



Environmental Checklist Form

1. **Project Title:** 2555 W. 190th Street Industrial Warehouse Project
(EAS20-01001, CUP20-01003, DIV20-01003)
2. **Lead Agency Name and Address:** City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503
3. **Contact Person and Phone Number:** Oscar Martinez
Planning & Environmental Manager
310.618.5990
4. **Project Location:** 2555 W. 190th Street
(APN: 4090-021-032 through -034)
Torrance, CA 90504
5. **Project Sponsor's Name & Address:** Comstock Development
2301 Rosecrans Avenue, Suite 1150
El Segundo, CA 90245
6. **General Plan Designation:** Heavy Industrial
7. **Zoning:** M-2 – Heavy Manufacturing District
8. **Description of the Project:** The proposed project consists of the demolition of an approximately 160,000 square-foot vacant office building and construction of one industrial warehouse building totaling 305,550 square feet on a 13.29-acre site. As proposed, the project will require a Conditional Use Permit to allow the construction of the industrial warehouse building; and a Division of Lot to consolidate three existing parcels into one to locate the property entirely on one parcel, resulting in a Floor Area Ratio that will not exceed 0.60.
9. **Surrounding Land Uses and Setting:** The project site is located within an urbanized environment with nearby industrial and commercial uses. The proposed site is located on the northeast corner of Crenshaw Place and 190th Street. The 13.29-acre rectangular-shaped lot is currently developed with an approximately 160,000 square-foot vacant two-story office building with landscaped parking areas and drive aisles. The project site is mostly unsecured with low-security wrought iron fencing and walls along portions of the perimeter and is bounded by various warehouse/light industrial buildings to the north and east, commercial and residential uses (across Crenshaw Boulevard) to the west, and a petroleum refinery to the south.



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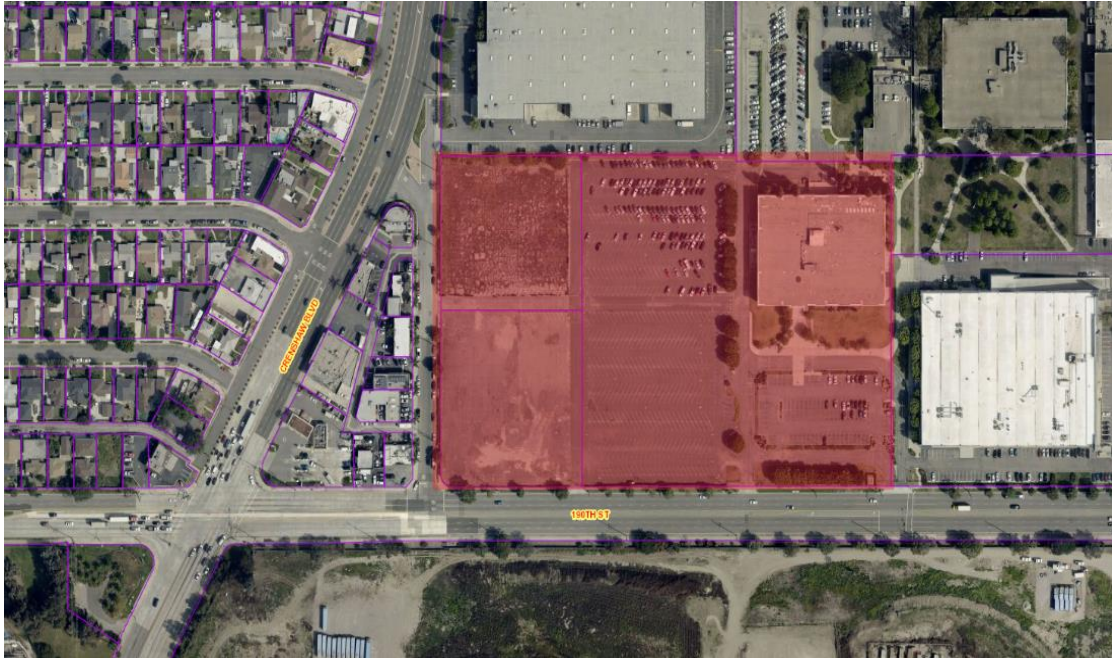
10. **Other public agencies whose approval is required:** South Coast Air Quality Management District (SCAQMD); Los Angeles Regional Water Quality Control; and Los Angeles County Sanitation District.
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**
- Note:** Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.
- The City of Torrance submitted requests to the Native American Heritage Commission (NAHC) for a Sacred Lands File Search, as well as the South Central Coastal Information Center (SCCIC) for a records search for Native American historical and archeological resources for the proposed project located within the United States Geological Survey (USGS) Torrance, CA 7.5' Topographic Map. The NAHC provided a Tribal Consultation List of California Native American tribes traditionally and culturally affiliated with the project area, but did not indicate any results for the Sacred Lands File Search Database. The SCCIC results indicated that no archaeological or built-environment resources were located within the project area and two cultural reports/studies were identified within the ½ mile project radius.
- The City of Torrance sent notifications regarding the proposed project to Tribes that have submitted to the City a formal request for notification. The following tribes were notified by the City on October 19, 2020: Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino-Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, and Gabrieleno/Tongva San Gabriel Band of Mission Indians. As of the preparation of this assessment, a response from Gabrieleño Band of Mission Indians – Kizh Nation was received on November 3, 2020 requesting consultation.
- Consultation was conducted December 23, 2020 in which Staff spoke with Kizh Nation Cultural Resource Director Andrew Salas. The results of that consultation will be expanded upon in the Tribal Cultural Resources section (Section 18).



City of Torrance, Community Development Dept.
3031 Torrance Blvd., Torrance, CA 90503 (310) 618-5990
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Danny E. Santana, Director

Staff Photographs:



Above: City of Torrance GIS Aerials (circa Spring 2019) highlighting the proposed project and surrounding uses.



Above: View of project site looking northwest near the 190th Street and Honeywell intersection.



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Above: View of project site looking east on Crenshaw Place



Above: View of project site looking northeast from the Crenshaw Place and 190th Street intersection



2555 W 190TH ST ENTITLEMENT

TORRANCE, CA

ENTITLEMENT SUBMITTAL
LAX 18-0056-00 07.31.2020



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ARCHITECTURE | PLANNING | INTERIORS
BRANDING | CIVIL ENGINEERING



2555 W 190th St

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.



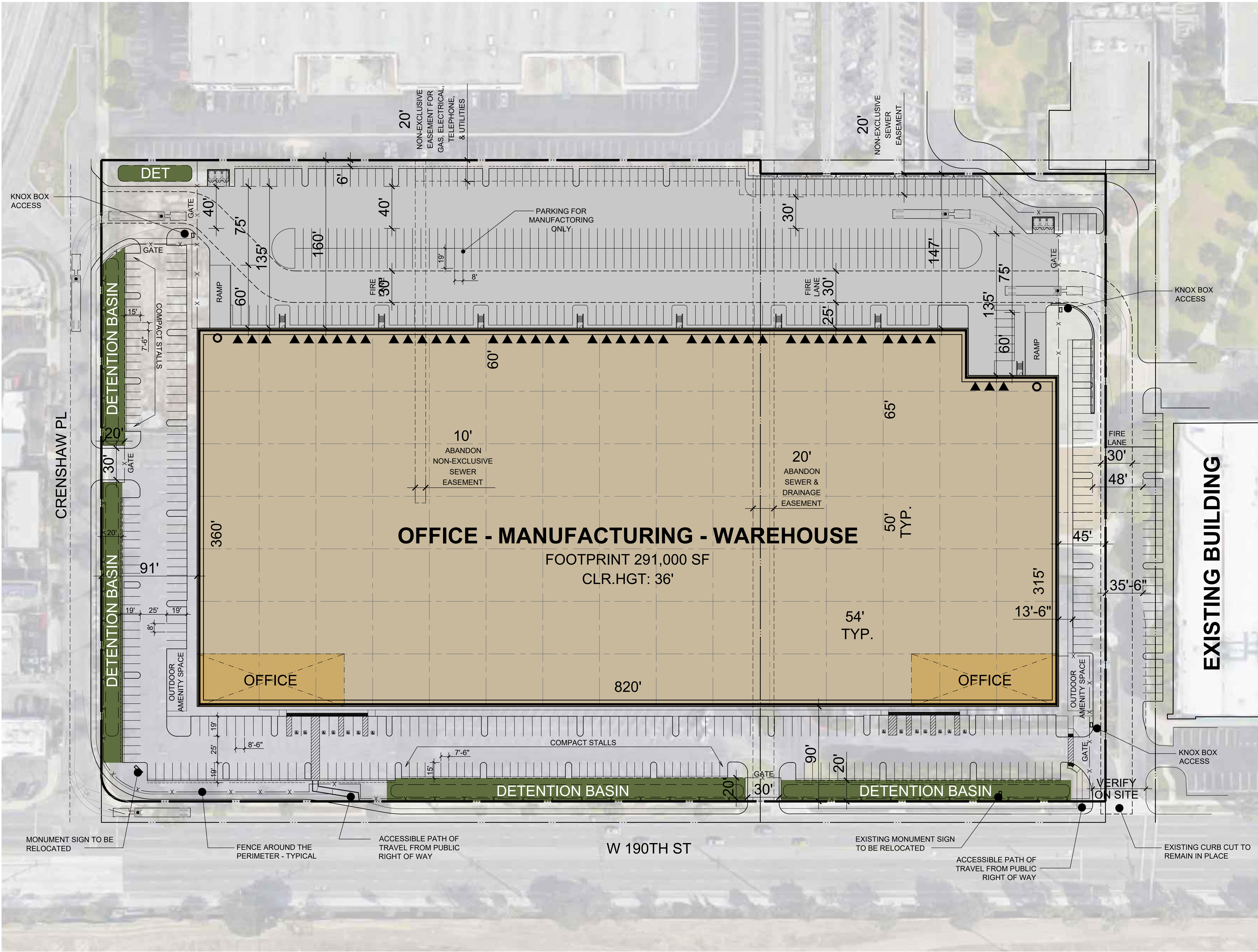
AERIAL VIEW

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Torrance, CA 90504, USA

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PAGE
2



PROJECT DATA:		
SITE AREA:		
GROSS:	13.29 AC	579,028 SF
DETENTION:	@ 3%	17,600 SF
NET:	12.89 AC	561,428 SF
BUILDING AREA:		
FOOTPRINT:	291,000 SF	
MEZZANINE:	@ 5%	14,550 SF
TOTAL BUILDING AREA:	305,550 SF	
BUILDING USE:		
WAREHOUSE	86,780 SF	
MANUFACTURING	198,400 SF	
OFFICE	@ 7%	20,370 SF
FAR:		
GROSS:	0.53	
NET:	0.54	
COVERAGE:		
GROSS:	50%	
NET:	52%	
PARKING REQUIRED:		
WAREHOUSE	1/1500 SF	58 STALLS
MANUFACTUR.	1/400 SF	496 STALLS
OFFICE	1/250 SF	81 STALLS
TOTAL		635 STALLS
PARKING PROVIDED:		
AUTO:	667 STALLS	@2.18/1000 SF
	13 STALLS	REQ. ACCESSIBLE

TRUCK DOCKS:	
▲ DOCK-HIGH DOORS	46
○ GRADE-LEVEL DOORS	2

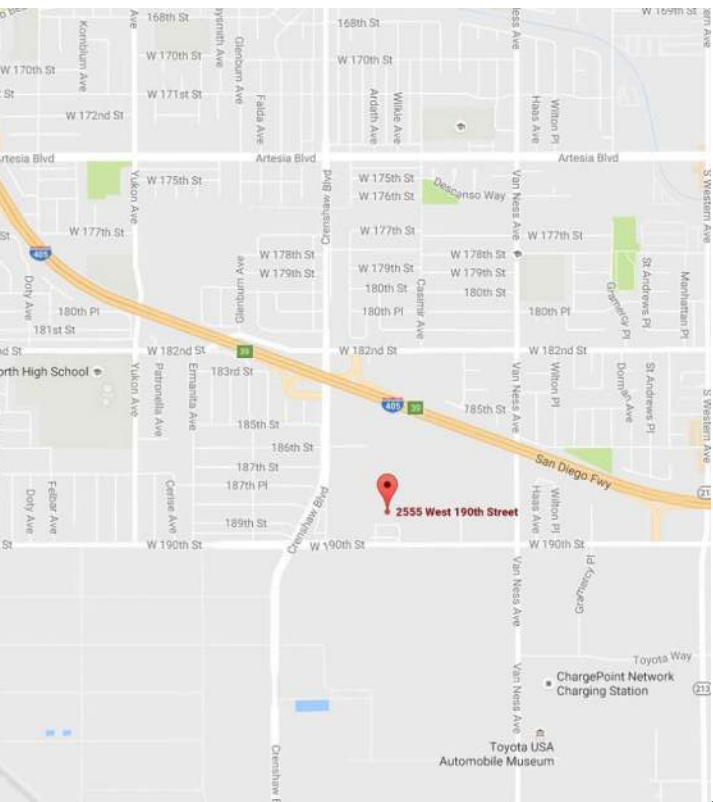
- SITE PLAN NOTES:**
- SIGNAGE TO BE PART OF DEFERRED SUBMITTAL
 - ADDRESS NUMBERS TO BE INSTALLED ON ROOF TOP. NUMBERS SHOULD BE 4" HIGH AND 2" WIDE, SPACED 12" APART, BE PARALLEL TO THE STREET AND BE A NON-REFLECTIVE COLOR THAT CONTRASTS THE COLOR OF THE ROOF.
 - REMOVE EXISTING TREES THAT ARE LIFTING THE PUBLIC SIDEWALK AND INSTALL A CITY TREE IN THE PARKWAY EVERY 50' FOR THE WIDTH OF THIS LOT ON 190TH STREET AND CRENSHAW PLACE. CONDITION MET WITH EXISTING PARKWAY TREES PER CONDITIONS OF APPROVAL COMMENT
 - NON-GLARE SECURITY LIGHTING AT PARKING LOT

DEVELOPMENT STANDARDS	
ZONING:	M2
MAX. F.A.R.:	n/a
MAX. COVERAGE:	n/a
BUILDING SETBACKS:	
FRONT:	0 FT
SIDE:	0 FT
REAR:	0 FT
LANDSCAPE SETBACKS:	
FRONT:	n/a
SIDE:	n/a
REAR:	n/a
LANDSCAPE REQ.:	5%
OFF-STREET PARKING:	
STANDARD:	8x19
COMPACT:	7.5x15
COMPACT %:	10%
DRIVE AISLE:	25 FT
FIRE LANE:	25 FT
OVERHANG:	n/a
TREE WELL:	n/a
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/1500 SF
MANUFACT.:	1/400 SF
OFFICE:	1/250 SF

NOTES:

1 The minimum size of each parking space in a parking lot serving commercial uses shall be no less than eight (8) feet six (6) inches in width and nineteen (19) feet in depth. Where employees parking for industrial uses is required by this Section, eight (8) feet by nineteen (19) feet shall be the minimum size required.

2 MANUFACTURING USES AND PROCESSING PLANTS. For each lot or parcel of land used for manufacturing uses and processing plants, including but not limited to testing labs, ceramics, bottling, bakeries, canneries, printing and engraving shops, there shall be provided one (1) parking space for each two (2) employees during the shift of maximum employment or one (1) space for each four hundred (400) square feet of open or enclosed area devoted to the compounding, manufacturing or processing of any goods or articles, whichever is greater, plus one (1) stall for each vehicle used in conjunction with the use.



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Site Plan

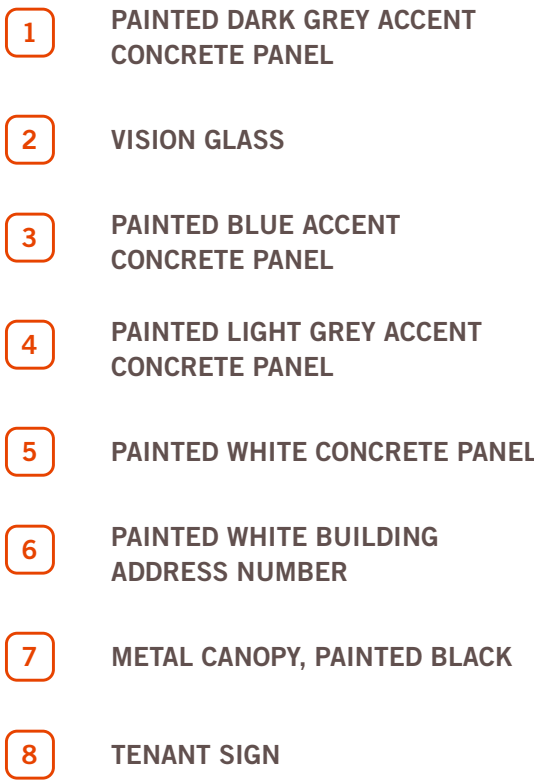


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07.31.2020

PAGE
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Architectural elevation drawing of a building facade. The drawing includes the following dimensions and callouts:

- Vertical Dimensions (Left Side):**
 - 45'-0" (Total height to top of parapet)
 - 43'-0" (Height to top of parapet, excluding roof structure)
 - 3'-0" (Height of parapet)
 - 10'-0" (Height to finish grade)
 - 4'-0" (Height of ground floor)
 - 8'-0" (Height of second floor)
 - 36'-0" (Clear height to top of parapet)
- Horizontal Dimensions (Top):**
 - 28'-0"
 - 4'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
 - 27'-0"
- Callouts (Numbered 1-8):**
 - 1: Vertical line on the right side of the building.
 - 2: Vertical line on the right side of the building.
 - 3: Vertical line on the right side of the building.
 - 4: Vertical line on the right side of the building.
 - 5: Vertical line on the right side of the building.
 - 6: Vertical line on the right side of the building.
 - 7: Vertical line on the right side of the building.
 - 8: Vertical line on the right side of the building.
- Other Labels:**
 - TOP OF PARAPET 45'-0"
 - TOP OF PARAPET 45'-0"
 - CLEAR HEIGHT 36'-0"
 - FINISH GRADE 0'-0"
 - 190 (Vertical text on the left side)
 - TENANT (Large text in the center of the building)

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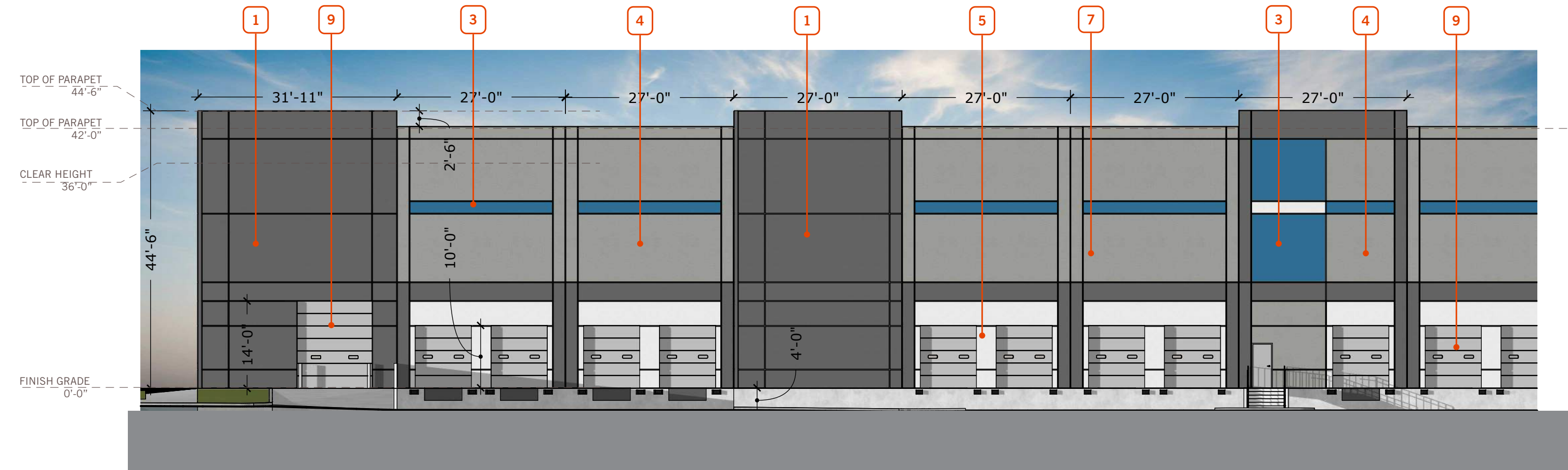
$1^{\circ} = 32'$

0 16 32 48 64 80 96

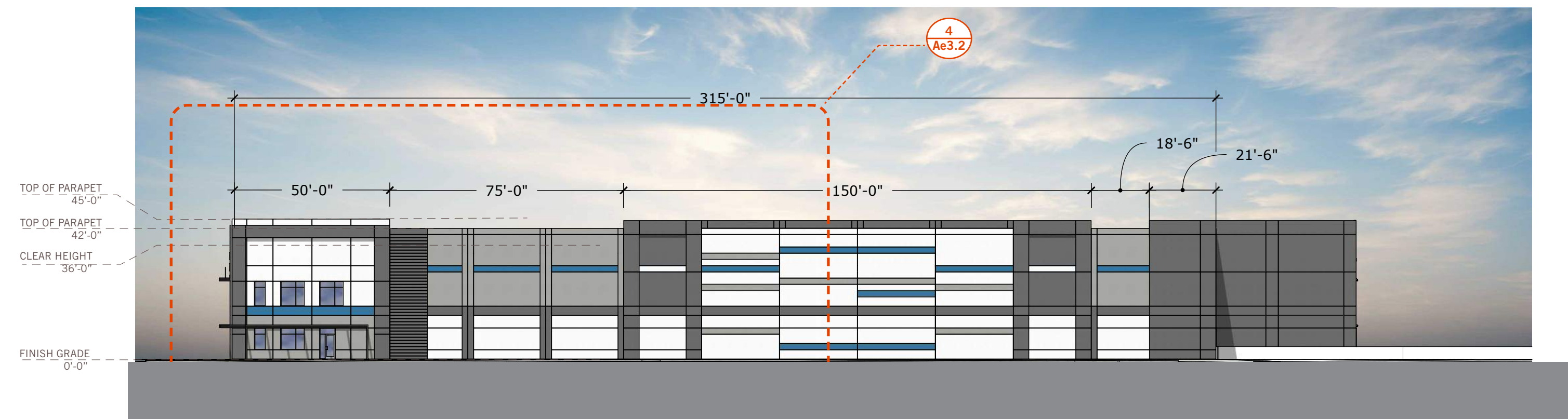


1 SOUTH ELEVATION 1/32"=1'

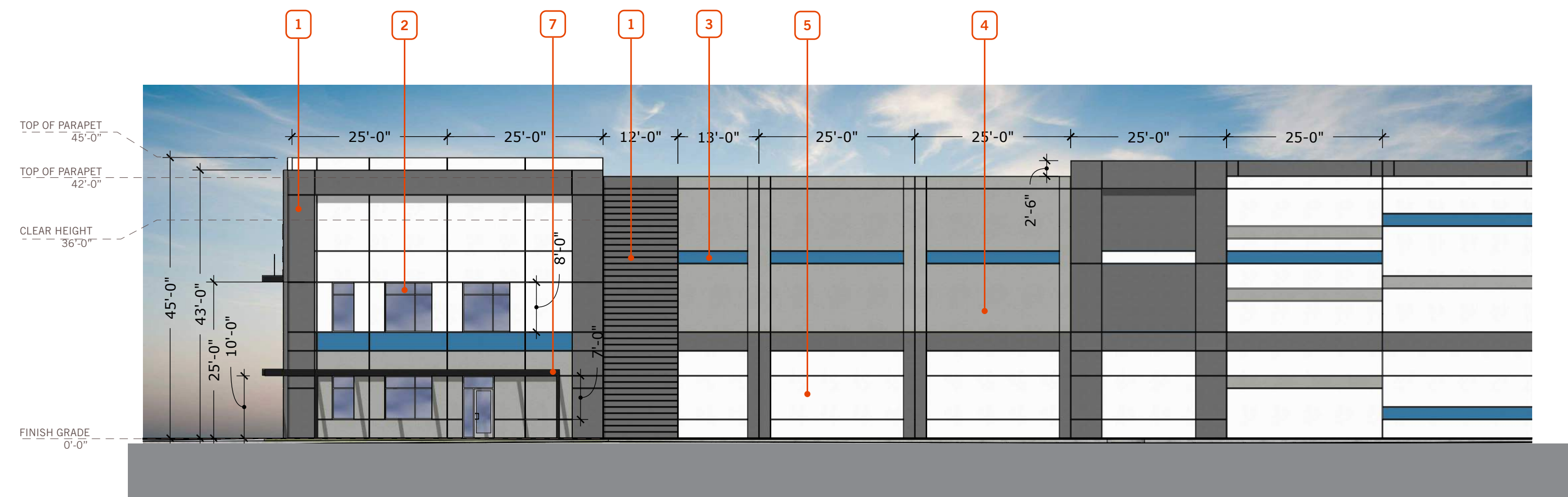
- 1 CONCRETE PANEL, PAINTED DARK GREY ACCENT
- 2 VISION GLASS
- 3 CONCRETE PANEL, PAINTED BLUE ACCENT
- 4 CONCRETE PANEL, PAINTED LIGHT GREY ACCENT
- 5 CONCRETE PANEL, PAINTED WHITE
- 6 BUILDING ADDRESS NUMBER, PAINTED WHITE
- 7 METAL CANOPY, PAINTED BLACK
- 8 TENANT SIGN
- 9 ROLL UP DOOR



2 ENLARGED PARTIAL NORTH ELEVATION 1/16"=1'



3 EAST ELEVATION 1/32"=1'



4 ENLARGED PARTIAL EAST ELEVATION 1/16"=1'



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Elevations

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PAGE
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ENVIROMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: On the basis of this initial evaluation:


- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Field Inspections and Assessments By:


Carlos Huizar, Planning Assistant

2/9/21
Date

CONCUR:


Oscar Martinez, Planning & Environmental Manager,
Secretary to the Planning Commission

2/9/21
Date

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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1. AESTHETICS. Except as provide in Public Resources Code Section 21099, would the project:

- (a) Have a substantial adverse effect on a scenic vista? 1, 5 ☐ ☐ ☐ ☒

According to the Community Resources Element of the City of Torrance General Plan, the San Gabriel Mountains and Pacific Ocean are considered scenic vistas. Recognizing the value of these scenic views, the City has adopted policies for hillside areas, which typically offer scenic vistas of these resources. The project site is located in a largely urbanized area bordered by development on all sides, not located on a hillside, and is approximately 2.0 miles north of the nearest hillside area, thus no scenic views near the project site would be adversely affected. Therefore, no impacts to scenic vistas would occur and no mitigation measures would be required.

- (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? 1, 5 ☐ ☐ ☐ ☒

The project site is not located near any state scenic highway. No rock outcroppings or historic buildings would be removed from the project site. No scenic resources within a scenic highway or special designated area for street trees would be damaged or removed. The previously disturbed site provides a limited number of mature trees and vegetation, which are proposed to be removed during construction; however, they are not considered a scenic resource within a state scenic highway. Staff will require that a landscaping plan, including trees, shrubs and groundcover shall be submitted for approval prior to building permit issuance, which would replace the existing trees. Therefore, no impacts to scenic resources would occur and no mitigation measures would be required.

- (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? 1, 2, 5 ☐ ☐ ☐ ☒

The project site is located within a heavily developed urban environment, in an area with primarily industrial land uses, including a petroleum refinery. There are no scenic views in the vicinity of the site that would be adversely affected by the proposed project. The existing two-story office building at the project site and other structures in the project vicinity do not have any unusual characteristics and are not known to be associated with any national, regional, or local figures of significance that would qualify them as a historical resource or of historical significance. The project would be treated with materials and high quality finishes similar to existing development, and features varying projections and heights, which break up massing and make the project more aesthetically appealing. The project would also incorporate internal and perimeter landscape/hardscape features acting to screen views of the developed site, enhancing visual perception of the project site specifically, and vicinity properties generally. All final designs of the project, including but not limited to the proposed building and landscape/hardscape features would conform to all applicable City design standards, and would be subject to City review and approval. This would ensure that the project would not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, no impact would occur and no mitigation measures would be required.

- (d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? 1, 2, 5 ☐ ☐ ☒ ☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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The proposed project would not introduce new sources of light or glare which would be incompatible with the surrounding areas or which would pose a safety hazard to motorists using adjacent streets. The area contains numerous sources of night time lighting, including street lights, architectural and security lighting, and automobile headlights. The Torrance Municipal Code and California Building Code requires that any new lighting be cast downward and shielded so as not to illuminate beyond the project boundary and to avoid any light from spilling over onto the adjacent properties. Final design, configuration, and orientation of lighting features and fixtures under the project would be subject to City review and approval, acting to ensure that the project lighting would be compatible with, and would complement, architectural and site designs, and further that the project lighting would be compatible with and would not adversely affect off-site land uses. Therefore, impacts associated with new sources of substantial light or glare would be less than significant, and no mitigation measures would be required.

2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? 1, 5 ☐ ☐ ☐ ☒

There are no agricultural resources or operations located at the project site or in the surrounding area. Therefore, no impacts to farmlands would occur and no mitigation measures would be required.

- (b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? 1, 4, 5 ☐ ☐ ☐ ☒

The project site is not located within a zone designated for agricultural use or an area that is designated as Williamson Act Contract lands. Therefore, no impacts or conflicts with any existing zoning for agriculture use or Williamson Act Contract would occur, and no mitigation measures would be required.

- (c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? 1, 4 ☐ ☐ ☐ ☒

The project site is located within an urbanized environment in an area that is not designated as forest land, timberland or timber. There are no forest, timberland or timber resources or operations located at the project site or in the immediate area. Therefore, no impacts to forest land zoning or timberland or timber would occur and no mitigation measures would be required.

- (d) Result in the loss of forest land or conversion of forest land to non-forest use? 1, 4 ☐ ☐ ☐ ☒

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

As stated above, the project site is located within an urbanized environment in an area that is not designated as forest land. There are no forest resources or operations located at the project site or in the immediate area. Therefore, no impacts to forest land or conversion of forest land would occur and no mitigation measures would be required.

- | | | | | | | |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (e) | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | 1, 4 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

There are no Farmland/agricultural or forestry resources or operations located at, adjacent to or near the project site. The project would not introduce any changes that would result in conversion of Farmland/agricultural or forest land. Therefore, no impact to Farmlands or forest lands would occur and no mitigation measures would be required.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | | | |
|-----|--|---------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Conflict with or obstruct implementation of the applicable air quality plan? | 1, 2, 6 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|---------|--------------------------|--------------------------|-------------------------------------|--------------------------|

An Air Quality Impact Study was required to be performed for the proposed project. The Study determined that construction and operational emissions would not exceed SCAQMD and SCAG policies, including the SCAQMD's 2016 Air Quality Management Plan (AQMP). The Study indicated that construction emissions would remain below all regional thresholds, and localized impacts to air quality would be less than significant, according to Tables 6 and 8 below. The Study also indicates that operational emissions would not exceed any applicable air quality significance thresholds, according to Tables 11 and 12 below. Furthermore, the Study assumes an industrial warehouse use, and indicates that the project would not introduce growth into the project area capable of exceeding projections built into the AQMP modeling forecast, and thereby, would have a less than significant impact.

Lastly, the City of Torrance 2009 General Plan Air Quality Element includes goals and measures for the achievement of air quality standards, increased mixed-use development, and increased energy efficiency and conservation. The project demonstrates consistency with the General Plan goals to achieve air quality attainment goals during both construction and operation through emission estimates that are below both SCAQMD local and regional mass daily thresholds.

Therefore, the proposed project will be consistent with AQMP. Impacts to the applicable air quality plan would be less than significant and no mitigation measures would be required.

TABLE 6: CONSTRUCTION-RELATED REGIONAL POLLUTANT EMISSIONS						
Activity	Maximum Daily Emissions (Pounds Per Day)					
	ROG	NOX	CO	SO2	PM10	PM2.5
DEMOLITION						
On-Site Emissions ¹	3.31	33.20	21.75	0.04	4.78	2.01
Off-Site Emissions ²	0.41	10.82	3.10	0.03	0.85	0.26
Subtotal	3.72	44.02	24.86	0.07	5.63	2.27
SITE PREPARATION						
On-Site Emissions ¹	2.65	27.63	14.86	0.03	6.48	3.91
Off-Site Emissions ²	0.06	0.04	0.52	0.00	0.15	0.04
Subtotal	2.72	27.67	15.38	0.03	6.63	3.95
GRADING						
On-Site Emissions ¹	4.19	46.40	30.88	0.06	5.40	3.23
Off-Site Emissions ²	0.80	22.61	6.27	0.07	1.75	0.53
Subtotal	5.00	69.01	37.15	0.13	7.14	3.76
BUILDING CONSTRUCTION						
On-Site Emissions ¹	2.55	23.44	23.41	0.04	1.31	1.24
Off-Site Emissions ²	1.50	10.31	12.56	0.05	3.46	0.96
Subtotal	4.06	33.75	35.96	0.09	4.77	2.20

PAVING						
On-Site Emissions ¹	1.85	11.12	14.58	0.02	0.57	0.55
Off-Site Emissions ²	0.07	0.04	0.56	0.00	0.17	0.05
Subtotal	1.92	11.17	15.1	<0.1	0.7	0.6
ARCHITECTURAL COATING³						
On-Site Emissions ¹	50.13	1.41	1.81	0.00	0.08	0.08
Off-Site Emissions ²	0.22	0.15	1.86	0.01	0.56	0.15
Subtotal	50.36	1.56	3.67	0.01	0.65	0.23
Total for overlapping phases ⁴	56.33	46.47	54.77	0.12	6.15	3.03
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No
Notes: Source: CalEEMOD Version 2016.3.2 (1) On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403. (2) Off-site emissions from equipment operated on public roads. (3) Architectural coating emissions include compliance with SCAQMD Rule 1113 limiting architectural coating to 50 g/L VOC for buildings and 100 g/L for parking lot striping. (4) Construction, painting and paving phases may overlap.						

TABLE 8: LOCAL CONSTRUCTION EMISSIONS AT THE NEAREST RECEPTORS				
Activity¹	On-Site Pollutant Emissions (Pounds Per Day)²			
	NOX	CO	PM10	PM2.5
Demolition	33.20	21.75	4.78	2.01
Site Preparation	27.63	14.86	6.48	3.91
Grading	46.40	30.88	5.40	3.23
Building Construction	23.44	23.41	1.31	1.24
Paving	11.12	14.58	0.57	0.55
Architectural Coating	1.41	1.81	0.08	0.08
SCAQMD Thresholds ³	128	1.158	23	7
Exceed Threshold?	No	No	No	No

Notes:

- (1) The project will disturb up to a maximum of 4 acres a day during grading (see Table 7).
- (2) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 50 meters in SRA 3 Southwest Coastal LA County.
- (3) The nearest receptors are the existing single-family detached residential dwelling units located as close as approximately 215 feet (~66 meters) west of the project site; therefore, to be conservative, the 50 meter threshold was used.

TABLE 11: REGIONAL OPERATIONAL POLLUTANT EMISSIONS

Activity	Pollutant Emissions (Pounds Per Day)					
	ROG	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ¹	6.96	0.00	0.10	0.00	0.00	0.00
Energy Usage ²	0.14	1.26	1.05	0.01	0.10	0.10
Mobile Sources ³	2.58	28.67	34.66	0.17	10.83	3.00
Total Emissions	9.68	29.93	35.81	0.18	10.92	3.09
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.

- (1) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (2) Energy usage consist of emissions from generation of electricity and on-site natural gas usage.
- (3) Mobile sources consist of emissions from vehicles and road dust.

ENVIRONMENTAL ISSUES:

Sources Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less than Significant Impact No Impact

TABLE 12: LOCAL OPERATIONAL POLLUTANT EMISSIONS AT THE NEAREST RECEPTORS

Activity	On-Site Pollutant Emissions (Pounds Per Day) ¹			
	NOX	CO	PM10	PM2.5
Area Sources ²	0.00	0.10	0.00	0.00
Energy Usage ³	1.26	1.05	0.10	0.10
Mobile Sources ⁴	2.87	3.47	1.08	0.30
Total Emissions	4.12	4.62	1.18	0.40
SCAQMD Regional Threshold ⁵	189	1,984	12	3
Exceed Threshold?	No	No	No	No
Notes: (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-Up Tables for 5 acres. (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. (3) Energy usage consist of emissions from generation of electricity and on-site natural gas usage. (4) Mobile sources consist of emissions from vehicles and road dust. (5) The nearest sensitive receptors are the existing single-family detached residential dwelling units located as close as approximately 215 feet (~66 meters) west of the project site; therefore, to be conservative, the 50 meter threshold was used.				

- (b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? 6 ☐ ☐ ☒ ☐

As discussed above in 3(a), the Study determined that the project would not exceed any applicable SCAQMD regional mass daily thresholds or localized significance thresholds, during construction and operation of the project. The Study notes that the project would not generate cumulatively considerable emissions or ozone precursors or particulate matter, and would result in a less than significant impact. Therefore, no mitigation measures are required.

- (c) Expose sensitive receptors to substantial pollutant concentrations? 6 ☐ ☐ ☒ ☐

The Study has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The SCAQMD has established 1,640 feet, as the distance for assessing localized air quality impacts. There are no hospitals, or convalescent care facilities within 1,640 feet of the project site. The western boundary of the project site is located approximately

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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215 feet from residences and 500 feet from FutureKids Learning Academy to the west of Crenshaw Boulevard. The eastern boundary of the project site is approximately 1,600 feet from the nearest residences along 190th Street, east of Van Ness Avenue. The southern boundary of the project site is approximately 95 feet from a petroleum refinery and the northern boundary of the project site is approximately 1,400 feet from Hamilton Adult School, located north of the I-405 freeway.

As discussed above in 3(a), the Study determined that criteria air pollutant daily emissions associated with construction and operation of the project would not exceed any applicable SCAQMD regional or localized air quality significance thresholds, see aforementioned Tables. The Study indicates that the construction of the proposed project would not expose sensitive receptors to substantial criteria pollutant concentrations, and that TAC emissions and pollutant concentrations would result in a less than significant impact. Additionally, the Study indicated that the operation of the proposed project would result in a less than significant impact at residential receptors for TAC emissions and pollutant concentrations, noting a conservative estimate of 1.47 excess cancers per million, vs. the SCAQMD significance threshold of 10 per million.

Therefore, the project would result in a less than significant impact to construction and operational emissions. Impacts to sensitive receptors would be less than significant, and no mitigation measures would be required.

- | | | | | | | |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (d) | Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | 6 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Odors, not already addressed in the aforementioned sections, include typical construction-related odors that would be temporary in nature, such as, application of asphalt paving and architectural coatings and finishes, and diesel equipment exhaust. Therefore, impacts associated with construction-related odors would be less than significant, and no mitigation measures would be required. Operational odors, not previously addressed, include odors from specific uses, such as, petroleum refineries, chemical plants, wastewater treatment facilities, landfills, agricultural and composting uses, food processing plants, etc. As the specific uses for this project have not been established, future occupants of the site would be subject to applicable County department and City Municipal Code industrial permitting requirements, including, but not limited to, obtaining an Industrial Waste Discharge Permit and a National Pollutant Discharge Elimination System General Industrial Activities Stormwater Permit, as well as adhering to the City's best management practices for waste treatment and disposal. Additionally, the operations would be required to comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. Therefore, the proposed project would result in a less than significant impact related to operational odors or other emissions that may have the potential to cause a public nuisance.

4. BIOLOGICAL RESOURCES. Would the project:

- | | | | | | | |
|-----|--|---------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | 1, 2, 5 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|---------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Community Resource Element of the Torrance General Plan does not identify any candidate, sensitive, or special status species that occupies the site. The project site is located within an urban area and is currently developed with a two-story office building with landscaped parking areas and drive aisles. No native vegetation exists on the project site, and no rare or endangered species exist on the site or in the immediate vicinity. Therefore, no impacts to federal or state listed or other sensitive designated species would occur and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	1, 2, 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>The project site is located within an urban area and is currently developed with a two-story office building with landscaped parking areas and drive aisles and does not contain any riparian habitat or any streams of water courses. Therefore, no impacts to riparian habitat or other sensitive natural communities would occur and no mitigation measures would be required.</i></p>						
(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?	1, 2, 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>As discussed above, the project site is located within an urban area and is currently developed with a two-story office building with landscaped parking areas and drive aisles. There are no legally defined wetlands on the project site. Thus, construction activities would not occur on any federally protected wetlands and no impacts to federally protected wetlands would occur. No mitigation measures would be required.</i></p>						
(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?	1, 2, 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>The subject site remains devoid of threatened or endangered species and does not evidence wetland or accommodate wildlife or wildlife movement. As previously mentioned, the subject site has been heavily disturbed and is located in an urbanized area bordered by development on all sides, substantively constraining wildlife movement in the area. No designated migratory corridors or linkages exist within or traverse the subject site. Nor is there evidence that the subject site otherwise functions as a movement corridor for fish or wildlife movement. The subject site is designated for industrial/business park uses, does not function as, nor is intended to function as a native wildlife nursery site. Nor does the subject site propose or require uses that would discernibly affect off-site wildlife movement, wildlife migratory corridors, or wildlife nursery sites. On this basis, there is no potential for the project to 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. Therefore, no impacts would occur and no mitigation measures would be required.</i></p>						
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>The project site is surrounded by commercial and industrial/petroleum refinery uses, and not on or near any significant ecological areas. There are no local policies or ordinances protecting biological resources identified in the City of Torrance General Plan that would be applicable to this site. It should be noted that a landscape plan will be required, if the project is approved and trees/vegetation will be planted once construction is complete. Therefore, no impact to biological resources (tree preservation) would occur and no mitigation would be required.</i></p>						

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES:	Sources	Potentially	Less Than	Less than	No
		Significant	Significant		
		Impact	With	Significant	Impact
			Mitigation	Impact	
			Incorporation		

The project site is surrounded by commercial and industrial/petroleum refinery uses, and is not located in an environmentally sensitive area. The project does not conflict with any conservation or preservation plans. The project site does not contain biological resources that are managed under any conservation plan. Therefore, no impacts to conservation plans would occur and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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5. CULTURAL RESOURCES. Would the project:

- (a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? 1, 2 ☐ ☐ ☐ ☒

The project site is located within an urbanized area and no historical resources exist on the project site or in the immediate vicinity. The Community Resources Element of the City of Torrance General Plan does not list the project site as a location of historic interest to the City. In addition, the project site is not registered under the State or National Register of Historic Places.

The site is immediately adjacent to commercial and industrial uses along 190th Street and Crenshaw Boulevard. The nearby commercial and industrial uses include automotive service stations, light industrial/manufacturing businesses, offices and a petroleum refinery. The structures in the project vicinity do not have any unusual characteristics, nor are known to be associated with any national, regional, or local figures of significance that would qualify them as a historical resource or of historic significance. In addition, the project site is not registered under the State or National Register of Historic Places or Resources.

Therefore, no impacts to historical resources would occur, and no mitigation measures would be required.

- (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? 1, 2 ☐ ☒ ☐ ☐

The project site is located within an urbanized area and has been previously disturbed, and no prehistoric or historic archaeological sites are known to exist within the project site or in the immediate area. There is no evidence as provided by the General Plan and the General Plan EIR of any known historical, archeological, or paleontological resources on the site. However, although unlikely, implementation of the project would require grading and some soil excavation, and therefore, could potentially uncover and impact previously uncovered archaeological resources. Any significant adverse impacts related to buried archaeological resources would be reduced to less than significant with the incorporation of the following mitigation measure:

Mitigation Measure

CR-1: *In the event that any archaeological materials are encountered during construction activities, all activities must be suspended in the vicinity of the find. An archaeologist shall be obtained and empowered to halt or divert ground disturbing activities, coordinate with Native American Tribal or Band monitors interested in monitoring the remaining onsite grading and excavation activities and establish a Cultural Resources Treatment and Monitoring Agreement between the property owner and participating Band or Tribe. Such agreement must include terms for compensation for on-site monitoring and address the treatment and final disposition of any tribal cultural resources, sacred sites and human remains that are discovered during project grading and excavation. Said agreement must be instituted and completed before ground-disturbing activities can recommence in the area of the find to allow for the recovery of the find. The archaeologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. The property owner shall relinquish ownership of all Native American cultural resources to the appropriate local Tribe or Band for treatment and disposition. If determined to be of non-Native American scientific/historical value, recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of the non-Native American recovered materials shall be determined by the City of Torrance.*

Therefore, impacts to archeological resources would be reduced to less than significant with the incorporation of the aforementioned mitigation measure (CR-1).

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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|-----|---|------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (c) | Disturb any human remains, including those interred outside of formal cemeteries? | 1, 2 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----|---|------|--------------------------|-------------------------------------|--------------------------|--------------------------|

As discussed above, the project site has been previously disturbed, and the proposed project would not involve substantial excavation. No human remains are known to exist on the project site, and any remains likely would have been removed during prior disturbance of the project site. However, although, unlikely, implementation of the proposed project would require grading, which could potentially uncover, and impact previously uncovered human remains. With implementation Mitigation Measure CR-2, listed below, impacts related to buried human remains would be less than significant.

Mitigation Measure

CR-2: *If human remains of any kind are found during construction, the requirements of CEQA Guidelines Section 15064.5(e) and 2006 Assembly Bill 2641 shall be followed. According to these requirements, all construction activities must cease immediately, and the Los Angeles County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his findings. If the coroner determines the remains to be of Native American origin, he will notify the Natural American Heritage Commission (NAHC). The NAHC will then identify the most likely descendants (MLD) to be consulted regarding treatment and/or reburial of the remains. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the Native American human remains and associated grave goods shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.*

Therefore, impacts related to human remains would be reduced to less than significant with the incorporation of the aforementioned mitigation measure (CR-2).

6. ENERGY. Would the project:

- | | | | | | | |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project in total would be required to comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards). The current Title 24 standards are more stringent than those applied to the previous development and would incrementally reduce energy consumption when compared to energy consumption of the current development. Additionally, the project would be required to conform to applicable CALGreen provisions (CCR, Title 24, Part 11 – CALGreen). CALGreen was not in place at the time the previous development was approved. CALGreen was implemented in 2007 to support the goals of the State's greenhouse gas reduction and building energy efficiency programs and would provide for further energy efficiencies not realized under the previous development. Lastly, developers and owners/tenants generally have vested financial incentives to avoid imprudent energy consumption practices. In this regard, there is growing recognition among developers and owners/tenants that energy-efficient and sustainable practices yield both environmental and economic benefits. Based on the preceding, the project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy; and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts to energy would be less than significant and no mitigation measures would be required.

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|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) | Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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As discussed above in 6(a), the project would be subject to all State and local energy requirements, and must be compliant. Therefore, no impacts to state or local energy plans would occur and no mitigation measures would be required.

7. GEOLOGY AND SOILS. Would the project:

- | | | | | | | |
|-----|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) | Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

According to the Safety Element of the City of Torrance General Plan, no Alquist-Priolo Earthquake Fault Zones have been designated within the Torrance City limits. Although implementation of the project has the potential to result in the exposure of people and structures to strong ground shaking during a seismic event, this exposure is no greater than exposure present in other areas throughout the Southern California region. Additionally, the project would be constructed in accordance with the 2019 California Building Code (CBC) seismic safety requirements. All final plans would be required to incorporate design- and site-appropriate means to avoid or minimize any fault rupture or seismic shaking concerns. Therefore, impacts associated with rupture of a known earthquake fault would be less than significant. No mitigation measures would be required.

- | | | | | | | |
|-----|--------------------------------|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) | Strong seismic ground shaking? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--------------------------------|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site is located in seismically active Southern California and is prone to earthquakes, which may result in hazardous conditions to people within the region. According to the Safety Element of the City of Torrance General Plan, the highest risks from earthquake fault zones in the City of Torrance come from the Palos Verdes fault zone, the Puente Hills Fault, the Newport-Inglewood fault zone, the Elysian Park fault zone, the Malibu Coast-Santa Monica-Hollywood fault zone, and the Whittier fault zone. However, earthquakes and ground motion can affect a widespread area. The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude and the nature of the earth materials below the site. Although implementation of the project has the potential to result in the exposure of people and structures to strong ground shaking during a seismic event, this exposure is no greater than exposure present in other areas throughout the Southern California region. Also, the project would be designed and constructed in accordance with the 2019 CBC, which is anticipated to minimize the potential for damage. Furthermore, prior to the issuance of building permits, a site-specific geotechnical study would be prepared by a licensed engineer to outline structural design elements that would maintain structural integrity to the maximum extent during seismic ground shaking. Therefore, potential impacts associated with strong seismic ground shaking would be less than significant and no mitigation measures would be required.

- | | | | | | | |
|------|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii) | Seismic-related ground failure, including liquefaction? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|------|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

According to the Safety Element of the City of Torrance General Plan, the project site is not located within the mapped seismic-related hazard areas where there is potential to experience liquefaction-induced ground displacement (Figure S-2, Seismic-Related Hazards, of the above noted Safety Element). Also, the project would be built in accordance with the 2019 CBC, which sets procedures and limitations for design of structures based on seismic risk and the type of facility.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
<p><i>All proposed construction would be subject to all applicable provisions of the 2019 CBC and the applicant would be required to submit a grading/drainage plan with soil investigation report prior to the issuance of any building permits. Therefore, impacts associated with seismic related ground failure and liquefaction would be less than significant. No mitigation measures would be required.</i></p>						
iv)	Landslides?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>According to the Safety Element of the City of Torrance General Plan (Figure S-2, Seismic-Related Hazards, of the above noted Safety Element), the project site is not located within the mapped seismic-related hazard areas where there is potential to experience landslides. Since the project site and area surrounded by the development are relatively flat, there is no risk of landslides occurring. There is also no evidence of recent or historic landslides affecting the project site or vicinity properties. Therefore, no impact associated with landslides would occur and no mitigation measures would be required.</i></p>						
(b)	Result in substantial soil erosion or the loss of topsoil?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>The potential exists for minimal amounts of soil erosion to occur during construction activities. However, construction-related soil erosion and loss of topsoil impacts would be reduced to a level that is less than significant through adherence to the specifications within the General Construction Permit, which would require the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices.</i></p> <p><i>Grading of the project site would be subject to the requirements of the Torrance Municipal Code and the 2019 CBC with regards to soil compaction and drainage. Also, prior to the issuance of building and grading permits the project would be required to develop a Standard Urban Storm Water Mitigation Plan identifying post-construction best management practices. Therefore, impacts associated with soil erosion and loss of topsoil would be less than significant. No mitigation measures would be required.</i></p>						
(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?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>There are no known liquefaction or landslide hazards in or adjacent to the project site. Any unstable materials that may be encountered during routine geotechnical investigations and the grading phase would be removed and replaced with properly engineered, compacted materials, in accordance with the Torrance Municipal Code and the 2019 CBC. As such, potentially significant impacts involving unstable geologic or soil materials would be avoided.</i></p> <p><i>Therefore, impacts associated with geologic units or soils that are unstable or may become unstable would be less than significant. No mitigation measures would be required.</i></p>						
(d)	Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	1, 2, 12	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

According to the City of Torrance General Plan, the project site is located in an expansive soils area that primarily covers the North Torrance area. Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay material. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. According to the site-specific geotechnical investigation report prepared for the project site, the near surface soils at the project site range from sand and sandy silts and silty clays and sandy clays. Laboratory testing performed on representative samples of these materials indicate that they possess low to medium expansion potentials. Based on the presence of expansive soils, special care should be taken to properly moisture condition and maintain adequate moisture content within all subgrade soils as well as newly placed fills. Adherence with the Torrance Municipal Code and the 2019 CBC and compliance with the recommendations in the geotechnical investigation would ensure that any areas containing expansive soils would be properly designed and engineered. Therefore, impacts associated with expansive soils would be less than significant. No mitigation measures are required.

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|-----|---|---------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (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? | 1, 2, 13,
14, 15 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|---------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is in an urbanized area where wastewater infrastructure is currently in place. The proposed project would connect to the existing sewer line that serves the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

However, should the project pursue the use of alternative wastewater disposal systems, adherence to the Torrance Municipal Code and the 2019 CBC would ensure that these methods would be properly designed and engineered, and ensure that the soils are capable of adequately supporting such systems. Therefore, no impacts related to septic tanks or alternative wastewater disposal systems would occur and no mitigation measures would be required.

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|-----|--|------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (f) | Directly or indirectly destroy a unique paleontological resource or unique geologic feature? | 1, 2 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|-------------------------------------|--------------------------|--------------------------|

ENVIRONMENTAL ISSUES:	Sources	Potentially	Less Than	Less than	No
		Significant	Significant		
		Impact	With Mitigation Incorporation	Impact	Impact

*Paleontological resources are fossils (e.g. preserved bones, shells, exoskeletons, and other remains) and other traces of former living things. There are no unique geologic features on the project site, and the site has been previously disturbed. Construction of the proposed project would not involve substantial excavation; however, although unlikely, implementation of the proposed project would require grading and therefore, could potentially uncover and impact previously uncovered paleontological resources or geographic features. With implementation of Mitigation Measure **GEO-1**, impacts would be less than significant.*

Mitigation Measure

GEO-1 *In the event that any unique paleontological resources or geographic features are encountered during construction activities, all activities must be suspended in the vicinity of the find. A paleontologist shall be obtained and empowered to halt or divert ground disturbing activities, and monitor the remaining onsite grading and excavation activities. The paleontologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. Recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of recovered materials shall be determined by the City of Torrance.*

Therefore, impacts to unique paleontological resources or geographic features would be reduced to less than significant with the incorporation of the aforementioned measure (GEO-1).

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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8. GREENHOUSE GAS EMISSIONS. Would the project:

- (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? 6 ☐ ☐ ☒ ☐

CEQA does not establish a threshold of significance, but rather provides direction for the Lead Agency to make a good-faith effort, based to the extent possible on scientific and factual data. The City of Torrance has not adopted its own independent quantitative GHG emissions threshold value. An Air Quality and Greenhouse Gas Emissions Impact Study was required to be performed for the proposed project. The Study determined that construction and operational emissions with the incorporation of sustainable design and regulation would not exceed the SCAQMD significance threshold, according to Table 23 below. Therefore, GHG emission generated by the project would have less than a significant impact on the environment, and no mitigation measures are required.

TABLE 23: PROJECT-RELATED GREENHOUSE GAS EMISSIONS WITH INCORPORATION OF SUSTAINABLE DESIGN/REGULATION

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ¹	0.00	0.02	0.02	0.00	0.00	0.02
Energy Usage ²	0.00	908.75	908.75	0.03	0.01	912.59
Mobile Sources ³	0.00	1,600.40	1,600.40	0.09	0.00	1,602.54
Waste ⁴	17.59	0.00	17.59	1.04	0.00	43.57
Water ⁵	17.66	238.75	256.41	1.82	0.04	315.36
Construction ⁶	0.00	36.64	36.64	0.00	0.00	36.76
Total Emissions	35.24	2,784.56	2,819.80	2.99	0.06	2,910.85
SCAQMD Draft Screening Threshold	3,000					
Exceed Threshold?	No					

Source: CalEEMod Version 2016.3.2 for Opening Year 2022.

- (1) Area Sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
- (2) Energy usage consist of GHG emissions from electricity and natural gas usage.
- (3) Mobile sources consist of GHG emissions from vehicles.
- (4) Solid Waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.
- (5) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
- (6) Construction GHG emissions CO₂e based on a 30 year amortization rate.

- (b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? 6, 21 ☐ ☐ ☒ ☐

The City adopted a Climate Action Plan and although it provides targets for reducing greenhouse gas emissions, the strategies with which to achieve those reductions are voluntary. The Study provided the following analysis describing the extent that the proposed project complies with or exceeds performance-based standards included in the regulations outlined in the applicable portions of the Climate Change Scoping Plan and City plans.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

Statewide Plans and Policies

Assembly Bill 32 (AB 32) climate change scoping plan (CCSP) included 39 recommended measures developed to reduce GHG emissions from key sources and activities while improving public health, promoting a cleaner environment, preserving natural resources, and ensuring that the impacts of the reductions are equitable and do not disproportionately impact low-income and minority communities. These measures put the state on a path to meet the 2050 goal of reducing California’s GHG emissions to 80 percent below 1990 levels. Many of the recommended measures, such as high-speed rail and the Renewable Portfolio Standard, are beyond the scope of this project. Others, such as measures to reduce emissions from oil and gas extraction and control methane from landfills and dairies, are not relevant. However, the construction and operation of the project will not conflict with the CCSP’s overall emissions reduction goal.

Since the proposed project is local, its lifetime GHG emissions will be insignificant compared to those of the state as a whole, or relative to major facilities that are required to report GHG’s (i.e. those that produce more than 25,000 metric tons of carbon dioxide equivalent (CO2e) per year). Moreover, because the project’s GHG emissions are below all available thresholds, it will not produce a significant climate change impact.

Local Goals

The City of Torrance has established goals related to energy efficient and sustainable building standards as well as policies aimed towards achieving consistency with AB32 goals and regional GHG reductions. Because the project results in GHG emissions primarily generated during construction, many of the local goals and policies would not apply. However, new structures and facilities will be constructed with sustainable materials, to the extent feasible. Therefore, the project would demonstrate consistency with local climate change goals, plans and policies.

Impacts related to conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant and no mitigation measures would be required.

9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 1, 2
- ☐
- ☐
- ☒
- ☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
<p><i>As proposed, the project is not expected to create a significant hazard to the public or environment through routine transport, use, or disposal of hazardous materials. The project does not specify the use of hazardous materials typical of environmentally significant manufacturing processes. Construction items and normal cleaning materials during operation would fall within typical levels. Should a future tenant propose the transport, use, or disposal of hazardous materials, they will be subject to further environmental review, prior to obtaining any permits or licenses. Additionally, the Torrance Fire Department (TFD) is responsible for implementing the hazardous materials disclosure and the California Accidental Release Program of the California Health and Safety Code. The TFD maintains a Hazardous Materials Response Team, consisting of State Certified Hazardous Material Specialists. Any future tenant that proposes the transport, use or disposal of hazardous materials, would be required to submit an Emergency Response Business Plan, Emergency Response Plan Certification Business Checklist, and a Hazardous Material Inventory Form to the TFD. Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (California Health & Safety Code, Division 20, Chapter 6.95). The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. The HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities. Therefore, impacts associated with hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be considered less than significant. No mitigation measures would be required.</i></p>					
(b) Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	1, 2, 6	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>As stated above in 9(a), the proposed project did not specify the use of hazardous materials. Therefore, no release of hazardous materials into the environment through reasonable foreseeable upset and accident conditions is anticipated, and would be considered less than significant. No mitigation measures would be required.</i></p>					
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	1, 2, 6	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>The project is located within one-quarter mile of an existing or proposed school. The nearest school facility is FutureKids Learning Academy located 0.09 miles (500 ft.) west of the project site across Crenshaw Boulevard. Hamilton Adult School is located approximately 0.26 miles (1,400 ft.) north of the project site across the I-405 Freeway. North High School is located approximately 0.52 miles (2,782 ft.) to the northeast. As stated previously, the proposed project does not specify the use of hazardous materials however, odors may be emitted during the normal course of construction including equipment exhaust and architectural coatings that are typical of most construction sites and temporary in nature. Additionally, during the normal course of construction, there would also be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the project site. As with other recent developments, the project would be required to comply with all City and County Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials. Therefore, impacts associated with hazardous emissions or handling of hazardous materials within one-quarter mile of a school would be considered less than significant. No mitigation measures would be required.</i></p>					
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	1, 2, 17, 19, 20	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

A Phase I Environmental Site Assessment was prepared for the westerly 4.3 acre parking lot within the project site (closest to Crenshaw Place) by Golder Associates on October 17, 2007 to evaluate whether the project site or properties within the vicinity of the site have been reported as having experienced significant unauthorized releases of hazardous substances or other events with potentially adverse environmental effects. The Golder Phase I ESA references a previous ESA that was completed by Professional Services Industries (PSI) in 1997 for the Building 38, Allied Signal, Aerospace Campus, 2525 West 190th Street, Torrance, California, which includes the eastern portion of the project site that contains the existing two-story office building.

The Phase I ESA explained that the Texaco (now Shell) Service Station #0274 (EDR Site No.'s A2 and A3) is located approximately 200 feet to the west (upgradient) of the subject site at 18910 Crenshaw Boulevard. A leaking diesel underground storage tank (UST) was discovered on May 1, 1990. The analytical results from an on-site monitoring well sample collected on July 5, 2007 indicated that groundwater is impacted with elevated concentrations of TPHg, Benzene, MTBE, and TBA. The extent of downgradient groundwater impacts does not appear to be characterized. No additional groundwater data was found for groundwater between the Texaco Service Station and the subject property.

No evidence or indication of recognized environmental concerns (RECs) or conditions indicative of releases and threatened releases of hazardous substances on, at, in, or to the project site have been discovered except for the historical land use of the project site and adjacent properties. The site has been developed with a two-story office building with surface parking lot and ornamental landscaping that was originally developed in 1983. As stated previously, the proposed project does not specify the use of hazardous materials. Therefore, impacts to the public or the environment would be less than significant and no mitigation measures would be required.

- | | | | | | | |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (e) | For a project 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | 1, 4 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project is approximately four miles away from the nearest Airport, Torrance Municipal Airport - Zamperini Field. The project is not located within an airport land use plan, or within two miles of a public airport or public use airport; therefore, no impacts would occur and no mitigation measures are required.

- | | | | | | | |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (f) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposal will not impair implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan, as the project will be subject to review by all pertinent City departments/divisions, including, but not limited to, Building & Safety, Fire, Engineering, Environmental and Planning. The driveways would be designed in accordance with all applicable design and safety standards required by the adopted fire, safety, and building codes. The parking lot layout would be designed to meet requirements to allow emergency vehicles adequate access. Although some temporary, partial street closures may be necessary for construction activities, the project would not substantially impede public access or travel upon public rights-of-way. Street closures would be regulated by the right-of-way permit process. Therefore, impacts to emergency response plans or emergency evacuation plans would be considered less than significant. No mitigation measures would be required.

- | | | | | | | |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (g) | Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | 1, 4 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

According to the Safety Element of the General Plan, the project is not located within the Very High Fire Hazard Severity Zone, which includes the southern hillside portion of the City. The site is located within an urbanized area that does not contain expanses of wildland area; and, therefore, does not pose a potential fire hazard involving wildland fires. Therefore, no impacts related to the exposure of people or structures to wildland fires would occur and no mitigation measures would be required.

10. HYDROLOGY AND WATER QUALITY. Would the project:

- (a)
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?
1, 2, 13
☐
☐
☒
☐

There is the potential for short-term surface water quality impacts to occur during the grading and construction phases of the project. Such impacts include runoff of loose soils and/or a variety of construction wastes and fuels that could be carried off-site in surface runoff and into local storm drains and streets that drain eventually into water resources protected under federal and state laws. These water quality impacts would be avoided through compliance with the National Pollutant Discharge Elimination System (NPDES) regulations set forth under Section 402 of the federal Clean Water Act. Pursuant to the NPDES regulations, the contractor would be required to file a Notice of Intent for a General Construction Permit with the Regional Water Quality Control Board (RWQCB). To obtain this permit, the contractor would prepare a Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices (BMPs) to ensure that the project does not violate any water quality standards or any waste discharge requirements during the construction phases. BMPs would include erosion and sediment controls such as silt fences and/or straw wattles or bails, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, prevention and containment of accidental fuel spills or other waste releases, inspection requirements, etc. This permit would cover the entire grading footprint area of the project site, including the off-site improvement areas. Compliance with the approved permit would ensure that the project does not violate any water quality standards or any waste discharge requirements during construction.

Waste Discharge Requirements are issued by the RWQCB under the provisions of Division 7, Article 4 of the California Water Code. These requirements regulate “point source” discharges of wastes to surface and groundwater, such as septic systems, sanitary landfills, dairies, etc. All wastewater produced within the project would be discharged into a sewer line to be tied into the existing sewer line on 190th Street. Therefore, the project would have no point sources of wastewater discharge and thus would have no direct effect upon surface or groundwater.

Therefore, impacts to water quality or waste discharge requirements would be considered less than significant and no mitigation measures would be required.

- (b)
Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
1, 2
☐
☐
☒
☐

As part of this review, the City’s Grading Division has reviewed the plans and this Study, and has provided a number of conditions that will need to be met prior to building and/or grading permit issuance, which include providing grading plans, geotechnical report, final drainage study, erosion control plan, drainage plans incorporating post-construction BMPs, project specific LID plans, and a SWPPP. The applicants will be required to implement low impact development techniques that provide sufficient groundwater infiltration and low water use fixtures and landscape palettes to minimize water demand while promoting infiltration. Therefore, impacts to groundwater supplies or recharge would be considered less than significant. No mitigation would be required.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(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:	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Result in substantial erosion or siltation on- or off-site; <i>As mentioned in 10(a) and (b), the proposed project will be subject to further reviews and requirements by the City's Grading Division, incorporating multiple studies and plan reviews to ensure that substantial erosion or siltation both on- and off-site does not occur, during construction and post-construction. The proposed site does not contain any water courses that would be affected by the proposed project during construction. Therefore, impacts to the existing drainage pattern would be considered less than significant. No mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; <i>Peak storm water flows will be detained on-site in ponding areas and discharged off peak. As part of the proposed project, new on-site storm drains, catch basins and connections will be provided. The project would be required to meet the LID Standards Manual practices. Prior to the issuance of building and grading permits, the project would be required to develop a SWPPP identifying post-construction BMPs. The SWPPP should require infiltration which should reduce the amount of runoff, and clean the stormwater prior to discharge. As such, implementation of the project is not expected to result in impacts to the existing drainage pattern, to the rate, or to the amount of surface runoff, such that it would result in on- or off-site flooding. Therefore, impacts to the existing drainage pattern or the rate or amount of surface runoff would be considered less than significant. No mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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; or <i>The proposed on-site detention/ponding is to store storm water above allowable flows on-site until the peak of a design and/or 50-year storm passes. As discussed earlier, the Study provides a proposal that includes new storm drains, catch basins and connections that are calculated to meet allowable flow rates. The entire project site would be required to meet the LID Standards Manual practices to mitigate potential water quality impacts from stormwater and non-stormwater discharges. In addition, a SWPPP identifying post-construction BMPs is required for the project. As such, implementation of the project would not 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. Therefore, impacts to existing or planned stormwater drainage systems would be considered less than significant. No mitigation measures would be required.</i>	1, 2, 13	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	Impede or redirect flood flows? <i>According to the Safety Element of the City of Torrance General Plan, the project site is not located within a flood hazard area. In addition, the project site does not contain any watercourses, drainage areas or courses, or flood flows that would be affected by the project. Therefore, no impact to impeding or redirecting flood flow would occur and no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? <i>The project site is not located within a flood hazard area. Furthermore, the project site is not located near a large body of water that would be subject to tsunamis or seiches, nor to canyons, slopes, drainage courses, or other natural features on or near the project site which could generate mudflows or risk release of pollutants during heavy rainstorms. Therefore, no impacts from project inundation would occur and no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- | | | | | | | |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (e) | Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project is subject to all federal, state, and local water quality control and sustainable groundwater management regulations and requirements, and must be compliant. Therefore, no impacts to a water quality control plan or sustainable groundwater management plan would occur, and no mitigation measures would be required.

11. LAND USE AND PLANNING. Would the project:

- | | | | | | | |
|-----|---|------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Physically divide an established community? | 1, 2, 3, 4 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project would not divide an established community, as the project is redeveloping a site that has been previously developed as a two-story office building, surface parking lot, and ornamental landscaping, located within an urbanized area surrounded by mainly industrial uses. The project would not place any structures in an established community that would physically divide that community and thereby prevent interaction between members of the community. The project would be developed within the confines of the project site, and would not create a physical barrier. Therefore, the project will not physically divide an established community and no mitigation measures would be required.

- | | | | | | | |
|-----|---|------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (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? | 1, 2, 3, 4 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Per the Land Use Element of the City of Torrance General Plan, the City of Torrance is a charter city and is governed on the basis of a charter that establishes its powers and authorities, as contrasted with a general law city, which enjoys only those powers specifically granted to it by the State. While general law cities are required by Section 65860 of the California Government Code to have zoning ordinances that are consistent with the General Plan, zoning ordinances in charter cities, like Torrance, are not required to be consistent with the General Plan. Nonetheless, the City of Torrance strives to have a zoning ordinance that is consistent with the objectives, policies, general land uses, and programs in the General Plan.

The project site is zoned M-2, Heavy Manufacturing Zone with an Industrial – Heavy Industrial (I-HVY) General Plan Designation. The I-HVY designation is implemented by the M-2 and PD Zones. The proposed use, warehouse/industrial, is permitted in the M-2 Zone. Additionally, the I-HVY designation description is characterized by manufacturing industries, which process raw or extracted substances, or which use hazardous materials. The nearby petroleum refinery is the main use of this designation. The project is also located within the City's Northern Industrial District, which is an area recognized as a means to achieve employment objectives and promote viable industrial development.

The proposed project would not degrade the character of quality of the surrounding area or conflict with the existing Heavy Manufacturing zoning controls. Therefore, no impact would occur and no mitigation measures would be required.

12. MINERAL RESOURCES. Would the project:

- | | | | | | | |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

According to the Community Resources Element of the City of Torrance General Plan (2009), the project site is not located within a Mineral Resources Zone. There are no known mineral resources in the vicinity; therefore, the proposed development will not negatively impact mineral resources. Therefore, the project would not result in loss of availability of any mineral resource that would be of value to the region, and no impacts to known mineral resources would occur and no mitigation measures would be required.

- | | | | | | | |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

As stated previously, the project site does not contain any locally-important mineral resources. Therefore, no impacts to locally-important mineral resources would occur and no mitigation measures would be required.

13. NOISE. Would the project result in:

- | | | | | | | |
|-----|---|------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | 1, 2, 3, 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Construction Noise Impacts

Construction noise will result in temporary increases in ambient noise levels. This impact is considered significant if the increase is in excess of standards established in the City’s General Plan or Noise Ordinance. Construction noise sources are regulated within the City of Torrance Section 46.3.1. Section 46.3.1(a) prohibits construction activities involving the creation of noise beyond 50 decibels (db) as measured at property lines, except between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall. Furthermore, per Section 46.3.1(d), properties zoned as commercial, industrial or within an established redevelopment district, are exempted from the above day and hour restrictions if a minimum buffer of 300 feet is maintained from the subject property’s property line to the closest residential property. The Community Development Director, may, however, revoke such exemption for a particular project if the noise level exceeds 50 decibels (db) at the property line of a residential property beyond the 300 linear foot buffer.

The proposed project is that of an industrial use; however, residential uses are located approximately 200 feet west of the western boundary of the project site. Therefore, the above listed day and hour restrictions in Section 46.3.1 of the City’s Municipal Code would apply. Project compliance with Section 46.3.1(a) of the City’s Municipal Code would result in less than significant impacts.

Noise Impacts to Proposed Industrial Uses

The City’s General Plan identifies interior noise levels of up to 55 dBA CNEL and exterior noise levels of up to 75 dBA CNEL are considered acceptable for industrial uses.

Roadways that generate enough traffic noise under buildout conditions to affect the proposed industrial use include 190th Street. The City’s General Plan identifies 190th Street as a major arterial roadway. Per the Programmatic Traffic Impact Study prepared for the County of Los Angeles General Plan Update and the Complete Streets Design Guide, Major Highways (6-lane) have a daily roadway capacity of 54,000, and an approximate LOS C of 40,500. As posted, a speed of 45 miles per hour was utilized for modeling purposes. Neither the City of Torrance nor the County of Los Angeles have vehicle mix data published for use in noise studies, so vehicle/truck mixes and D/E/N splits for

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

use in acoustical studies public by the Riverside County Department of Industrial Hygiene were utilized for noise modeling. Existing Plus Project vehicle mixes were calculated by adding the proposed project trips to existing conditions.

FHWA modeling was conducted to calculate noise levels associated with buildout vehicle traffic noise from 190th Street. Exterior future buildout traffic noise levels could reach up to approximately 74.7 dBA CNEL at the proposed industrial building, approximately 135 feet north of the roadway.

The exterior noise levels at the proposed project site are anticipated to fall within the City's acceptable standards for industrial land uses. Impacts related to future traffic noise impacts to the proposed project would be less than significant. No mitigation is required.

Off-Site Project Generated Vehicle Noise Impacts

The proposed project is anticipated to generate 1,417 average daily trips (PCE) with 222 trips during the AM peak hour and 253 trips during the PM peak hour.

For purposes of this project, increases in ambient noise along affected roadways due to project generated vehicle traffic is considered substantial if they result in an increase of at least 5 dBA CNEL and: (1) the existing noise levels already exceed the applicable land use compatibility standard for the affected sensitive receptors set forth in the Noise Element of the City's General Plan; or (2) the project increases noise levels by at least 5 dBA CNEL and raises the ambient noise level from below the applicable standard to above the applicable standard.

In order to quantify the project's contribution to existing ambient noise levels, existing traffic noise levels and worse-case project generated traffic noise levels were modeled utilizing the FHWA Traffic Noise Prediction Model – FHWA-RD-77-108, for all road segments affected by the project generated vehicle noise. Traffic noise levels were calculated at the right-of-way from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference in with and without project conditions. Roadway input parameters including average daily traffic volumes (ADTs), speeds, and vehicle distribution data is shown in Table 7 of this study.

As shown in Table 8, modeled Existing traffic noise levels range between 52-78 dBA CNEL at the right-of-way of each modeled roadway segment; and the modeled Existing Plus Project traffic noise levels range between 56-78 dBA CNEL at the right-of-way of each modeled roadway segment.

All modeled roadway segments are anticipated to change the noise a nominal amount (between approximately 0.01 to 3.52 dBA CNEL). Therefore, a change in noise level would not be audible and would be considered less than significant. Project generated vehicle traffic would not substantially increase ambient noise levels. No mitigation is required.

On-Site Operational Noise

Peak hour project operational noise is expected to reach up to 54.9 dBA Leq at nearby church uses and 54.2 dBA Leq at nearby residential land uses. The existing measured daytime noise level was 66.4 dBA Leq and the lowest nearby nighttime noise measurement was 54.1. Peak hour project operation may result in an increase of less than 1 dBA at the closest residential receptors and of up to 2.6 dBA at the closest church receptors. Impacts would be less than significant. No mitigation is required.

- | | | | | | | |
|-----|--|------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (b) | Generation of excessive groundborne vibration or groundborne noise levels? | 3, 7 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|-------------------------------------|--------------------------|--------------------------|

Annoyance to Persons

The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential. As shown in Table 4 vibration can be annoying to people in buildings at a PPV of 0.20. The closest off-site structure is the existing commercial building located approximately 10 feet north of the project site (at the northeastern corner of the project site). At 10 feet, use of a vibratory roller would be expected to generate a PPV of 0.830 and a bulldozer would be expected to generate a PPV of 0.352. Caution should be utilized if a vibratory roller, or other similar vibratory equipment, is utilized within 16 feet and a bulldozer is utilized within five feet of the northern property line that lies adjacent to the commercial building located to the north of the project site.

At 50 feet, which is the distance to the next closest off-site building, the church and commercial uses to the east of the project site, use of a vibratory roller would be expected to generate a PPV of 0.074 and a bulldozer would be expected to generate a PPV of 0.031. Use of either a vibratory roller or a bulldozer would not be considered annoying to receptors to the east.

At 60 feet, which is the distance to the closest commercial uses to the west of the project site, use of a vibratory roller would be expected to generate a PPV of 0.056 and a bulldozer would be expected to generate a PPV of 0.024. Use of either a vibratory roller or a bulldozer would not be considered annoying to receptors to the west.

Architectural Damage

Vibration generated by construction activity generally has the potential to damage structures. This damage could be structural damage, such as cracking of floor slabs, foundations, columns, beams, or walls, or cosmetic architectural damage, such as cracked plaster, stucco, or tile. Table 4 identifies a PPV levels between 0.4 and 0.6 as vibration levels greater than normally expected from traffic, but may cause "architectural" damage and possible minor structural damage. The only receptor with the potential of architectural damage as a result of the construction of the proposed project would be the commercial building located approximately 10 feet north of the northern property line of the project site. Due to the proximity of the adjacent commercial building to the north, use of a vibratory roller within seven (7) feet of the northern property line that lies adjacent to the commercial office building to the north may result in architectural damage. Mitigation measures limiting the use of vibratory rollers and bulldozers along the northern property line would reduce potential impacts.

Mitigation Measures

- N-1** During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers.
- N-2** The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- N-3** Equipment shall be shut off and not left to idle when not in use.
- N-4** The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction
- N-5.** Jackhammers, concrete saws, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.
- N-6** The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.
- N-7** Caution should be utilized if vibratory equipment such as vibratory rollers, or other similar vibratory equipment, are utilized within 16 feet or large bulldozers within five (5) feet of the portion of the northern

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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property line that lies adjacent to the existing commercial building.

- N-8** The use of vibratory equipment such vibratory rollers, or other similar vibratory equipment, is prohibited within seven (7) feet of the northern property line that lies adjacent to the existing commercial building.

With incorporation of mitigation measures **N-1 through N-8**, potential impacts would be reduced to less than significant levels.

- | | | | | | | |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (c) | For a project located within the vicinity of a private air strip 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, would the project expose people residing or working in the project area to excessive noise levels? | 4, 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project is approximately 4 miles away from the nearest Airport, Torrance Municipal Airport - Zamperini Field. The project is not located within the vicinity of a private air strip, or an airport land use plan, or within two miles of a public airport or public use airport; therefore, no impacts would occur and no mitigation measures are required.

14. POPULATION AND HOUSING. Would the project:

- | | | | | | | |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The majority of the subject site has been unoccupied for several years. As stated previously, the site is located within an urbanized area, surrounded by predominately industrial users, in a city that is largely built-out. The existing conditions at the project site is a two-story office building with surface parking lot and ornamental landscaping. Zoned as heavy manufacturing, the TMC permits warehouse and industrial uses. While the site has been vacant and underutilized for many years, the development of a warehouse/industrial project should not result in a substantial unplanned population growth. The project would also not directly induce substantial population growth because no new housing is proposed. As no specific use or tenant/s have been identified, Staff is reevaluating the project based on a generic warehouse/industrial project, as it relates to population growth and infrastructure. While the typical industrial warehouse project will likely create some job opportunities, it is expected that local and regional workers would be available to serve the needs of the proposed project, and the employees are not necessarily expected to relocate to the City of Torrance, thereby creating a permanent increase in population. Staff would be able to evaluate future occupants' request for business licenses, based on use and whether their operations would have a potential to significantly impact population growth or infrastructure. Therefore, the proposed project will not result in a significant impact on the environment with respect to population, housing growth projections and infrastructure, and impacts would be considered less than significant. No mitigation measures are required.

- | | | | | | | |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) | Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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As mentioned in 14(a), the project site is unoccupied, and is developed with a two-story office building with surface parking lot and ornamental landscaping. No residential housing is provided; therefore, the project would not displace people or housing. No impacts to housing displacement would occur and no mitigation measures would be required.

15. PUBLIC SERVICES

(a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 any of the public services:	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i)	Fire protection?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<i>The proposed in-fill project would not increase the demand for fire protection services that would result in the need for new or expanded fire protection facilities. The closest fire station (Fire Station 3) is located approximately 0.90 miles from the project site. On-site fire protection services will be incorporated in the project, including fire hydrants, fire mains, sprinklers, and alarms. Additionally, since November 2005, the City of Torrance has collected a Development Impact Fee (DIF) at plan check. The DIF is a one-time cost, other than a tax or special assessment fee, that is charged by a local government agency. The DIF is applied to pay a portion of the costs identified for public facilities used for transportation services, undergrounding of utilities, sewer and storm drains. As of January 2007, the DIF fees were also extended to cover Police and Fire Facilities. Therefore, the project will have less than significant impact with regard to fire protection and no mitigation measures would be required.</i>					
(ii)	Police protection?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<i>The proposed in-fill project would not increase the demand for police protection services that would result in the need for new or expanded police protection facilities. As discussed in 15(a)(i) above, the City of Torrance has collected a DIF, which includes Police Facilities. Therefore, the project will have less than significant impact with regard to police protection and no mitigation measures would be required.</i>					
(iii)	Schools?	1,2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<i>The proposed project does not include any residential development, and would not result in an increased demand for school services. Therefore, the project would not result in the need to alter existing schools or construct new schools, the construction of which could result in significant impacts on the physical environment. Additionally, pursuant to Government Code Section 65995, the construction of an industrial structure would be charged school impact fees, which are used to fund the construction or reconstruction of school facilities within the district for which they are collected. Therefore, no impacts to schools would occur and no mitigation measures would be required.</i>					
(iv)	Parks?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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The proposed project does not include any residential development or significant population growth; therefore, it would not result in an increased demand for park facilities. Consequently, the project would not accelerate the deterioration of existing parks; therefore, the construction of new or rehabilitated park facilities would not be required. As discussed in 15(a)(i) above, the City of Torrance has collected a DIF. As of October 2020, the DIF fees were extended to cover Parks, Libraries, and General Services (Public Facilities). Therefore, impacts to parks would be considered less than significant and no mitigation measures would be required.

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|-----|--------------------------|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (v) | Other public facilities? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--------------------------|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Other public facilities, not previously mentioned above, may include, but are not limited to, building and planning services; libraries; recreational facilities that are not parks (parks were addressed in 15(a)(iv)); public works/maintenance services (trash, street sweeping, sewers, storm drains, transit, etc.). As previously mentioned, the City collects a DIF, and applies a portion of the costs for public facilities used for transportation services, undergrounding of utilities, sewer and storm drains. As discussed in 15(a)(iv) above, the City of Torrance has expanded the DIF to cover Parks, Libraries and General Services. The proposed project, as an in-fill industrial warehouse use, is not expected to increase the use of public facilities, beyond what has been previously assessed for the zone and GP designation. Therefore, the project will have less than significant impact with regard to public facilities and no mitigation measures would be required.

16. RECREATION:

- | | | | | | | |
|-----|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Would the project 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? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

As referenced in 15(a)(iv) and (v), the project does not include any residential development; therefore, no substantial increase in population is anticipated, which would trigger an increase use of parks or other recreational facilities. Therefore, the project would not require the construction of a new park facility or expansion of an existing park facility or other recreational facilities. Therefore, impacts to recreational facilities would be less than significant and no mitigation measures would be required.

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|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (b) | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

As discussed in 16(a), the project does not provide a residential component, nor propose any recreational facilities on- or off-site; therefore, the project is not expected to significantly increase demand for public recreational services. The project does not require the construction or expansion of recreational facilities, which would have an adverse physical effect on the environment. Therefore, no mitigation measures would be required.

17. TRANSPORTATION. Would the project:

- | | | | | | | |
|-----|---|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | 1, 2, 8, 23 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The following City and County plans, ordinances, and policies would apply to the project.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

City of Torrance Capital Improvement Program (CIP)

The Capital Improvement Program (CIP) utilizes funds to finance and complete the circulation improvements specified in the City's Circulation and Infrastructure Element. The City's Circulation and Infrastructure Element, which is part of the City's General Plan, focuses on improvements for long-range conditions.

City of Torrance Development Impact Fee (DIF) Program

On October 31, 2005, the Torrance City Council approved and adopted a Development Impact Fee (DIF) Program. Pursuant to the requirements of the City of Torrance, Development Impact Fees will be required of the Project. The DIF is applied to pay a portion of the costs identified for public facilities, including transportation-related improvements, as well as underground of utilities, sewer, and storm drain improvements, and Police and Fire facilities. The Development Impact Fee is based on the size of all new developments and is a one-time cost other than a tax or special assessment according to information published by the City of Torrance Community Development Department.

LACMTA (Metro) Short-Range and Long-Range Transportation Plans

The Short-Range Transportation Plan lays out an action plan for funding and implementing Los Angeles County transportation programs and projects over a ten-year period (2014 through 2024). The plan focuses on Los Angeles County's transportation system and identifies projects and programs that can be put into place within existing financial sources in the near term.

The 2020 Long Range Transportation Plan details how Metro plans, builds, manages and maintains LA County's transportation system. The plan details information regarding outreach efforts, priority areas, capital projects and programs, sustainability, equity, financial modeling and assumptions, travel demand modeling and assumptions, performance analysis, and sub-regional profiles.

Existing Conditions and Proposed Project

The Project site is located at 2555 W. 190th Street and is bounded by Crenshaw Boulevard/Crenshaw Place to the west and by W. 190th Street to the south. Vehicular access to the Project site will be provided via the existing unsignalized full access driveway and signalized full access driveway located along W. 190th Street, a third unsignalized full access "gated access" driveway on Crenshaw Place, and a fourth unsignalized driveway located on Crenshaw Place in close proximity to Crenshaw Boulevard. Pedestrian circulation will be provided via existing public sidewalks along W. 190th Street and Crenshaw Place within the vicinity of the project frontage. The existing sidewalk system within the project vicinity provides direct connectivity to the surrounding commercial properties and major thoroughfares. The project site's primary connection to the nearest regional transportation corridor, the I-405 Freeway, is via W. 190th Street approximately 0.73 miles east of the Project site.

Public transit bus service in the project's vicinity is provided by Torrance Transit and Gardena Transit. Torrance Transit operates Lines 5, 6, and 10 within the project's vicinity. Gardena Transit operates Line 2 within the project's vicinity. Multiple existing bus stops, which currently serve and will continue to serve the project site, are located within walking distance along W. 190th Street at the intersections of Crenshaw Boulevard, Honeywell, Van Ness Avenue, and Western Avenue. There are no existing bike lanes located along the roadways adjacent to the project site.

The proposed Project would not conflict with the provisions of the City's General Plan Circulation and Infrastructure Element, the City's CIP or DIF Programs, LACMTA's Short-Range and Long-Range Transportation Plans, or interfere with public transit or bicycle transportation. Therefore, the project's impacts would be less than significant and no mitigation would be required.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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|-----|--|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (b) | Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | 1, 2, 8, 23 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

According to State CEQA Guidelines Section 15064.3(a), project-related transportation impacts are generally best measured by evaluating the project's vehicle miles traveled (VMT). VMT refers to the amount and distance of automotive travel attributable to a project. State CEQA Guidelines Section 15064.3(b) sets forth criteria for analyzing transportation impacts, breaking down the methodology based on project type and specifying other criteria for conducting VMT analysis.

For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects located within 0.5 mile of an existing high-quality transit corridor should be considered to have a less than significant impact. State CEQA Guidelines Section 15064.3(b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) of the State CEQA Guidelines, Section 15064.3, acknowledges that Lead Agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. The regulation goes on to state that Lead Agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT. (State CEQA Guidelines Section 15064.3(b)(4)). It is important to note that State CEQA Guidelines Section 15064.3(c) states that while an agency may elect to be governed by the provisions of this section immediately, the State-wide implementation date is July 1, 2020.

At this time, the City has not adopted a methodology to analyze VMT impacts within its jurisdiction. In addition, the City does not currently have thresholds or standards in place for assessing potential VMT impacts. However, a VMT analysis was prepared based on guidance provided in the OPR Technical Advisory. Therefore, VMT impacts in this IS/MND are based on the following analysis prepared using the OPR Technical Advisory and utilizing the Southern California Association of Governments Regional Travel Demand Model (SCAG RTDM) has been used to determine the VMT for the project and for the City of Torrance average.

Summarized below are the average VMT/Employee values utilizing SCAG RTDM for the City of Torrance and for the project. It should be noted that the Project is located in Traffic Analysis Zone (TAZ) 21197100 and the project development totals were converted into Socio-Economic Data (SED) and inputted into the SCAG RTDM.

City Average VMT/Employee

The City Average VMT/Employee are listed below:

- Year 2012 Average VMT/Employee =14.23
- Year 2040 Average VMT/Employee =11.85
- **Year 2022 Average VMT/Employee =13.38**

Project Average VMT/Employee

The Project Average VMT/Employee is listed below:

- Year 2012 Average VMT/Employee =9.47
- Year 2040 Average VMT/Employee = 8.50
- **Year 2020 Average VMT/Employee = 9.12**

As shown above and based on the criteria outlined in this report, the proposed Project does not exceed a level of 15% below existing City of Torrance VMT/Employee and thus does not have a significant transportation impact. As previously mentioned and according to the OPR Technical Advisory, a less than significant project impact would imply a less than significant cumulative impact.

Consistent with the OPR Technical Advisory and based on the VMT methodology, criteria, guidelines, thresholds and results outlined in the VMT technical memorandum, the proposed project will not have a significant Project VMT impact nor a significant cumulative impact. No mitigation would be required.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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|-----|---|------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (c) | Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | 1, 3, 8, 9 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project plans indicate that vehicular access to the project site will be provided via an existing unsignalized full access driveway (project driveway 1) and signalized full access driveway (project driveway 2) located on 190th Street, a third unsignalized full access "gated access driveway on Crenshaw Place (project driveway 3) and a fourth unsignalized driveway located on Crenshaw Place (project driveway 4) in close proximity to Crenshaw Boulevard. As part of the proposed Project's design features, an exclusive westbound right-turn lane will be constructed at the intersection of Crenshaw Place at 190th Street in order to help facilitate truck access to/from the site. Prior to building permit issuance, Traffic Engineering Staff will review truck turning templates for this project, to assure that access is achievable.

The site is zoned M-2, Heavy Manufacturing District, which permits a variety of industrial uses. As no specific use or tenant has been identified, any prospective tenant's occupancy would be reviewed by Planning Staff prior to business license issuance to ascertain the use is compatible with the zone.

Therefore, impacts related to increased hazards due to the geometric design features of the project and incompatible uses would be considered less than significant. No mitigation measures are required.

- | | | | | | | |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (d) | Result in inadequate emergency access? | 1, 9 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project was reviewed by the Fire and Police Departments, and no comments were received regarding access issues. Therefore, impacts related to emergency access would be considered less than significant. No mitigation measures would be required.

18. TRIBAL CULTURAL RESOURCES. Would the project:

- | | | | | | | |
|-----|---|--------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (a) | Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, 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: | 15 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (i) | Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | 15, 16 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Native American Heritage Commission Sacred Lands File Search and Tribal Consultation List

The City of Torrance submitted a request to the NAHC for a Sacred Lands File Search and a Tribal Consultation Contact List for the proposed project located within the USGS Torrance Quadrangle California – Los Angeles County 7.5-Minute Series Topographic Map. The NAHC provided a Tribal Consultation List of California Native American tribes traditionally and culturally affiliated with the project area, but did not yield any sites within their Sacred Lands File Search Database.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

South Central Coastal Information Center (SCCIC) – California Historical Resources Information System (CHRIS) Record Search

The Applicant, Comstock Development, submitted a request to the SCCIC for a record search of the CHRIS of Native American historical and archeological resources, within the project site of the USGS Torrance Topographic Map. The SCCIC provided results that no archaeological or built-environment resources were within the project area, with three archaeological and built-environment resources within a ½ -mile project radius. Additionally, this assessment revealed no evidence of any known historical, archeological, or tribal cultural resources on the project site listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). While no archaeological or tribal cultural resources were identified within the project site, there is the potential that buried and previously unrecorded resources could be encountered during construction.

Assembly Bill No. 52 (AB 52)

The City of Torrance sent notifications regarding the proposed project to tribes that have submitted to the City a formal request for notification. The following tribes were notified by the City on October 19, 2020: Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, and Gabrielino-Tongva Tribe. As if the preparation of the assessment, a response from the Gabrieleno Band of Mission Indians – Kizh Nation was received on November 3, 2020 requesting a consultation.

This assessment revealed no evidence of any known historical, archeological, or tribal cultural resources on the project site listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). While no archaeological or tribal cultural resources were identified within the project site, there is the potential that buried and previously unrecorded resources could be encountered during construction.

Consultation with the Gabrieleno Band of Mission Indians – Kizh Nation resulted in a list of mutually agreeable mitigation measures to reduce any significant adverse impacts related to discovery of any unknown archeological tribal cultural resources at the project site to less than significant. The resulting mitigation measures are listed below:

Mitigation Measures

TCR-1:

Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

TCR-2:

Unanticipated Discovery of Human Remains and Associated Funerary Objects: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

TCR-3:

Resource Assessment & Continuation of Work Protocol: Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

TCR-4:

Tribal Procedures for Burials and Funerary Remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated as the MLD, the Koo-nas-gna Burial Policy shall be implemented. The term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

TCR-5:

Treatment Measures: Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

TCR-6:

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

Professional Standards: Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California.

Therefore, impacts to Tribal Cultural Resources would be reduced to less than significant with the incorporation of the aforementioned mitigation measures (TCR-1, TCR-2, TCR-3, TCR-4, TCR-5, and TCR-6).

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| (ii) | 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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | 15, 16 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|------|--|--------|--------------------------|-------------------------------------|--------------------------|--------------------------|

As described in 18(a)(i), there is no evidence of any known historical, archeological, or tribal cultural resources on the project site that is determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. While no archaeological or tribal cultural resources were identified within the project site, there is the potential that buried and previously unrecorded resources could be encountered during construction. Any significant adverse impacts related to discovery of an unknown archaeological tribal cultural resource at the project site would be reduced to less than significant with the incorporation of mitigation measures TCR-1 through TCR-6, as referenced in 18(a)(i).

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

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| (a) | Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | 1, 2, 3 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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WATER: The Torrance General Plan anticipated that existing water service would meet the needs of the General Plan's buildout projections. The site is located within the Torrance Municipal Water Department's (TMWD) service area. The TMWD is a direct member agency of the Metropolitan Water District (MWD), which currently provides approximately 80 percent of the City's potable water supply. The remaining 20 percent comes from local water sources. Per the Public Works Department, next year the percentages will change favoring local water sources, including City wells, providing approximately 50% local water. Therefore, impacts to water facilities would be considered less than significant, as no expansion of existing facilities for this specific project, will be required. No mitigation measures would be required.

WASTEWATER TREATMENT/STORMWATER DRAINAGE: The Public Works Department of the City of Torrance maintains local sewer and storm drain systems. The Sanitation Districts of Los Angeles County (LACSD) is the regional agency responsible for the collection and treatment of wastewater, including the construction, operation, and maintenance of sanitation facilities. Based on the Sewer Study, the proposed project would result in an estimated average wastewater generation of approximately 7,275 gallons per day. The proposed project would connect to existing sewer lines that serve the project site. Wastewater generated by the proposed project would be treated at the Joint Water Pollution Control Plant (JWPCP) in Carson. The JWPCP treats approximately 320 million gallons of wastewater a day with a design capacity of 400 million gallons per day. Therefore, impacts would be less than significant.

A Hydrology Study has been prepared for the proposed project and the entire project would meet the requirements of the LID Standards Manual to improve water quality and mitigate potential water quality impacts from stormwater and non-stormwater discharges. The proposed project would treat stormwater runoff generated by the project through the use of underground detention systems sized to treat 1.5 times the Stormwater Quality Design volume. In general, runoff from the project site would drain southeasterly via multiple on-site private storm drains that would tie into the existing 36-inch storm drain. A portion of the existing storm drain would require re-location and many existing laterals will be abandoned and or demolished with the development of the site. The post-developed total on-site runoff rates are expected to be lower than the existing site flowrate. The existing site flowrate in the 10-year and 50-year storm event is 30.33 cfs and 44.33 cfs, respectively, and the proposed site flow rate is 24.15 cfs and 43.30 cfs when detention systems are in place. Therefore, impacts would be less than significant as no expansion of existing facilities will be required. No mitigation measures would be required.

ELECTRIC POWER: Southern California Edison (SCE) provides electric power services to the City, including installations and maintenance of mainline systems. The distribution systems adequately serve local customers, and they provide upgrades over time as needed to meet the changing demands. Additionally, the City requires that new projects meet the 2019 California Energy Code (Title 24) and 2019 California Green Building Code, which reduces energy consumption from the previous code. Therefore, impacts to electric facilities would be considered less than significant as no expansion of existing facilities will be required. No mitigation measures would be required.

NATURAL GAS: Southern California Gas Company (SoCalGas) provides natural gas services to the City, including installations and maintenance of mainline systems. The distribution systems adequately serve local customers, and they provide upgrades over time as needed to meet the changing demands. Additionally, the City requires that new projects meet the 2019 California Energy Code (Title 24) and 2019 California Green Building Code, which reduces energy consumption from the previous code. Therefore, impacts to natural gas facilities would be considered less than significant as no expansion of existing facilities will be required. No mitigation measures would be required.

TELECOMMUNICATIONS FACILITIES: Telecommunications includes media and technologies, including radio, fiber optics, television, telephone, data communication, and computer networking. The advancement of telecommunications has changed dramatically with the use of the Internet, wireless networking, portable computers, cell phones, global positioning systems, and other technological advancements. Increasingly, campuses, business complexes, hotels, and coffee houses offer wireless connections. In the years to come, technology will continue to advance, and the nature of telecommunications will continue to evolve.

Considerable growth in the flow of information in telecommunication systems is expected in the future. Fortunately, much of the increase is expected to occur through better utilization of existing facilities, which will require relatively limited physical expansion beyond the established infrastructure. Substantial investments may be made in upgrading wire systems to optical fiber and in upgrading central facilities to handle higher capacities. Providing high-capacity data and video links may be important in reducing vehicle trips by increasing the potential for telecommuting and teleconferencing and allowing more people to work from home.

Continued growth will, however, require expansion to the existing network to serve new development. As with the electrical system, the City actively pursues its policy of undergrounding these utilities. The City recognizes the benefits to be achieved by requiring all new utilities to be placed underground and to retrofit existing aboveground systems, where possible, in association with new construction. Often, undergrounding of these telecommunication systems can be coordinated with SCE undergrounding activities. The City utilizes residential and non-residential undergrounding impact fees to further this goal. Therefore, impacts to telecommunications facilities would be considered less than significant as no expansion of existing facilities will be required. No mitigation measures would be required.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>As mentioned in 19(a), the City's water sources are adequate to serve the proposed development, and within the next year, will double local water supplies, with additional wells coming online. The Engineering Division has placed conditions and code requirements on the project to ensure adequate service to the site. It should be noted that the City of Torrance has implemented a DIF and that a portion of the fee is used towards maintenance and improving infrastructure in the area. Also, the project will be required to comply with the California Green Code standards for water conservation, such as installation of high efficiency water fixtures and low-flow irrigation systems for landscape areas. Therefore, impacts to water supplies would be considered less than significant. No mitigation measures would be required.</i></p>						
(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?	1, 2, 14	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>The existing system would have adequate capacity to serve the project. Wastewater generated by the project will be treated at the Joint Water Pollution Control Plant in Carson, which has a design capacity of 400 million gpd and currently processes an average of 280 million gpd. Based on the size and scope of the project, the wastewater treatment provider would have adequate capacity to serve project's projected demand. Therefore, the project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to the project's projected demanded in addition to the provider's existing commitments and no mitigation measures would be required.</i></p>						
(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?	1, 2, 3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>The project will be serviced by a private waste hauler and conditions of approval will require recycling to reduce demand for landfill area. Per TMC, waste haulers must divert at least 50% of the solid waste collected. The project would not impair the attainment of solid waste reduction goals. The Environmental Division has provided conditions that recyclable bins be included within the trash enclosures proposed. Therefore, impacts to solid waste disposal would be less than significant and no mitigation measures would be required.</i></p>						
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>The project would comply with all Federal, State, and local statutes and regulations related to solid waste. In addition, a Waste Management Plan (WMP) would be prepared in order to recycle or reuse at least fifty percent of the materials that leave the project site, as noted in 19(d). Therefore, no impacts to regulations related to solid waste would occur and no mitigation measures would be required.</i></p>						

20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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| (a) | Substantially impair an adopted emergency response plan or emergency evacuation plan? | 22 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
<p>According to the California Department of Forestry and Fire Protection (Cal Fire), the City of Torrance is not within a State or Federal responsibility area, nor classified as a Very High Fire Hazard Severity Zone (VHFHSZ). The project is located within an urbanized area that does not contain expanses of wildland area. Fire protection services for the project site and vicinity are currently available through the Torrance Fire Department. Adherence to local fire department building and site design requirements, and compliance with codified fire protection and prevention measures during construction and operation of the development are required. Therefore, no impacts to an adopted emergency response plan or emergency evacuation plan. No mitigation measures would be required.</p>						
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>As mentioned in 20(a), the project is not located within a VHFHSZ. The project site is located within an urbanized environment, relatively flat, surrounded by industrial and commercial uses, and not near any wildland areas. Therefore, no impacts from project development would occur and no mitigation measures would be required.</p>						
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>As mentioned above, the project is not located within a VHFHSZ. The project site is located in a largely urbanized area, relatively flat, surrounded by industrial and commercial uses, and not near any wildland areas. Therefore, no installation or maintenance of associated infrastructure will be required, other than typical improvements to existing infrastructure for industrial developments. These improvements will be reviewed by applicable City staff, including Building & Safety, Fire, etc., to make sure the improvements meet all applicable building and safety codes to assure that the improvements do not exacerbate any fire risks or that may result in temporary or ongoing impacts to the environment. Therefore, no impacts from project development would occur and no mitigation measures would be required.</p>						
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>As mentioned above, the project is not located within a VHFHSZ. The project site is located in a largely urbanized area, relatively flat, surrounded by industrial and commercial uses, and not near any wildland areas. Furthermore, the project site is not located near a canyon, slope, drainage course, stream, or other natural feature which could expose people or structures to runoff, post-fire slope instability or drainage changes, including downslope or downstream flooding or landslides. Therefore, no impacts from project development would occur and no mitigation measures would be required.</p>						

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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21. MANDATORY FINDINGS OF SIGNIFICANCE:

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| (a) | Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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As described in the analysis above, the project site is currently developed with a vacant two-story office building with surface parking lot and ornamental landscaping. Because the project is located in a highly urbanized area and outside the natural environment, the project will not result in cumulative impacts to the quality of the area environment. The project has no potential to degrade the quality of the environment or affect any habitat. The project, based on the summary of findings in the analysis above, will not be obnoxious or detrimental to the welfare of the community, with the previously identified and incorporated mitigation measures. Therefore, with the incorporation of mitigation measures, the project would have no potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, and any such impacts would be reduced to less than significant with the incorporation of the identified measures.

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| (b) | Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | 1, 2 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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As demonstrated above, the proposed project would have the potential to result in significant impacts; however, regulatory compliance and mitigation measures would reduce these potentially significant impacts to less-than-significant levels. With the implementation of mitigation measures CR-1, CR-2, GEO-1, N-1 through -8 and TR-1 through -6, the analysis above has determined that the project would not have any individually or cumulatively considerable impacts.

The long-term cumulative impacts of development in the City, pursuant to the Torrance General Plan (2009), were assessed in the General Plan Update Final EIR. The EIR identified certain cumulative impacts such as generation of air pollution, 100-year flood protection, traffic congestion, limited solid waste disposal facilities in Los Angeles County, and limited water supply for Southern California. These cumulative impacts are considered to be previously assessed and the development does not have impacts that are individually limited, but cumulatively considerable. Therefore, impacts are considered less than significant, and no additional mitigation measures would be required

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| (c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

As described in the analysis above, construction and operation of the project would not cause substantial adverse effects on human beings, either directly or indirectly. The impacts that the project could have on human beings have been reduced to below a level of significance via existing regulations and standard conditions of approval. Therefore, impacts related to adverse effects on human beings, either directly or indirectly, are considered less than significant and no mitigation measures are required.

22. EARLIER ANALYSIS:

This Initial Study incorporates information contained in the City of Torrance General Plan. The General Plan Update Final EIR, 2009, is a program EIR pursuant to Section 15168 of the CEQA Guidelines. Pursuant to CEQA Guidelines, Section 15168(d), a program EIR may (1) provide the basis in an initial study for determining whether the later activity may have any significant effects, (2) be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole, and (3) focus an EIR on a later activity to permit discussion solely of new effects which had not been considered before.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

23. SOURCE REFERENCES:

1. City of Torrance General Plan 2010 and Land Use Map
2. General Plan Final Environmental Report, SCH#2008111046, May 2010
3. City of Torrance Municipal Code, Division 9: Planning and Land Use
4. City of Torrance Zoning Map
5. State of California Department of Conservation, Farmland Mapping & Monitoring Program & Williamson Act Program
<http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>, and <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>
6. Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis – May 2020 Ganddini Group
7. Noise Impact Study – May 2020 Ganddini Group
8. Vehicle Miles Travel (VMT) Technical Memorandum - August 2020 Linscott Law & Greenspan Engineers
9. Project Plot Plan, Floor Plan and Elevations
10. Sanitation Districts of Los Angeles County (<http://www.lacsd.org>)
11. City of Torrance Expansive Soil Foundation Map for Residential Construction
12. Preliminary Geotechnical Investigation – June 2020 Albus-Keefe & Associates, Inc.
13. Hydrology Study for Torrance Warehouse – July 2020 DRC Engineering, Inc.
14. Sewer Study for Torrance Warehouse – August 2020 DRC Engineering, Inc.
15. Sacred Lands File Search and Tribal Consultation List, Native American Heritage Commission
16. California Historical Resources Information System Report (CHRIS) – August 26, 2020 South Central Coastal Information Center
17. California Department of Toxic Substances Control (<http://www.dtsc.ca.gov>)
18. California Department of Forestry and Fire Protection Fire Hazard Severity Zone Map for Los Angeles County (<http://www.fire.ca.gov>)
19. Phase I Environmental Site Assessment – December 2007 Golder Associates
20. Phase I Environmental Site Assessment – June 1997 Professional Service Industries
21. City of Torrance Climate Action Plan (<https://www.torranceca.gov/our-city/community-development/sustainability/greenhouse-gas-emissions-and-climate-change>)
22. CALFIRE Very High Fire Hazard Severity Zones (VHFHSZ) Map (<https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>)
23. City of Torrance Citywide Traffic Analysis – March 21, 2019 Albert Grover & Associates (<https://www.torranceca.gov/our-city/public-works/traffic-engineering>)

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

24. ATTACHMENTS:

1. Location and Zoning Map
2. Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis – May 2020 Ganddini Group
3. Noise Impact Study – May 2020 Ganddini Group
4. Vehicle Miles Travel (VMT) Technical Memorandum - August 2020 Linscott Law & Greenspan Engineers
5. Preliminary Geotechnical Investigation – June 2020 Albus-Keefe & Associates, Inc.
6. Hydrology Study for Torrance Warehouse – July 2020 DRC Engineering, Inc.
7. Sewer Study for Torrance Warehouse – August 2020 DRC Engineering, Inc.
8. Sacred Lands File Search and Tribal Consultation List, Native American Heritage Commission
9. California Historical Resources Information System Report (CHRIS) – August 26, 2020 South Central Coastal Information Center
10. Formal Notification Pursuant to Public Resources Code § 21080.3.1, City of Torrance, October 19, 2020
11. Phase I Environmental Site Assessment – December 2007 Golder Associates
12. Phase I Environmental Site Assessment – June 1997 Professional Service Industries