit Project.

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¹ Metro officials have told us that they are no longer considering an at-grade pathway down Hawthorne Blvd.

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5. Since the berms for the freight lines will be brought closer to private property, what is the plan for providing extra retaining walls, addressing sound, vibration, and accommodating proper drainage?
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7. Has the soil and or geology on the ROW been studied to determine that the ROW land could tolerate a heavy freight train carrying oil directly adjacent to a pair of 30' below-grade light trail tracks? And to tolerate the differential vibrations of both running contemporaneously adjacent to one another?

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Sincerely,

Mayor William Brand

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From: Holly Osborne

Sent: Saturday, April 30, 2022 12:00 PM

To: Brandy Forbes <Brandy.Forbes@redondo.org>; Bill Brand <Bill.Brand@redondo.org>

Cc: Christian Anthony Horvath <horvath.rbd3@gmail.com>; CityClerk <CityClerk@redondo.org>

Subject: Letter to Holly Mitchell on Green line on agenda for Tuesday May 3

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Re Item N1.

You have this paragraph:

Although Metro is considering the Hawthorne Boulevard alignment, the Redondo Beach City Council have repeatedly urged the Metro Board to focus on an elevated route along Hawthorne Boulevard. The elevated alignment addresses many of the Redondo Beach residents' concerns regarding noise, vibration, resident/child safety, and other factors, as well as having a speedier route to the Torrance Transit center than Metro's at-grade alternative. The Redondo Beach City Council re-affirms its recommendation of an elevated alternative along Hawthorne Blvd.

Metro is no longer even studying the at-grade option on Hawthorne. I heard them say that multiple times at the March walks. The elevated position is the only "variant" on HB they are considering. They said, when questioned, that the at grade option was "too dangerous" for pedestrians, among other things. (Hawthorne is so wide it could take two light changes to cross, for example.)

So I would strike "Although Metro is considering the Hawthorne Boulevard alignment", and just start with "The Redondo Beach City Council have repeatedly...." etc

Holly