

3 DESIGN REFINEMENTS

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

3.1 DESIGN REFINEMENTS SINCE DRAFT EIR PUBLICATION

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

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

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

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

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

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

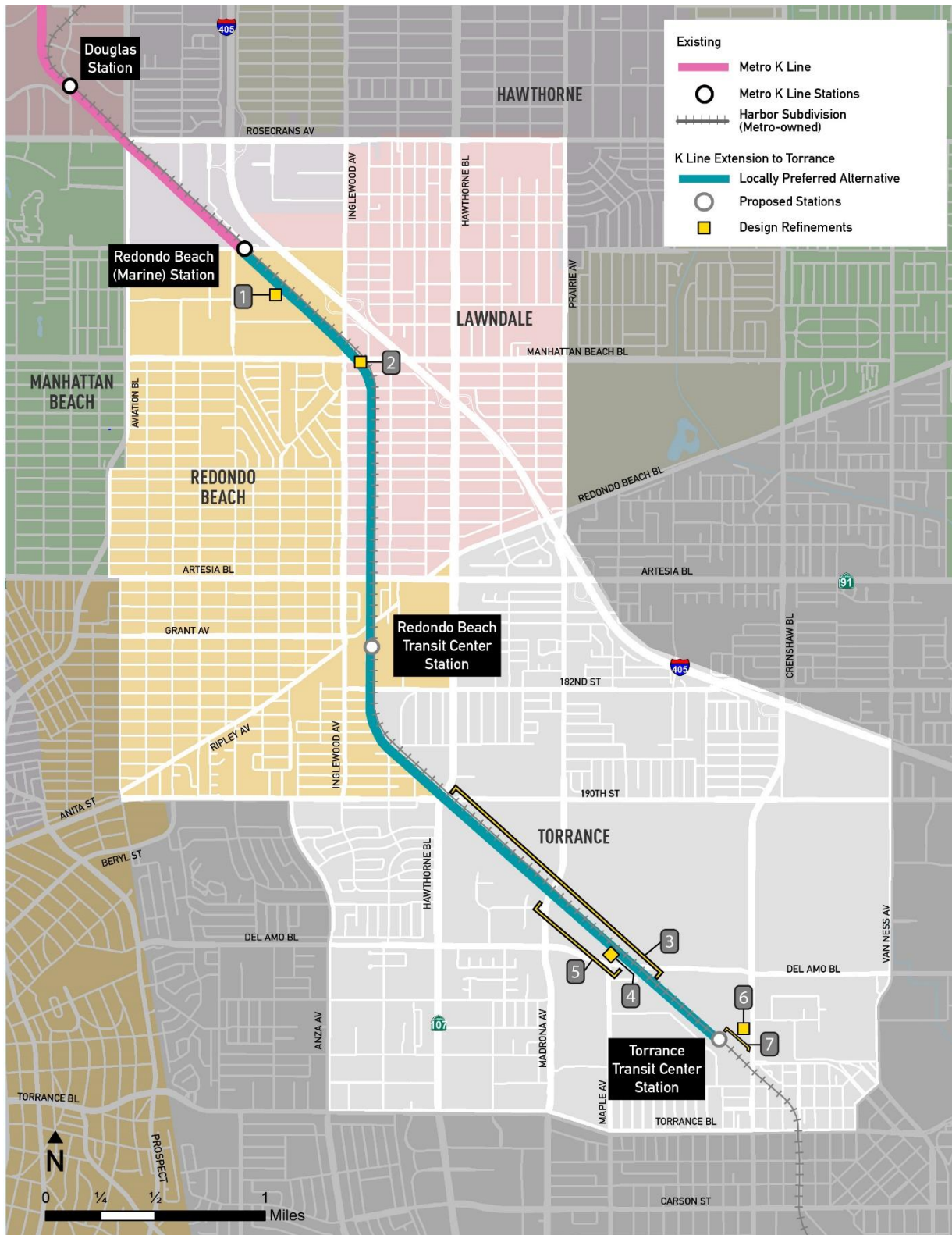
Source: STV, 2025

¹ID number corresponds with Figure 3.1-1.

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

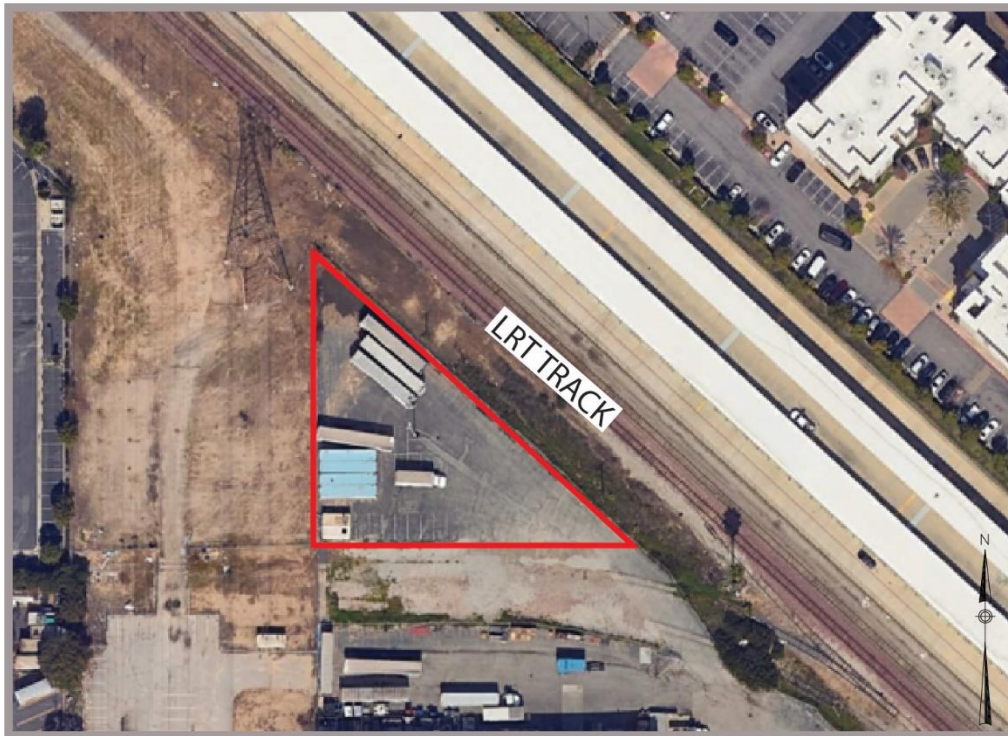
APN = Assessor’s Parcel Number; BNSF= BNSF Railway; CIDH= cast-in-drilled-hole; MWD = Metropolitan Water District; ROW = right-of-way; TLC = Torrance Logistics Company; TORC = Torrance Refining Company; TPSS = Traction power substation

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



Source: STV, 2025
 Not to Scale

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



Site 1



Site 2

Source: STV, 2025

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



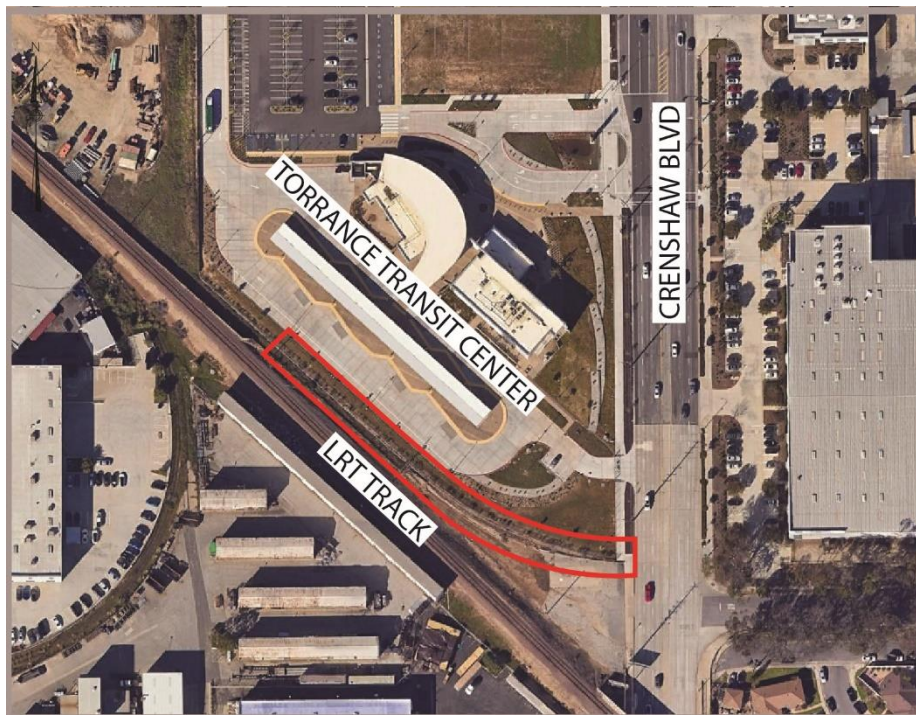
Sites 3-5

Source: STV, 2025

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



Site 6



Site 7

Source: STV, 2025

3.2 REQUIREMENTS FOR RECIRCULATION OF AN EIR PRIOR TO CERTIFICATION

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

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

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

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

3.3 NO SIGNIFICANT NEW INFORMATION AS A RESULT OF THE LOCALLY PREFERRED ALTERNATIVE

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

3.4 ENVIRONMENTAL IMPACT ANALYSIS OF THE DESIGN REFINEMENTS

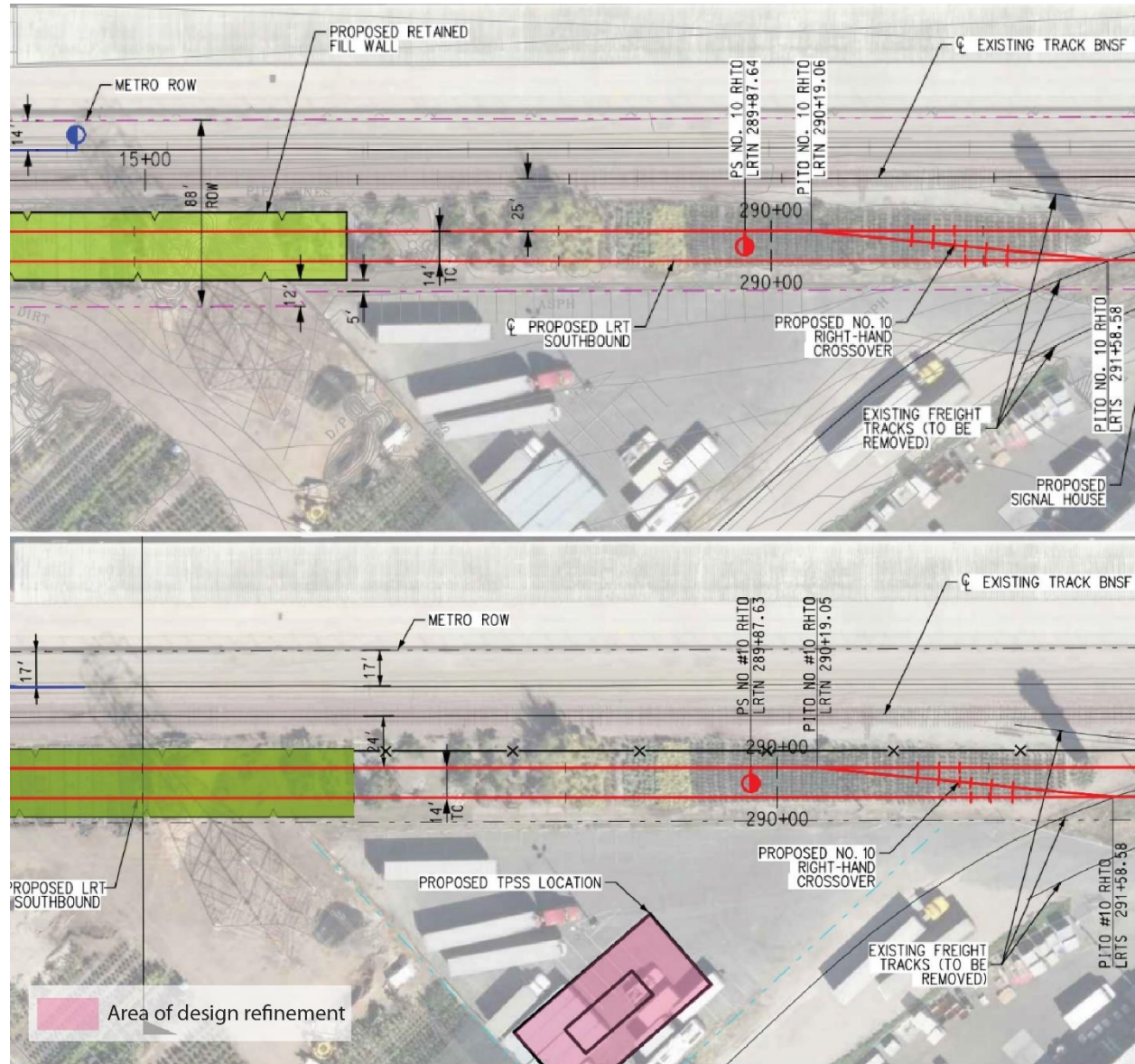
The evaluation of the potential impacts of the design refinements uses the same methodology and thresholds of significance as those described in the Draft EIR. This analysis focuses on areas where the refinements could result in new or substantially more severe impacts compared to those identified in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

3.4-1 TPSS Sites

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

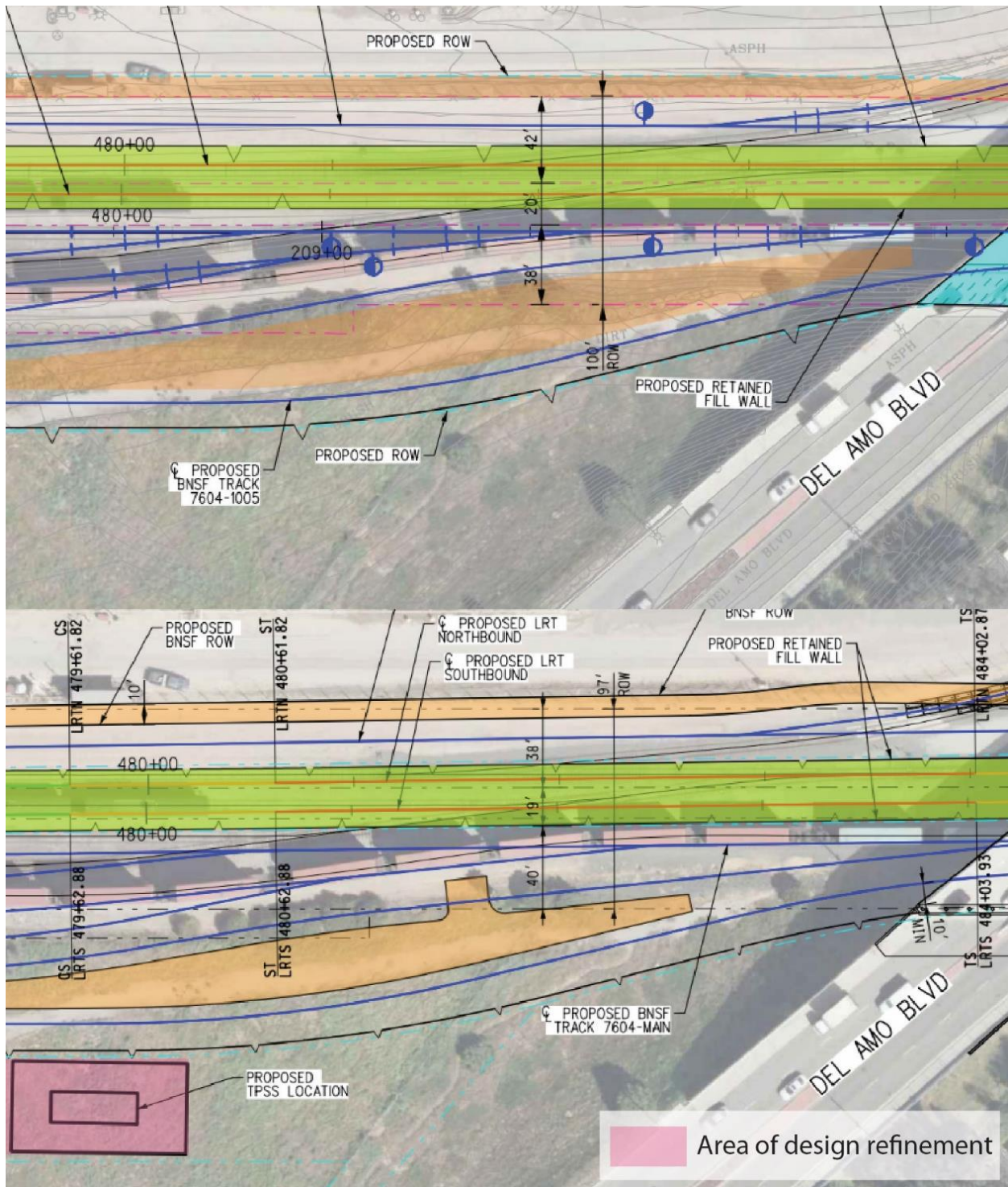
Figure 3.4-1 illustrates how the proposed TPSS design refinement sites correspond to the project component locations previously presented in Appendix 2-A, Select Advanced Conceptual Engineering Drawings, of the Draft EIR. These sites, as previously presented, included areas proposed for either new track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

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



Source: STV, 2023; 2025

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



Source: STV, 2023; 2025

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

3.4-1.1 Transportation

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

- a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) [increase in VMT].
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- d. Result in inadequate emergency access.

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

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

3.4-1.2 Land Use and Planning

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

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

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

3.4-1.3 Visual and Aesthetics

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

- a. Have a substantial adverse effect on a scenic vista.
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

- c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, or create new shade or shadows that would substantially affect outdoor recreation facilities or other public areas.

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

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

3.4-1.4 Air Quality

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

- a. Conflict with or obstruct implementation of the applicable air quality plan.
- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.
- c. Expose sensitive receptors to substantial pollutant concentrations.
- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

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

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

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

3.4-1.5 Greenhouse Gas Emissions

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

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

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

3.4-1.6 Noise and Vibration

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

- a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the Federal Transit Administration (FTA), in the local general plan or noise ordinance, or applicable standards of other agencies.
- b. Be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.
- c. Generate excessive ground-borne vibration.

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

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

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

3.4-1.7 Biological Resources

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

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.
- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP.

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

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

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

3.4-1.8 Geology and Soils

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

- a. Expose people or structures to adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of known earthquake fault, as delineated on the most recent AP Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
 - ii. Strong seismic ground shaking.

- iii. Seismic-related ground failure, including liquefaction.
- iv. Landslides.
- b. Result in substantial soil erosion or the loss of topsoil.
- c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- d. Be located on expansive soil as defined in Section 1803.5.3 of the California Building Code (CBC, 2019) creating substantial risks to life or property.
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

(a) Exposure of People or Structures to Adverse Effects

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

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

(b) Soil Erosion

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

(c) Unstable Geological Unit or Soil

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

(d) Expansive Soils

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

(e) Disposal of Wastewater

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

(f) Paleontological Resources

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

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

3.4-1.9 Hazards and Hazardous Materials

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

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school.
- d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.
- e. Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, as a result, create a significant safety hazard for people residing or working in the project area.
- f. Be located within the vicinity of a private airstrip, as a result, create a safety hazard for people residing or working in the project area.
- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- h. Expose people or structures to a significant risk of loss, injury or death involving wildfires, including where wildland fires are adjacent to urbanized areas or where residences are intermixed with wildlands.

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

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

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

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

(b) Release of Hazardous Materials into the Environment

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

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

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

(d) Government Code Section 65962.5

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

(e) Airstrips

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

(f) Emergency Response or Evacuation Plan

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

(g) Wildfires

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

3.4-1.10 Hydrology and Water Quality

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

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or offsite.
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
 - iv. Impede or redirect flood flows.
- d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

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

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

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

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

3.4-1.11 Utilities and Service Systems

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

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

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

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

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

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

3.4-1.12 Energy

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

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;
- b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

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

3.4-1.13 Cultural Resources

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

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- c) Disturb any human remains, including those interred outside of formal cemeteries.

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

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

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

3.4-1.14 Tribal Cultural Resources

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

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k).
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

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

3.4-1.15 Public Services

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

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

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

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

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

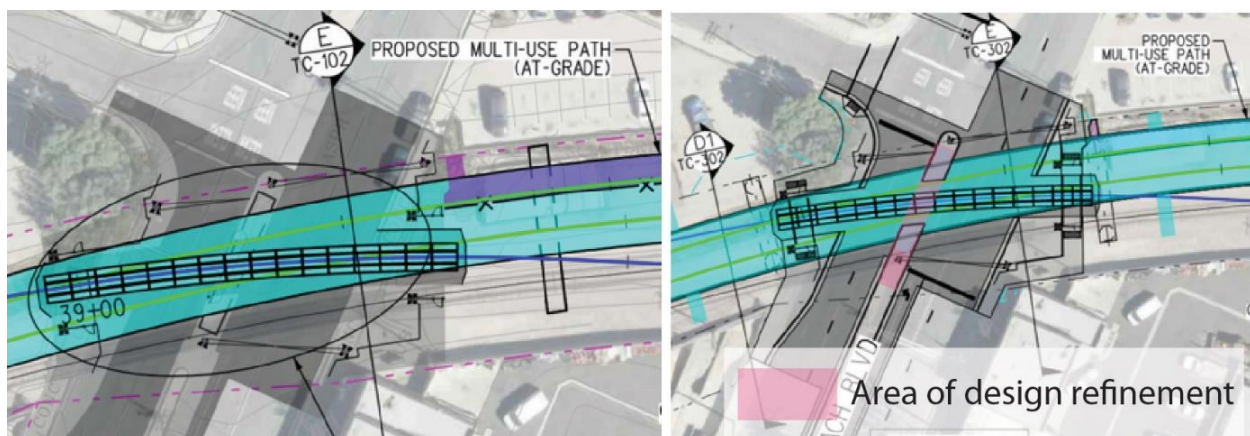
For the reasons provided above, the proposed TPSS design refinements would not result in new or more severe impacts compared to those disclosed in the Draft EIR. Therefore, the refinements would not contribute to cumulative impacts in a manner that would be cumulatively considerable compared to the project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

3.4-2 Manhattan Beach Boulevard Crossing

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

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

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



STV, 2023; 2025

3.4-2.1 Transportation

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

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

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

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

3.4-2.2 Land Use and Planning

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

3.4-2.3 Visual and Aesthetics

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

3.4-2.4 Air Quality

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

3.4-2.5 Greenhouse Gas Emissions

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

3.4-2.6 Noise and Vibration

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

3.4-2.7 Biological Resources

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

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

3.4-2.8 Geology and Soils

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

3.4-2.9 Hazards and Hazardous Materials

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

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

3.4-2.10 Hydrology and Water Quality

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

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

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

3.4-2.11 Utilities and Service Systems

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

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

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

3.4-2.12 Energy

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

3.4-2.13 Cultural Resources

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

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

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

3.4-2.14 Tribal Cultural Resources

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

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

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

3.4-2.15 Public Services

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

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

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

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

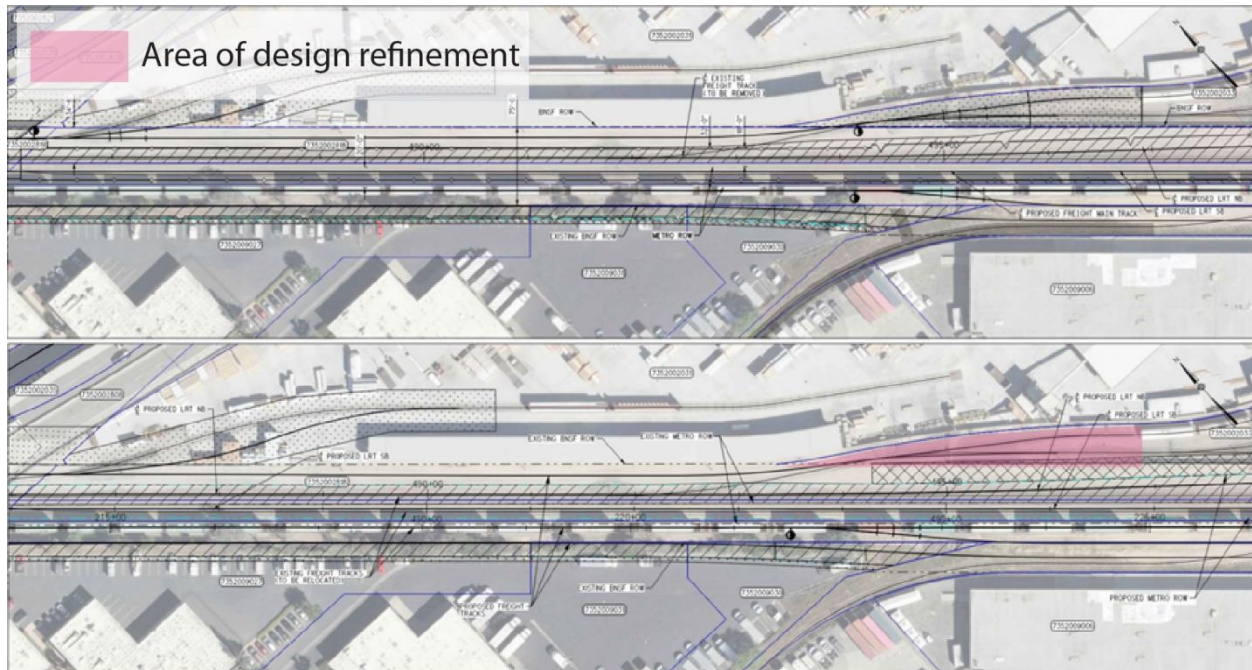
As described above, the refined crossing would not result in new or more severe impacts compared to those disclosed in the Draft EIR; therefore, the refined crossing would not contribute to cumulative impacts in a manner that would be cumulatively considerable compared to the project as originally proposed.

3.4-3 Freight Track Relocation and Maintenance Access Path

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

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

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



Source: STV, 2023; 2025

3.4-3.1 Transportation

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

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

3.4-3.2 Land Use and Planning

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

3.4-3.3 Visual and Aesthetics

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

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

3.4-3.4 Air Quality

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

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

3.4-3.5 Greenhouse Gas Emissions

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

3.4-3.6 Noise and Vibration

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

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

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

3.4-3.7 Biological Resources

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

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

3.4-3.8 Geology and Soils

(a) Exposure of People or Structures to Adverse Effects

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

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

(b) Soil Erosion

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

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

(c) Unstable Geological Unit or Soil

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

(d) Expansive Soils

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

(e) Disposal of Wastewater

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

(f) Paleontological Resources

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

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

3.4-3.9 Hazards and Hazardous Materials

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

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

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

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

(b) Release of Hazardous Materials into the Environment

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

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

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

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

(d) Government Code Section 65962.5

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

(e) Airstrips

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

(f) Emergency Response or Evacuation Plan

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

(g) Wildfires

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

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

3.4-3.10 Hydrology and Water Quality

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

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

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

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

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

3.4-3.11 Utilities and Service Systems

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

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

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

3.4-3.12 Energy

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

3.4-3.13 Cultural Resources

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

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

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

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

3.4-3.14 Tribal Cultural Resources

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

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

3.4-3.15 Public Services

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

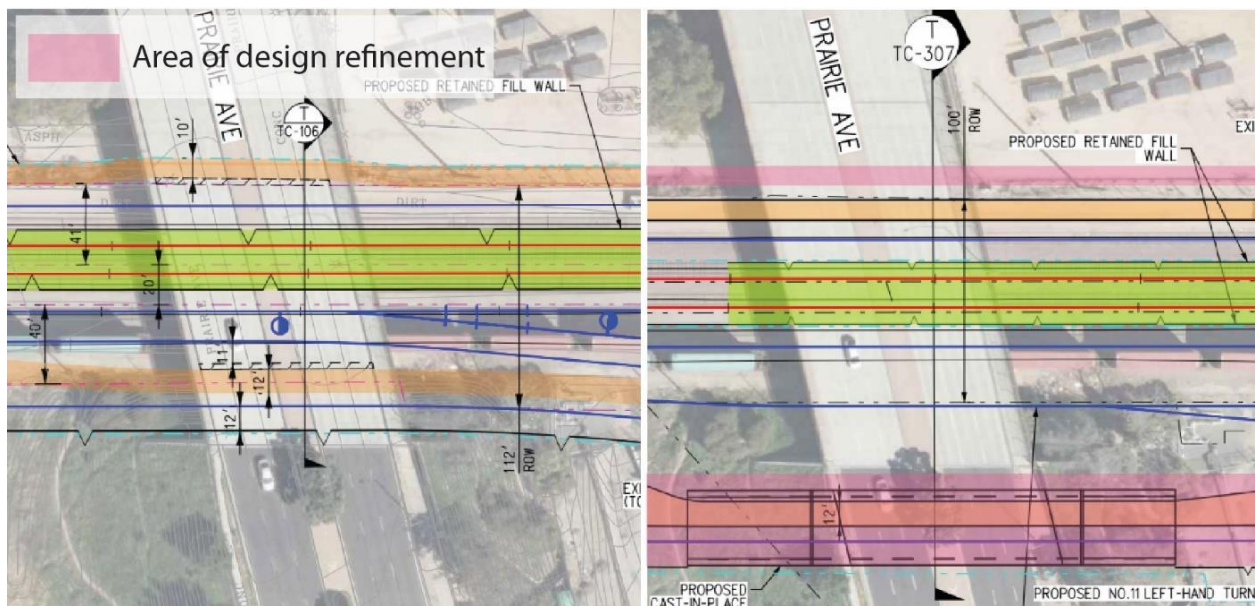
Because the increase in project footprint would be minimal, they would not change the project's potential to increase or accelerate deterioration of park facilities. The number of construction workers the proposed freight track and maintenance access path refinements would require would be similar to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

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

3.4-4 Prairie Avenue and Del Amo Boulevard Bridges

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

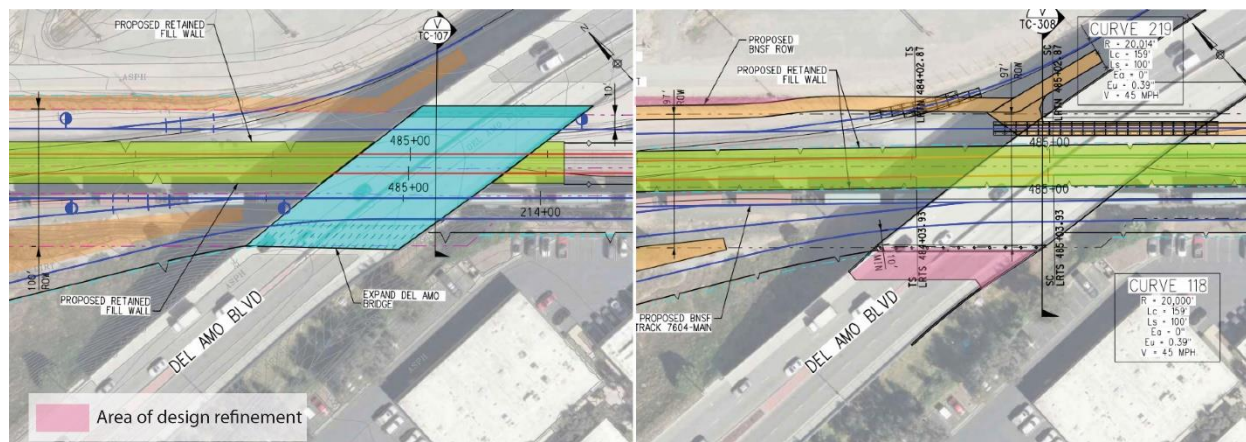
Figure 3.4-9. Prairie Avenue in Draft EIR ACE (left) and Final EIR ACE (right)



Source: STV, 2023; 2025

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

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



Source: STV, 2023; 2025

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

3.4-4.1 Transportation

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

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

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

3.4-4.2 Land Use and Planning

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

3.4-4.3 Visual and Aesthetics

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

3.4-4.4 Air Quality

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

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

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

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

3.4-4.5 Greenhouse Gas Emissions

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

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

3.4-4.6 Noise and Vibration

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

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

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

3.4-4.7 Biological Resources

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

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

3.4-4.8 Geology and Soils

(a) Exposure of People or Structures to Adverse Effects

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

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

(b) Soil Erosion

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

(c) Unstable Geological Unit or Soil

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

(d) Expansive Soils

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

(e) Disposal of Wastewater

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

(f) Paleontological Resources

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

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

3.4-4.9 Hazards and Hazardous Materials

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

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

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

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

(b) Release of Hazardous Materials into the Environment

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

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

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

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

(d) Government Code Section 65962.5

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

(e) Airstrips

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

(f) Emergency Response or Evacuation Plan

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

(g) Wildfires

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

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

3.4-4.10 Hydrology and Water Quality

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

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

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

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

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

3.4-4.11 Utilities and Service Systems

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

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

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

3.4-4.12 Energy

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

3.4-4.13 Cultural Resources

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

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

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

3.4-4.14 Tribal Cultural Resources

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

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

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

3.4-4.15 Public Services

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

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

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

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

3.4-5 Alternate Construction Staging Site

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

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

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



Source: STV, 2023; 2025

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

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

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

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

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

3.4-6 Torrance Transit Center Pedestrian Path

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

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

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

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