

1. INTRODUCTION

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

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

1.1. BACKGROUND

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

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

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

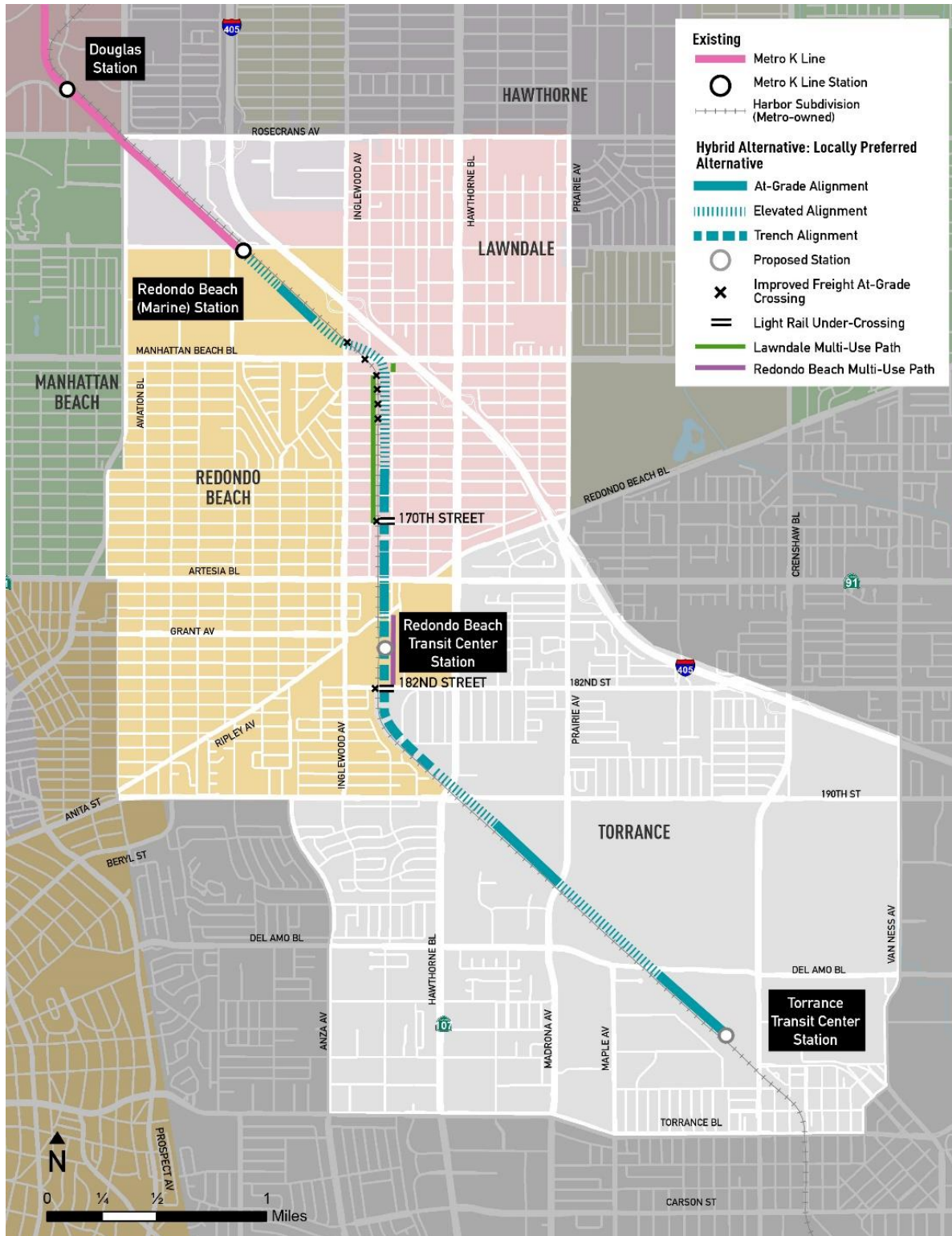
While the project extends the K Line, rather than the C Line, this change in system operations does not change the anticipated number of trains, their operations throughout the course of a typical day, maintenance schedules or facility needs, or infrastructure needs.

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

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

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

Figure 1-1. Hybrid Alternative/Locally Preferred Alternative



Source: STV, 2025