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CITY COUNCIL MEETING JANUARY 20, 2026

P.1 APPROVE LETTER TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) REGARDING THE CITY'S SUPPORT OF THE HAWTHORNE ALTERNATIVE FOR THE PROPOSED C LINE EXTENSION TO TORRANCE PROJECT

CONTACT: JOY FORD, CITY ATTORNEY

- **PUBLIC COMMUNICATION**

From: [Ryan](#)
To: boardclerk@metro.net
Cc: [CityClerk](#); greenlineextension@metro.net
Subject: Metro Board Meeting - January 22 2026 Agenda Item 11 2025-0818 Written Comment – Formal Designation of Grant Avenue Station Entrance (C Line Extension to Torrance)
Date: Monday, January 19, 2026 10:07:55 PM

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Dear Metro Board Members and C Line Extension Project Team,

I am submitting this written comment regarding the C Line Extension to Torrance, specifically the Redondo Beach Transit Center Station as described in the Draft EIR.

As described in Section 2.3-4 of the EIR and illustrated in Figure 2.3-15 (Locally Preferred Alternative – Redondo Beach TC Station Layout), the Locally Preferred Alternative includes a multi-use path and pedestrian circulation that provides direct public access to the station plaza from Grant Avenue and 182nd Street, within the City of Redondo Beach. This access point functions as a station entrance for riders approaching from the north, connecting directly into the station plaza and platform via ramps, stairs, and pedestrian pathways.

Given that the Grant Avenue access serves the same functional role as other station entrances for rider access and circulation, I respectfully request that Metro explicitly designate the Grant Avenue access as a formal station entrance in the approved project description, plans, and subsequent design documents, rather than leaving it described solely as a pedestrian access connection.

I would also like to state my general support for the C Line Extension to Torrance. The project represents an important regional investment in mobility, access, and sustainability. Based on the project as proposed, and assuming formal designation of the Grant Avenue access as a station entrance, I would be FOR approval of the project and encourage Metro to move it forward.

This distinction is important. I own residential property in Lawndale, north of the station, which would fall within a 0.5-mile walk shed when measured from the Grant Avenue station entrance. Formal recognition of that entrance would meaningfully affect how surrounding properties are evaluated for transit proximity and eligibility under state and local transit-oriented development policies, including housing programs that rely on clearly defined station entrances and walk sheds.

Relatedly, I request confirmation that the Redondo Beach Transit Center Station, as proposed, would be treated as a “major transit stop” for purposes of SB 79, and that formally designated station entrances, including the Grant Avenue entrance, would be used when determining the applicable 0.5-mile radius under that statute.

This Board action represents a key milestone before final design is completed, and clearly documenting station entrances at this stage will help ensure alignment between the project’s physical design and its intended land-use, housing, and access outcomes across jurisdictional boundaries.

Thank you for your consideration and for your continued work on this important regional project. I would welcome the opportunity to engage further with Metro staff as the project proceeds into final design.

Sincerely,

Ryan Epstein

Lawndale, CA