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

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.	**Contract Person and Phone Number:**	Natalie Niemeyer Planning Associate 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 3760 Airport Way #130 Long Beach, CA 90806
6.	**General Plan Designation:**	Heavy Industrial
7.	**Zoning:**	M-2 – Heavy Manufacturing District
8.	**Description of the Project:**	The proposed Project consists of the construction of one industrial warehouse building totaling 262,970 square feet (s.f.) on a 13.59-acre site. Of the total building square footage, the Project would allocate 78,891 s.f. for warehousing, 157,782 s.f. for manufacturing, and 26,297 s.f. for office uses. The proposed building would be constructed to a maximum of 44.5 feet in height and designed in a contemporary architectural style to be visually compatible with adjacent buildings and uses. The primary color scheme of the proposed building would include varying shades of white, gray, blue and dark gray and would be further accented with blue reflective glazing and decorative wood. The building is designed with 45 truck dock doors, including 9 dock doors and 36 knock outs, on the north-facing side of the building. Vehicular access will be provided via three driveways on West 190th Street and two driveways on Crenshaw Place. The northernmost driveway on Crenshaw Place would be restricted for trucks only while the remaining driveways would be restricted for passenger cars only. The Project also includes surface parking with 552 parking spaces. As proposed, the Project will require a Conditional Use Permit to allow the construction of the industrial warehouse building; and a Tentative Parcel Map No. 83184 to consolidate three existing parcels into one to locate the property entirely on one parcel.

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 13.59-acre rectangular-shaped lot used to have an approximately 160,000 square-foot vacant two-story office building with landscaped parking areas and drive aisles. This was demolished in the fall of 2023, and, as such the site is currently vacant. The site is relatively level with elevations that vary from approximately 61 feet above mean sea level (MSL) to 64 feet above MSL. Area drains are present in several areas of the parking lot. Drainage at the site is directed toward a few area drains and as sheet flow towards Crenshaw Place and West 190th Street. Vegetation at the site is sparse and consists of a ground cover, medium size shrubs, and medium sized trees located at the eastern portion of the site. 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 (across West 190th Street).

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 Resource 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 administrated 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).

ENVIRONMENTAL SETTING

PROJECT LOCATION

As shown in Figure 1, *Regional Map*, the Project site is located in the northeastern portion of the City of Torrance at 2555 West 190th Street. The City of Torrance is located within the southern portion of Los Angeles County. Regional access to the Project site is provided via Interstate 405 (I-405), located approximately 0.23 mile to the north, State Route 107 (SR-107), approximately 1.54 miles west of the site, and Western Avenue/SR-213, approximately 0.84-mile east of the site.

As shown in Figure 2, *Vicinity Map*, the Project site encompasses approximately 13.59 acres and is located north of West 190th Street, east of Crenshaw Place, south of I-405, and west of Van Ness Avenue.

EXISTING LAND USES

The Project site is comprised of three parcels, which are identified by Assessor's Parcel Numbers (APNs) 4090-021-032 through -034. As shown in Figure 3, *Aerial Photograph*, the Project site is currently vacant after the demolition of an approximately 160,000 square-foot vacant two-story office building with landscaped parking areas and drive aisles. The site is relatively level with elevations that vary from approximately 61 feet above mean sea level (MSL) to 64 feet above MSL. Area drains are present in several areas of the parking lot. Drainage at the site is be directed toward a few area drains and as sheet flow towards Crenshaw Place and West 190th Street. Vegetation at the site is sparse and consists of a ground cover, medium size shrubs, and medium sized trees located at the eastern portion of the site.

EXISTING LAND USE AND ZONING

The Project site has a General Plan Land Use designation of Industrial – Heavy Industrial (I-HVY) and zoning designation of Heavy Manufacturing (M2). The Heavy Manufacturing zoning designation provides for commercial, industrial, and manufacturing uses, as specified in the Torrance Municipal Code. 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 to the south of the Project site 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.

SURROUNDING LAND USES

The Project site is located within an urbanized environment with nearby industrial and commercial uses. 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 (across West 190th Street).

PROJECT DESCRIPTION

PROJECT BACKGROUND

Two Mitigated Negative Declarations (MNDs) were originally prepared for the Project. The Project was originally proposed as a 305,550 s.f. building and an MND was published for a 30-day public review period from February 12, 2021, to March 15, 2021. Following the close of the public review period, the Project Applicant revised the site plan to reduce the building square footage by 21,420 s.f. to 284,130 s.f. Since then, the site plan has been further refined and reduced to 262,970 s.f., and the building onsite was demolished. On February 18, 2025, the City circulated an NOI for the Project. The MND was circulated for public review from February 18 to March 20, 2025. During the 30-day public review period, the City received a total of 5 comment letters that resulted in additional analysis conducted for the Project. Changes to the Project included parking and site plan layout revisions, additional equipment analysis during operation, a construction health risk assessment, and the addition of mitigation measures for construction noise and restrictions for large truck turns on Crenshaw Boulevard. As a result, the Project's Air Quality, Global Climate Change, and Energy Impact Analysis, Construction Health Risk Assessment (Attachment 2 of this IS/MND), and Noise Impact Analysis (Attachment 9 of this IS/MND) have been revised and updated. Therefore, in order to address the environmental concerns raised and in accordance with Section 15073.5 of the CEQA Guidelines, this recirculated MND was prepared to provide comprehensive environmental review of the Project.

PROJECT OVERVIEW

The Project Applicant, Comstock Development, is requesting approval from the City of Torrance to redevelop a 13.59-acre site in the City of Torrance, Los Angeles County, California, located at 2555 West 190th Street. As shown in Figure 4, *Site Plan*, the Project is proposing to redevelop the Project site with one industrial warehouse building totaling 262,970 s.f. (including 9,500 s.f. of mezzanine) and related site improvements including landscaping, parking, and infrastructure facilities. Of the total building square footage, the Project would allocate 78,891 s.f. for warehousing, 157,782 s.f. for manufacturing, and 26,297 s.f. for office uses. A total of 45 truck dock doors, including 9 dock doors and 36 knock outs, are proposed along the north-facing side of the building. Since the future occupant(s) of the proposed building is currently unknown, the proposed dock door layout would provide flexibility to accommodate different tenants.

BUILDING CHARACTERISTICS AND OPERATIONS

The future occupant(s) of the proposed building is currently unknown. For purposes of analysis, the Project is assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

The building is designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays and trailer parking stalls. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) is expected to be non-diesel powered per contemporary industry standards.

As depicted in Figure 5, *Building Elevations*, the proposed building would be constructed to a maximum of 44.5 feet in height and designed in a contemporary architectural style to be visually compatible with adjacent buildings and uses. The primary color scheme of the proposed building would include varying shades of white, gray, blue, and dark gray, and would be further accented with blue reflective glazing and decorative wood.

CIRCULATION AND PARKING

Vehicular access will be provided via three driveways on West 190th Street and two driveways on Crenshaw Place. The northernmost driveway on Crenshaw Place would be restricted for trucks only while the remaining driveways would be restricted for passenger cars only. As a Project Design Feature, the Project will widen Crenshaw Place along project frontage from 190th Street north to the northernmost driveway on Crenshaw Place and widen 190th Street to construct a westbound right-turn lane at this intersection to facilitate truck access. Additionally, the concrete median along Crenshaw Boulevard will be extended by 10 feet to prevent left-turns into the site by larger trucks with over 4-axles. The Project includes surface parking with 552 parking spaces. Of the 552 parking spaces, 503 would be designated as standard parking stalls, and 49 would be designated as compact parking stalls. Automotive parking stalls would be located to the south, west, north, and east of the proposed building. The Project assumes that 24-hour parking would be allowed on site. Additionally, 18 angled off-site parking spaces and centerline striping will be installed along Crenshaw Place. It should be noted that parking spaces along Crenshaw Boulevard are for public use and therefore, are not counted towards the City's parking requirements for the Project.

LANDSCAPING, WALLS, AND LIGHTING

The Project includes landscaped areas, hardscaping, and other exterior features. A variety of trees, shrubs, accent plants, and ground cover are proposed along the perimeter of the Project site's frontage along West 190th Street and Crenshaw Place and parking area. A concrete tilt up screen wall will be constructed around the western side of truck court.

The Project includes the installation of outdoor nighttime lighting throughout the Project site. Exterior light poles would be installed throughout the parking lots to provide lighting for security and way-finding. Additionally, exterior lighting in the form of wall mounted lights and sconces would be installed on all sides of the proposed building.

INFRASTRUCTURE IMPROVEMENTS

Water service to the Project site would be provided by the Torrance Municipal Water. Water would be accommodated via a proposed private water lateral that would extend from the southeastern corner of the building to an existing 12-inch water main on West 190th Street.

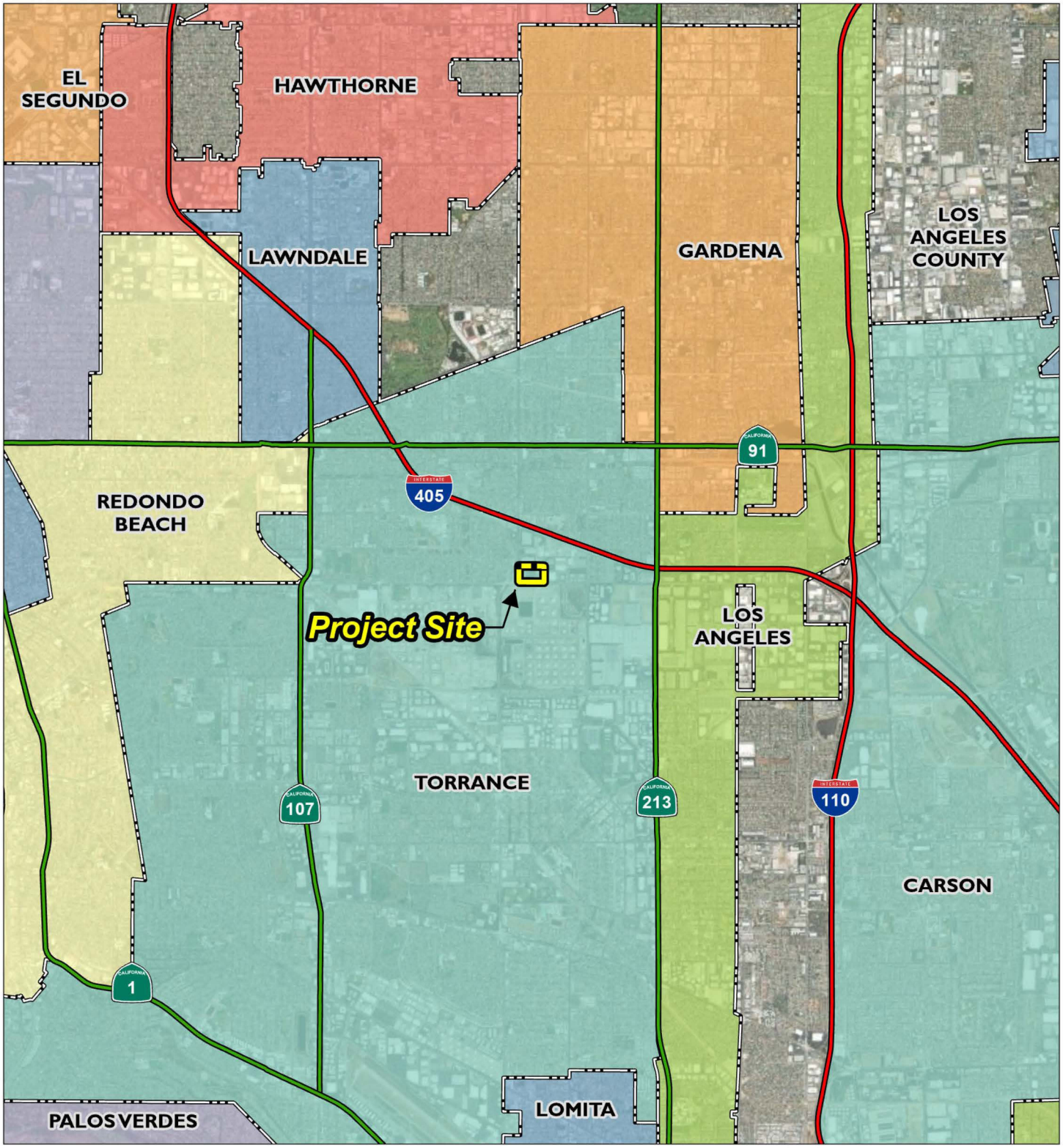
Sanitary sewer service to the Project site would be provided by Sanitation Districts of Los Angeles County (LACSD). Sewage generated on-site will be conveyed to existing public facilities by a proposed 6-inch private sewer lateral connecting to the existing 8" private mainline located east of the Project site. The existing private main connects to the existing 10-inch public sewer main located in 190th Street. The proposed 6-inch private sewer lateral will collect sewage from the Project, discharges into the existing 8-inch private sewer main, and flow will continue east into the existing 10-inch public sewer main located in West 190th Street. From West 190th Street, the sewer flows east continue to Van Ness Avenue. The 10-inch sewer main in West 190th Street confluences with a LACSD 48-inch line and is then conveyed to the existing 48-inch sewer main running south near the intersection of Van Ness Avenue and West 190th Street.

Runoff from the Project site will flow towards individual inlets and eventually collect into the proposed 30" storm drain pipe and discharge into the existing Los Angeles County Flood Control District (LACFCD) Reinforce Concrete Box (RCB). The proposed 30" storm drain pipe will replace the 27" storm drain pipe at the north edge of the site property line and will be routed around the proposed building to discharge into the existing LACFCD RCB. The off-site tributary area studied in the existing condition also applies to the proposed condition. The existing 27" connection to the LACDPW storm drain will be abandoned/sealed and a new 30" junction will be constructed approximately 130' easterly of the existing connection.

Natural Gas service to the Project site is provided by Southern California Gas Company (SCG) and electrical service to the Project site is provided by Southern California Edison (SCE). The Project would connect to the existing infrastructure system and would not require the expansion of existing facilities.

PROJECT CONSTRUCTION CHARACTERISTICS

Project construction is anticipated to start no sooner than October 2025 and be completed by April 2027 for approximately 14 months. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario even if construction was to occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. Construction activities would include the following: Site Preparation; Grading; Building Construction; Paving; and Architectural Coating. Implementation of the Project is expected to require import of approximately 19,506 cubic yards of soil material. Offsite improvements include centerline striping and 18 angled parking spaces on an approximately 0.57-acre along Crenshaw Place adjacent to the Project site.

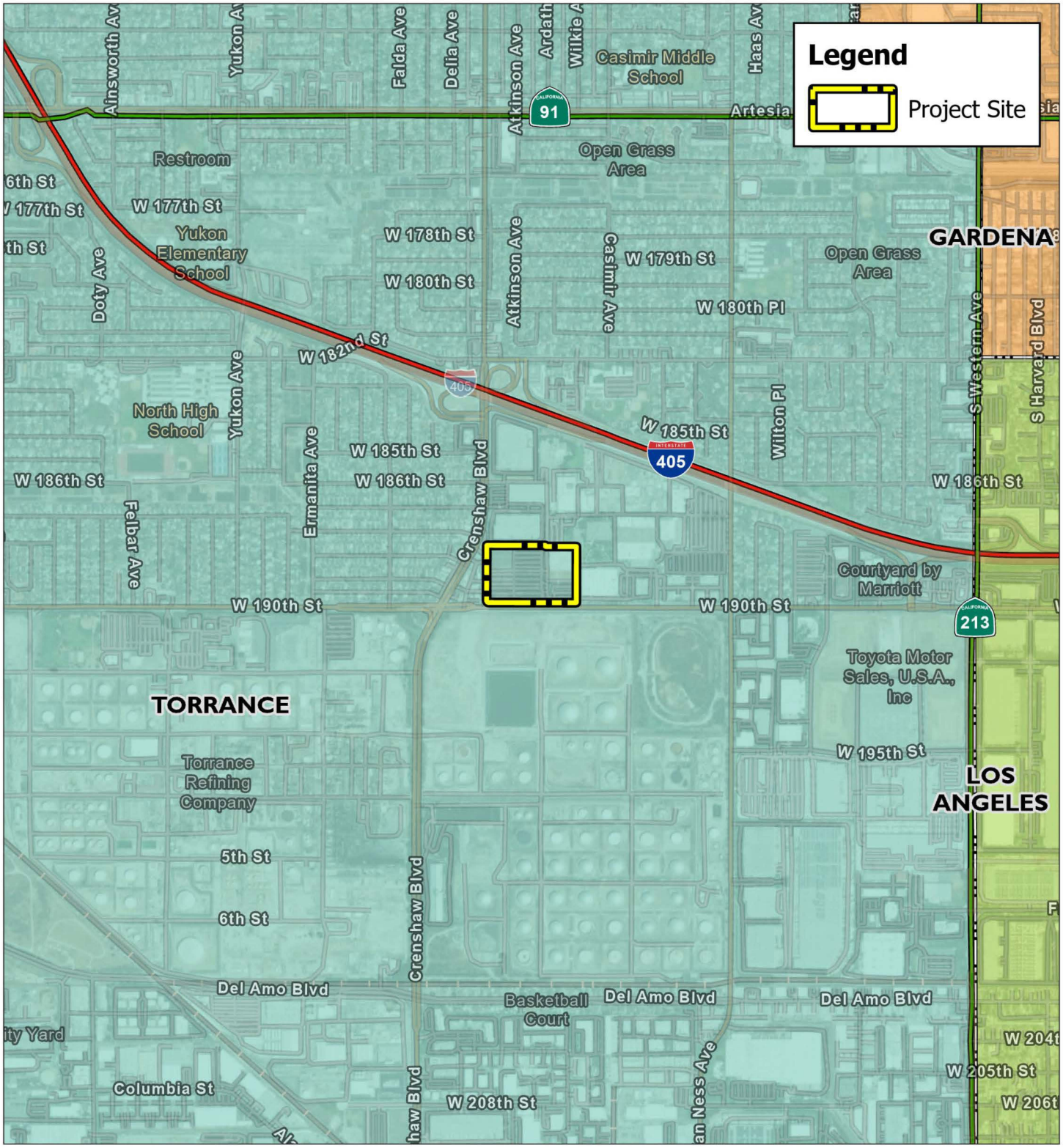


Source(s): Esri, LA County (2024)

Figure 1

0 0.25 0.5 1 Miles

Regional Map



Source(s): Esri, LA County (2024)

Figure 2

0 375 750 1,500 Feet

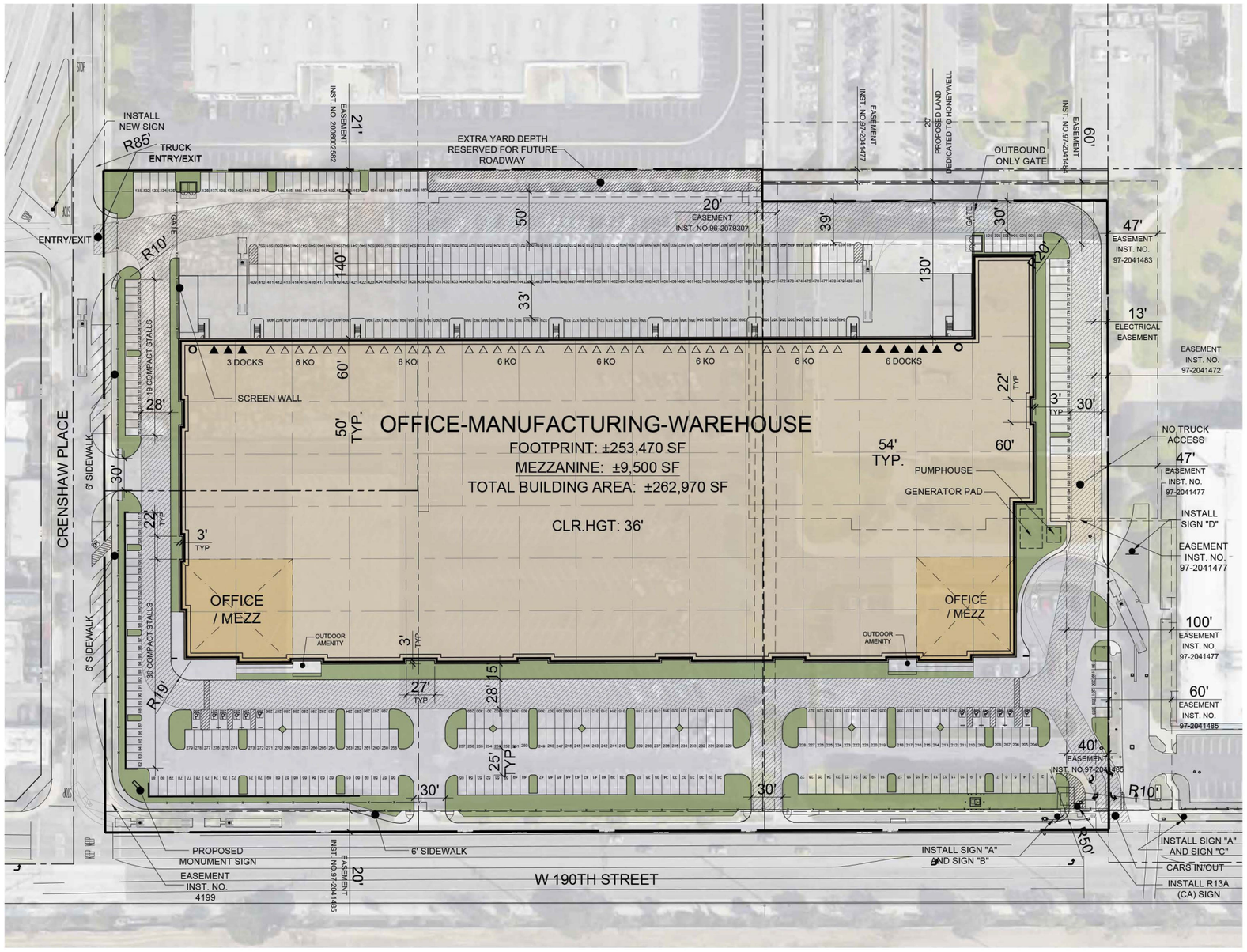
Vicinity Map

Source(s): Esri, Nearmap Imagery (May 2024)

Figure 3

0 75 150 300 Feet

Aerial Photograph



PROJECT DATA:

SITE AREA:		
GROSS:		13.59 AC
		592,099 SF
BUILDING AREA:		
FOOTPRINT:		253,470 SF
MEZZANINE:		9,500 SF
TOTAL BUILDING AREA:		262,970 SF
BUILDING USE:		
WAREHOUSE	@ 30%	78,891 SF
MANUFACTURING	@ 60%	157,782 SF
OFFICE	@ 10%	26,297 SF
FAR:		
GROSS:		0.44
COVERAGE:		
GROSS:		43%
PARKING REQUIRED:		
WAREHOUSE	1/1500 SF	53 STALLS
MANUFACTURING	1/400 SF	394 STALLS
OFFICE	1/250 SF	105 STALLS
TOTAL		552 STALLS
PARKING PROVIDED:		
STANDARD		503 STALLS
COMPACT	8.9%	49 STALLS
AUTO:		552 STALLS
		@2.1/1000 SF
REQ. ACCESSIBLE		*11 STALLS*
TRUCK DOCKS:		
▲ DOCK-HIGH DOORS		9
△ KNOCK-OUTS		36
O GRADE-LEVEL DOORS		2

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:	8.5x19
COMPACT:	7.5x15
COMPACT %:	10%
DRIVE AISLE:	25 FT
FIRE LANE:	20 FT
OVERHANG:	2 FT
TREE WELL:	n/a
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/1500 SF
OFFICE:	1/250 SF
MANUFACTURING:	1/400 SF

NOTES:

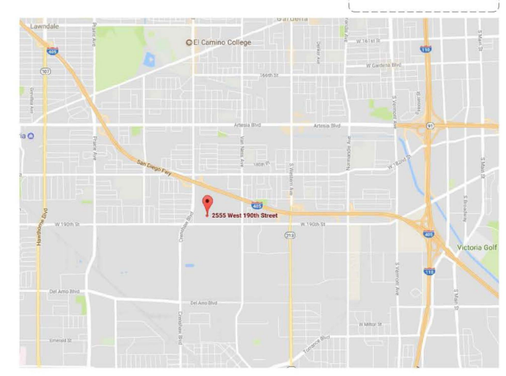
1 The minimum size of each parking space in a parking lot servin commercial uses shall be no less than eight (8) feet six (6) inches in width and nineteen (19) feet in depth. Where employees parking for industrial uses is required by this Section, eight (8) feet by nineteen (19) feet shall be the minimum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

2 28' width required for buildings over 30'-0' in height.

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.

Stormwater Management Design: TO BE VERIFIED WITH CIVIL

Boundary Source: CIVIL CAD FILE



Source(s): Ware Malcomb (04-16-2025)

Not to Scale

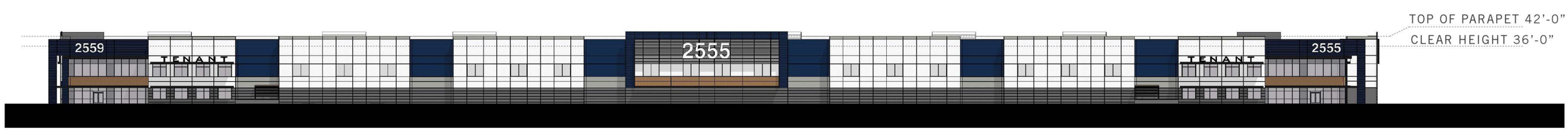
Figure 4

Site Plan

EAST ELEVATION

NORTH ELEVATION

WEST ELEVATION



SOUTH ELEVATION

Source(s): Ware Malcomb (10-31-2023)

Figure 5

Not to Scale

Building Elevations

Staff Photographs:

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

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

Environmental Checklist Form

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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☒ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ 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:

Natalie Niemeyer — 12/10/2025
Natalie Niemeyer, Planning Associate — Date

CONCUR:

Robert Garcia — 12/10/2025
Robert Garcia, Planning Manager,
Secretary to the Planning Commission — Date

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

A significant impact would occur if a project were to introduce incompatible scenic elements within a field of public view containing a scenic vista or substantially block views of a scenic vista. Viewsheds refer to the visual qualities of the geographical area that is defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of an area.

According to the Community Resources Element of the City of Torrance General Plan, the San Gabriel Mountains and Pacific Ocean are considered scenic vistas (City of Torrance, 2010)*. 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?	2	☐	☐	☐	☒

The Project site is not located near any State scenic highway. The nearest officially designated State scenic highway is SR-2, approximately 25.89 miles to the northwest of the Project site (Caltrans, 2025)*. In addition, 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?	3, 4	☐	☐	☐	☒

According to CEQA Guidelines Section 15387, urban areas are defined as a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. According to the 2010 Census Urbanized Area Reference Map, the Project site is located within an urbanized area (US Census, 2012)*. As such, the potential impacts of the Project under this threshold are assessed based on whether the Project would conflict with applicable zoning and other regulations governing scenic quality.*

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 currently vacant Project site after the demolition of the previous building 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

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

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. There is no minimum lot area or setback requirements and no required floor area ratio or lot coverage in the Heavy Manufacturing (M2) zoning designation. 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?	3	☐	☐	☒	☐

Under existing conditions, the Project site is surrounded by industrial uses to the north and east, commercial and residential uses to the west and a petroleum refinery to the south. Street lights are located along West 190th Street and Crenshaw Boulevard. 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. New lighting will be introduced to the site with the redevelopment of the Project. Pursuant to the requirements of the Torrance Municipal Code, project on-site lighting will be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures will be selected and located to confine the area of illumination to within the Project site and minimize light spillage. 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?	5	☐	☐	☐	☒

The Project site is vacant after the demolition of an office building and does not contain any agricultural uses. There are no agricultural resources or operations located at the Project site or in the surrounding area. Further, the site is identified as Urban and Built-up Land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program (DOC, 2018). *The Project does not have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. Therefore, no impacts to farmlands 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) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	5,6	☐	☐	☐	☒

The Project site is not located within a zone designated for agricultural use or an area that is designated as Williamson Act Contract lands. The Project's implementation would not require a zone change and would not result in a loss of land zoned for agriculture. The Project is consistent with the development standards and allowed land uses of the Heavy Industrial zone. 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))?	1,6	☐	☐	☐	☒

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 forests, 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, 6	☐	☐	☐	☒

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, 6	☐	☐	☐	☒

There are no Farmland/agricultural or forestry resources or operations located at, adjacent to or near the Project site. The Project site is currently vacant after the demolition of an office building and there are no agricultural uses occurring onsite. 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:

The analysis in this section is based on the 190th Street Warehouse Project Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis report prepared by Ganddini Group, Inc. dated August 18, 2025, and the 190th Street Warehouse Project Construction Health Risk Assessment Analysis, dated August 18, 2025. These are provided in their entirety as Attachments 2 and 3, respectively, of this IS/MND.

(a) Conflict with or obstruct implementation of the applicable air quality plan?	7,8	☐	☐	☒	☐

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

The South Coast Air Quality Management District (SCAQMD) CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP". Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criteria 1 – Increase in the Frequency or Severity of Violations
As discussed in Response to Question 3(b), short-term construction and long-term operations impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Therefore, the Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criteria 2 – Exceed Assumptions in the AQMP?
Consistency with the AQMP assumptions is determined by performing an analysis of the Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts as the AQMP. The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy prepared by SCAG (2020) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Torrance Land Use Plan defines the assumptions that are represented in the AQMP. The Project site has a City of Torrance General Plan land use designation of Heavy Industrial (I-HVY). The Project proposes to develop the site with an industrial warehouse/manufacturing facility that includes: 78,891 sf of warehousing; 157,782 sf of manufacturing, and 26,297 sf of office. The Project is consistent with the existing land use designation and no zone change or General Plan Amendment is required. Therefore, the Project is not anticipated to exceed the AQMP assumptions for the Project site and is found to be consistent with the AQMP for the second criterion. 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.

(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?	7,8	☐	☐	☒	☐

The Project would contribute to local and regional air pollutant emissions during its construction (short-term) and operation (long-term). However, as discussed below, Project construction and operation would not result in exceedances of SCAQMD daily thresholds for Project-

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

specific impacts that could subsequently cause cumulatively considerable increases in emissions of pollutants for which the SCAB is designated as non-attainment.

Construction Impacts

The Project's construction is anticipated to take approximately 14 months. The grading phase is to include approximately 19,506 cubic yards of import. During this time, a variety of heavy-duty diesel-powered vehicles and equipment would be operated on-site. Grading for the Project would require similar vehicles, as well as a grader. During the demolition and excavation phases, haul trucks would be utilized to transport demolished materials.

Emissions are estimated using the CalEEMod (Version 2022.1.1.29) software, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California and is recommended by the SCAQMD.

The Project is within the jurisdiction of the SCAQMD and subject to existing SCAQMD rules for the reduction of fugitive dust emissions. The two most pertinent regulatory requirements that apply to the proposed Project during construction and required by South Coast AQMD Rules include Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 prevents and reduces fugitive dust emissions by requiring best available control measures to be applied during earth moving and grading activities. Rule 1113 limits the VOC content of architectural coatings. Credit for Rules 403 and 1113 have been taken in the analysis. The phases of the construction activities which have been analyzed below for each phase are: (1) demolition, (2) grading, (3) building construction, (4) paving, and (5) application of architectural coatings.

The construction-related criteria pollutant emissions for each phase are shown below in Table 1, Construction-Related Regional Pollutant Emissions. As shown in Table 1, Project construction-source emissions would not exceed the regional numerical thresholds of significance established by the SCAQMD for any criteria pollutant and impacts would be less than significant.

TABLE 1: CONSTRUCTION-RELATED REGIONAL POLLUTANT EMISSIONS

Activity	Pollutant Emissions (Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions[1,2,3]	35.99	36.96	32.21	0.10	6.23	2.63
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Source: CalEEMod Version 2022.1.

(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) Construction, painting and paving phases may overlap.
(3) Architectural coating emissions include compliance with SCAQMD Rule 1113 limiting architectural coatings to 50 g/L VOC for buildings and 100 g/L VOC for parking lot striping.

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

Operation Impacts

Emissions associated with the Project's operation were based on the operational year of 2027 and calculated using CalEEMod 2022.1.1.29, which analyzes operational emissions from area sources, energy usage, mobile, stationery, and offroad sources. The Project's daily regional is shown in Table 2, Regional Operations Pollutant Emissions and represents the worst-case summer or winter maximum daily criteria pollutant emissions. As shown in Table 2, the Project's daily regional emissions will not exceed any threshold of significance for any criteria pollutants and impacts would be less than significant.

TABLE 2: REGIONAL OPERATIONAL POLLUTANT EMISSIONS

Activity	Pollutant Emissions (Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	9.98	6.78	25.00	0.04	2.41	0.89
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Source: CalEEMod Version 2022.1; the higher of either summer or winter emissions.

(c)	Expose sensitive receptors to substantial pollutant concentrations?	7,8	☐	☐	☒	☐

Some people are especially sensitive to air pollution. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes who engage in frequent exercise. Structures that house these persons or place where they gather to exercise are defined as sensitive receptors. Figure 3 of the Project's Air Quality Impact analysis (Attachment 2 of this IS/MND) provides the location of the project buildings, emission source locations, and the locations of the nearest sensitive receptors (the pre-school facility and the single-family detached residential dwelling units located along the western side of Crenshaw Boulevard, and north of 190th St, east of Van Ness Avenue). The pre-school receptor is shown as an orange triangle labeled Preschool 1, the closest residential receptors are shown as orange triangles labeled 2 through 8. The direction of on and off-site truck travel was estimated based on the Traffic Impact Analysis (TIA), site plan, and/or traffic engineer.

Construction Impacts

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold (LST) Methodology prepared by SCAQMD. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM_{10}, and $PM_{2.5}$ from the Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Southwest Coastal LA County source receptor area (SRA) 3 and, to be conservative, a disturbance value of two acres per day. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the Project site are the existing single-family detached residential dwelling units located as close as approximately 215 feet west (~66 meters) of the Project site; therefore, to be conservative, the SCAQMD Look-up Tables for 50 meters was used. As shown in Table 3, Localized Significance Summary Peak Construction Emissions, none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the Project.

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

TABLE 3: LOCALIZED SIGNIFICANCE SUMMARY PEAK CONSTRUCTION EMISSIONS

Activity[1]	On-Site Pollutant Emissions (Pounds Per Day)[2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	22.20	19.92	4.73	1.42
Grading	29.68	28.31	3.64	2.09
Building Construction	9.85	12.97	0.38	0.35
Paving	6.94	9.95	0.30	0.27
Architectural Coating	0.83	1.13	0.02	0.02
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 of Attachment 2).
(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.

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. According to the OEHHA and the SCAQMD Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (August 2003), health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 14 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during construction activities. Therefore, impacts from TACs during construction would be less than significant.

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the State and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the Project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of Project construction are not anticipated.

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

However, in the interest of full disclosure of all impacts, a Construction Health Risk Assessment was conducted for the project in accordance with the latest Office of Environmental Health Hazard Assessment (OEHHA) guidance (Attachment 3 of this IS/MND)

As the Project construction would be over a duration of less than two years, only the impacts to the most sensitive groups, 3rd trimester and infants were evaluated and the exposure frequency and duration were adjusted to correspond to the number of construction days/construction time as necessary (see Tables 3 and 4 of the Construction Health Risk Assessment [Attachment 3 of this IS/MND] for calculation details). As concluded in the Construction Health Risk Assessment, the 3rd trimester exposure and infant 0–2-year exposure would not result in a cancer risk in excess of 10 in a million. The highest construction-related health risk to 3rd trimester fetus 0.25 years is at receptor 2, with a cancer risk of 0.18 in a million. The highest construction-related health risk to infants 0-2 years is at receptor 2, with a cancer risk of 3.30 in a million. As these most-vulnerable age groups would not be exposed to cancer risks in excess of 10 in a million, children 2-16 years and adults in the Project vicinity would also not be exposed to cancer risks in excess of 10 in a million. Therefore, Project construction would result in a less than significant impact related to the cancer risk from diesel emissions created by Project-related construction equipment. The construction-related health risk impacts for non-cancer related impacts are less than 1.0; therefore, they are also considered to be less significant. No mitigation is required.

Operation Impacts

The Project's Health Risk Assessment (Attachment 2 of this IS/MND) 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. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. 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 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.

In order to assess local air quality impacts, the SCAQMD has developed Localized Significance Thresholds (LSTs) to assess the Project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significance Threshold Methodology which details the methodology to analyze local air emission impacts. The Localized Significance Threshold Methodology found that the primary emissions of concern are NO_2, CO, PM_{10}, and $PM_{2.5}$. The Project has been analyzed for the potential local CO emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions, and local impacts from onsite operations per SCAQMD LST methodology.

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, onsite usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the existing single-family detached residential dwelling units located approximately 215 feet west of the Project site. Table 4, Localized Significant Summary Peak Operational Emissions, shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per SCAQMD's LST Methodology, mobile emissions include only on-site sources which equate to less than 10 percent of the Project-related new mobile sources As the project site is larger than 5 acres, per SCAQMD current requirements, the potential for operational LST exceedances has been analyzed using the AERMOD dispersion model. As shown in Table 4, operation of the Project would not exceed SCAQMD local operational thresholds of significance. Therefore, the on-going operations of the Project would create a less than significant operations-related impact to local air quality due to on-site emissions.

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

TABLE 4: LOCALIZED SIGNIFICANCE SUMMARY PEAK OPERATIONAL EMISSIONS

Activity	On-Site Pollutant Emissions (Pounds Per Day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources[2]	0.10	11.44	0.02	0.02
Energy Usage[3]	2.40	2.02	0.18	0.18
Off-Road[4]	1.08	0.70	0.05	0.04
Stationary[5]	2.42	2.21	0.13	0.13
Vehicle Emissions[6]	0.09	0.86	0.20	0.05
Total Emissions	6.09	17.22	0.58	0.42
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 consists of emissions from generation of electricity and on-site natural gas usage.
(4) Offroad consists of emissions from one diesel yard goat and 5 electric forklifts.
(5) Stationary consists of emissions from testing and running of emergency fire pump and generator.
(6) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
(7) 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.

As concluded in the Project's Health Risk Assessment (Attachment 2 of this IS/MND), the highest cancer risk corresponds to receptors 2, the existing single-family detached residential dwelling units located approximately 215 feet west of the Project site, with a maximum risk of 1.64 in one million. The maximum 3rd trimester (0.25-year) cancer risk is at receptor 2; with a maximum cancer risk of 0.06 in a million. The highest infant (0-2 years) cancer risk is at receptor 2; with a maximum risk of 1.48 in one million and the highest adult (16-30 years) cancer risk is at receptor 2; with a maximum risk of 0.18 in one million. No children, infants, or adults are exposed to cancer risks in excess of 10 in a million. Therefore, the on-going operations of the Project would result in a less than significant impact due to the cancer risk from diesel emissions created by the proposed project. As the residential cancer risk does not exceed 10 in a million, it is anticipated that any offsite worker risk (where the potential for exposure is only 8 hours instead of 24 hours per day) would also not exceed 10 in a million. Additionally, the on-going operations of the proposed Project would result in a less than significant impact due to the non-cancer risk from mobile source diesel emissions created by the proposed Project.

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.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	7,8	☐	☐	☒	☐

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. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed Project. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site and therefore should not reach an objectionable level at the nearest sensitive receptors. 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. Potential sources that may emit odors during the on-going operations of the Project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. As the specific uses for this Project have not been established, future occupants of the site would be subject to applicable County department and Torrance 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	☐	☐	☐	☒

The Community Resource Element of the Torrance General Plan does not identify any candidate, sensitive, or special status species that occupies the site (City of Torrance, 2010). *The Project site is located within an urban area and is currently vacant following the demolition of the two-story office building; the site still includes landscaped parking areas and drive aisles. Vegetation onsite is limited to ornamental species. No native vegetation exists on the Project site, and no rare or endangered species exist on the site or in the immediate vicinity. As part of the Project, existing vegetation within the Project site would be removed and replaced with a variety of trees and ornamental vegetation. The replacement of on-site vegetation and trees would not have a substantial adverse effect on candidate, sensitive or special-status species, as defined by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). Therefore, no impacts to federal or state listed or other sensitive designated species would occur and no mitigation measures would be required.*

(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?	9	☐	☐	☐	☒

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

The Project site is located within an urban area and is currently vacant following demolition of the two-story office building; the site still includes landscaped parking areas and drive aisles. The Project site does not contain any riparian habitat or other sensitive natural community identified by the Department of Fish & Game or Fish & Wildlife Service (USFWS, 2020). Therefore, no impacts to riparian habitat or other sensitive natural communities would occur and no mitigation measures would be required.

(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?	9	☐	☐	☐	☒

As discussed above, the Project site is located within an urban area and is currently vacant after the demolition of the two-story office building. There are no legally defined wetlands on the Project site (USFWS, 2020). *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.*

(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?	9	☐	☐	☐	☒

No surface water bodies, streams or waterways occur on the Project site. The Project site remains devoid of threatened or endangered species and does not evidence wetland or accommodate wildlife or wildlife movement. As previously mentioned, the Project 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 Project site. Nor is there evidence that the Project site otherwise functions as a movement corridor for fish or wildlife movement. The Project 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 Project site propose or require uses that would discernibly affect off-site wildlife movement, wildlife migratory corridors, or wildlife nursery sites. There are a limited number of ornamental trees on site that would be removed and replaced with new trees and landscaping. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. Nesting migratory birds are protected under the MBTA (United States Code, Title 16, Sections 703–712) and California Fish and Game Code Sections 3503 et seq. Compliance with federal MBTA and California Fish and Game Code would eliminate any potential impacts. 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.

(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	1,3	☐	☐	☐	☒

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. The Project would be required to comply with the City's Tree Ordinance under Division 7, Chapter 5 of the Torrance Municipal Code, which requires a permit to be obtained prior to cutting, trimming, removing, pruning, planting, injuring, or interfering with any trees on a street. Additionally, the Project would be required to comply with the City's landscape requirements. 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. The Project

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

would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impact to biological resources (tree preservation) would occur and no mitigation would be required.

(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?	10, 29, 30	☐	☐	☐	☒

The Project site is surrounded by commercial and industrial/petroleum refinery uses and is not located in an environmentally sensitive area. The Project is not located within or adjacent to the boundaries of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan (CDFW, 2019). 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.

5. CULTURAL RESOURCES. Would the Project:

(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	11	☐	☐	☐	☒

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 (City of Torrance, 2010). *The previously demolished building onsite was constructed in 1984* (LA County Office of the Assessor, 2025). *The definition "historical resources" is contained in CEQA Guidelines Section 15064.5. Buildings that are 50 years or older are required to be evaluated under CEQA, to determine whether they are considered significant historical resources as defined in CEQA Guidelines Section 15064.5. Because the site was developed in 1984, it is not considered of historic age and would not be considered a significant part of California's history and/or cultural heritage, associated with the life of an important person, embodies characteristics of the works of an important individual, or has potential to yield important information about history. In addition, the Project site is not listed or eligible for listing under the State or National Register of Historic Places (NPS, 2020, n.d.; OHP, 2024).*

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 vacant Project site after the demolition of the previous building and 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. 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?	12	☐	☒	☐	☐

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. A request was submitted to the South Central Coastal Information Center (SCCIC) for a records search of the California Historical Resources Information System (CHRIS) of archeological and built environment resources, as well as a review of cultural resource reports on file in the CHRIS for the Project site and within 0.25 mile radius of the Project site (see Attachment 4 of this IS/MND). Results of the records search found two reports and studies on the Project site and eight reports and studies within 0.25-mile of the Project site. The record search also found one built-environment resources within 0.25- mile of the Project site. However, the records search did not identify any archaeological resources, Office of Historic Preservation built environment resources, California Points of Historical Interests, California Historic Landmarks, California Register of Historical Resources,

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

and National Register of Historic Places on the Project site or within 0.25-mile of the Project site. Results of the record search indicated that no known potentially significant cultural resources are located within the Project site or in its vicinity. Therefore, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. However, to ensure implementation of the Project would not impact unexpected archaeological resources due to grading in native soils, mitigation measure CR-1 would require an archaeologist to monitor the site during construction activities:

Mitigation Measure

CR-1: *Prior to issuance of a grading permit, the Project Applicant shall provide written verification in the form of a letter from the archaeologist to the City's Community Development Director stating that a certified archaeologist that meets the U.S. Secretary of Interior Standards has been retained to implement the monitoring program. The certified archaeologist and consulting tribe(s) representative shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program. 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 less than significant with the incorporation of the aforementioned mitigation measure (CR-1).

(c)	Disturb any human remains, including those interred outside of formal cemeteries?	12	☐	☒	☐	☐

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. The possibility of uncovering human remains during Project-related grading activities is remote due to fact that the previous development of the site has substantially disturbed the subsurface of the site. Thus, human remains are not expected to be encountered during any construction activities. However, to ensure implementation of the proposed Project would not impact previously uncovered human remains, Mitigation Measure CR-2 would require the Project comply with CEQA Guidelines Section 15064.5(e) and 2006 Assembly Bill 2641.

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*

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

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.

6. ENERGY. Would the Project:

The analysis in this section is based on the 190th Street Warehouse Project Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis report prepared by Ganddini Group, Inc. dated August 18, 2025. This is provided in its entirety as Attachments 2of this IS/MND.

(a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	7	☐	☐	☒	☐

Construction Impacts

Electrical service will be provided by Southern California Edison (SCE). The total electricity usage from Project construction related activities is estimated to be approximately 67,339 kilowatt hours (kWh). Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Project construction activities would consume an estimated 53,294 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose. Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 28,302 gallons of fuel. Additionally, an estimated 36,939 gallons of fuel would be consumed for vendor and hauling trips.

Construction equipment used over the approximately 14-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The Project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by building officials, and/or in response to citizen complaints.

Operation Impacts

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

An estimated 624,684 gallons of fuel would be consumed per year for the operation of the Project. Trip generation and VMT generated by the Project are consistent with other similar industrial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

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

Furthermore, the state of California consumed approximately 3.5. billion gallons of diesel and 13.6 billion gallons of gasoline in 2023. Therefore, the increase in fuel consumption from the proposed project is insignificant in comparison to the State's demand. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by Southern California Edison) and natural gas (provided by Southern California Gas Company). The estimated electricity demand for the Project is approximately 2,661,344 kWh per year. In 2022, the non-residential sector of the County of Los Angeles consumed approximately 45,229 million kWh of electricity. In addition, the estimated natural gas consumption for the proposed Project is approximately 8,940,626 kilo-British thermal units per year (kBTU) per year. In 2022, the non-residential sector of the County of Los Angeles consumed approximately 1,698 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the proposed Project is insignificant compared to the County's 2022 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). Furthermore, the Project energy demands in total would be comparable to other non-residential projects of similar scale and configuration. Therefore, the Project facilities' energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Based on the preceding, the Project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy. Therefore, impacts to energy would be less than significant and no mitigation measures would be required.

(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	7,8	☐	☐	☒	☐

Regarding federal transportation regulations, the Project site is located in an already developed area. Access to/from the Project site is from existing roads. These roads are already in place so the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) because SCAG is not planning for intermodal facilities in the Project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the Project applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts to state or local energy plans would be less than significant 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
7. GEOLOGY AND SOILS. Would the Project:					

The analysis in this section is based on the Preliminary Geotechnical Investigation report prepared by Albus-Keefe & Associates, Inc. dated November 2025 and is provided in its entirety as Attachment 5 of this IS/MND.

(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:		☐	☐	☒	☐
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	☐	☐	☐	☒

Ground rupture is the visible offset of the ground surface when an earthquake rupture along a fault affects the Earth's surface. Southern California, including the City of Torrance, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. 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 (City of Torrance, 2010). *According to the Project-specific Geotechnical Investigation, included as Attachment 5, the Project site is not located with an Alquist-Priolo Earthquake Fault Zone* (AAI, 2025). *The Project would be constructed in accordance with the 2022 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, no impacts associated with rupture of a known earthquake fault would occur. No mitigation measures would be required.*

ii)	Strong seismic ground shaking?	1	☐	☐	☒	☐

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 (City of Torrance, 2010). *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. The proposed Project does not involve activities that would increase the potential to expose people or structures to the adverse effects associated with strong seismic ground shaking. Also, the Project would be designed and constructed in accordance with the 2025 CBC, which would 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. The Project would be required by the City to implement the recommendations contained within the Geotechnical Investigation report for the Project site. 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?	13	☐	☐	☒	☐

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

Seismic-related ground failure includes, but is not limited to, liquefaction. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to fluids when subject to high intensity seismic events. Liquefaction occurs when three general conditions coexist: 1) shallow groundwater (within approximately 50 feet below ground surface), 2) relatively loose silty and/or sandy soil, and 3) high-intensity ground motion. 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). Additionally, according to the Project-specific Geotechnical Investigation, the risk of liquefaction is low (AAI, 2025). *Moreover, the Project would be built in accordance with the 2025 CBC, which sets procedures and limitations for design of structures based on seismic risk and the type of facility. All proposed construction would be subject to all applicable provisions of the 2025 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.*

iv)	Landslides?	1	☐	☐	☐	☒

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 (City of Torrance, 2010). *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.*

(b)	Result in substantial soil erosion or the loss of topsoil?	3	☐	☐	☒	☐

Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. The Project site is in a highly urbanized, built-out portion of the City and is largely flat; soils have already been disturbed by existing development. Because the Project site is vacant and developed with an existing parking lot, building foundations and crushed concrete associated with demolition of the previous building on-site, it contains some exposed soils and erosion occurring on the site is minimal.

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 (BMPs). The State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ (General Construction Permit) contains water quality standards and stormwater discharge requirements that apply to construction projects of one acre or more. The General Construction Permit was issued pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations for implementing part of the federal Clean Water Act. The General Construction Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of BMPs to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 5, below.

TABLE 5: EXAMPLES OF CONSTRUCTION-PHASE STORMWATER POLLUTION PREVENTION BMPS

Category	Goal	Sample Measures
Erosion Controls	Prevent soil particles from being detached from the ground surface and transported in runoff	Preserving existing vegetation; soil binders; geotextiles and mats
Sediment controls	Filter out soil particles that have entered runoff	Barriers such as slit fences and gravel bag berms; and street sweeping

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

Tracking Controls	Prevent soil from being tracked offsite by vehicles	Stabilized construction roadways and entrances/exits
Wind Erosion Control	Prevent soil from being transported offsite by wind	Similar to erosion controls above
Non-stormwater Management	Prevent discharges of soil from site by means other than runoff and wind	BMPs regulating various construction practices; water conservation
Waste and Materials Management	Prevent release of waste materials into storm discharges	BMPs regulating storage and handling of materials and wastes

Grading of the Project site would be subject to the requirements of the Torrance Municipal Code and the 2025 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. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related demolition, site preparation and grading, and construction activities. Therefore, impacts associated with soil erosion and loss of topsoil would be less than significant. No mitigation measures would be required.

(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?	3, 13	☐	☐	☒	☐

As discussed in Response to Questions 7(a)(iii) and 7(a)(iv), above, there are no known liquefaction or landslide hazards in or adjacent to the Project site. The potential for other geologic hazards on the Project site, including lateral spreading, subsidence or settlement is considered low (AAI, 2025). *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 2025 CBC. As such, potentially significant impacts involving unstable geologic or soil materials would be avoided. 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.*

(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?	1,3,13	☐	☐	☒	☐

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, the near surface soils at the Project site generally consisted of artificial fill materials overlying older alluvial deposits. The older alluvial materials are generally comprised of interlayers of olive brown, grayish brown, reddish brown, gray, and light brown clay, silty sand, clayey sand, sandy silt, and sand. These materials are typically moist to wet and generally medium dense to dense/ stiff to very stiff. Laboratory testing performed on representative samples of these materials indicate that they possess medium to high expansion potentials (AAI, 2025). *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. The Project would implement the recommendations contained within the site-specific Geotechnical Investigation report, which include measures to minimize the potential soil movement due to expansive soil conditions. Additionally, the Project would be required to comply with all applicable building codes and standards, including the CBC and Torrance Municipal Code Sections 81.2.30 and 81.2.51, which are designed to assure safe construction and includes building foundation requirements appropriate to site conditions Adherence with the Torrance Municipal Code and the 2025 CBC and compliance with the recommendations in the geotechnical*

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

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.

(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?	3	☐	☐	☐	☒

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 2025 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.

(f)	Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	1	☐	☒	☐	☐

*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 in native soils. With implementation of Mitigation Measure **GEO-1**, impacts would be less than significant.*

Mitigation Measure

GEO-1 *Prior to issuance of grading permits, the Project Applicant shall retain a qualified paleontologist. Prior to initiation of any grading and/or excavation activities, a preconstruction meeting shall be held and attended by the paleontologist of record, representatives of the grading contractor and subcontractors, the Project owner or developer, and a representative of the lead agency. The nature of potential paleontological resources shall be discussed, as well as the protocol that is to be implemented following discovery of any fossiliferous materials. 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).

8. GREENHOUSE GAS EMISSIONS. Would the Project:

The analysis in this section is based on the 190th Street Warehouse Project Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis report prepared by Ganddini Group, Inc. dated August 18,2025. This is provided in its entirety as Attachment 2 of this IS/MND.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	7	☐	☐	☒	☐

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. To determine whether the Project's GHG emissions are significant, this analysis uses the SCAQMD draft tier 3 screening threshold of 3,000 MTCO$_2$e per year for all land uses. An Air Quality and Greenhouse Gas Emissions Impact Study was prepared for the proposed Project. The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. As shown in Table 6, Project-Related Greenhouse Gas Emissions, the total Project's emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 1,515.79 MTCO$_2$e per year and would not exceed the SCAQMD draft screening threshold. Therefore, GHG emission generated by the Project would have less than a significant impact on the environment, and no mitigation measures are required.

TABLE 6: PROJECT-RELATED GREENHOUSE GAS EMISSIONS

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO_2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Maximum Annual Operations	45.10	1,290.30	1,335.40	4.66	0.06	1,478.40
Construction[1]		36.68	36.68	0.00	0.00	37.39
Total Emissions	**45.10**	**1,326.98**	**1,372.08**	**4.66**	**0.07**	**1,515.79**
SCAQMD Draft Screening Threshold						**3,000**
Exceed Threshold?						**No**

Source: CalEEMod Version 2022.1 for Opening Year 2027.

(1) Construction GHG emissions $CO2_e$ based on a 30-year amortization rate.

(2) Definitions:

Bio-CO_2: Carbon dioxide (CO_2) emissions that result from materials that are derived from living cells, as opposed to CO_2 emissions derived from fossil fuels, limestone, and other materials that have been transformed by geological processes. Biogenic CO_2 contains carbon that is present in organic materials, including wood, paper, vegetable oils, animal fat, and waste from food, animals, and vegetation (such as yard or forest waste).

NonBio-CO_2: CO_2 emissions that are derived from fossil fuels, limestone, and other materials that have been transformed by geological processes.

Carbon Dioxide (CO_2): The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s. Each of these activities has increased in scale and distribution. CO2 was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO_2 from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010. Globally, economic and population growth continued to be the most important drivers of increases in CO_2 emissions from fossil fuel combustion. The contribution of population growth between 2000 and 2010 remained roughly identical to the previous three decades, while the contribution of economic growth has risen sharply.

Methane (CH_4): CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years,

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning. Nitrous Oxide (N_2O): Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant, (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and in race cars). Carbon dioxide equivalent (CO_2e): A measure for comparing CO_2 with other greenhouse gases (GHG). CO_2e is calculated by multiplying the metric tons of a GHG by its associated global warming potential (GWP).					
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	7	☐	☐	☒	☐

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 following analysis describes 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.

The SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets: 2010 – Reduce GHG emissions to 2000 levels; 2020 – Reduce GHG emissions to 1990 levels; and 2050 – Reduce GHG emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012.

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, Section 4 of the CCSP provides a discussion of key sectors and strategies to support the State's goal to reduce GHG emissions. The following discussion presents strategies that are applicable to the Project:

- *Sustainable Manufacturing and Buildings Sector: Maximize air quality benefits using the best available control technologies for stationary sources in communities most in need, including frontline, low-income, disadvantaged, rural, and tribal communities.*

  Pursuant to SCAQMD Rule 1301(a) and Best Available Control Technology Guidelines, the Project would be required to use best available control technologies for all new stationary sources.

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

- *Sustainable Manufacturing and Buildings Sector: Continue to leverage energy-efficiency programs, including the U.S. DOE's ENERGY STAR program, U.S. DOE's Superior Energy Performance program, and ISO 50001.*

  The Project would be required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company.

- *Sustainable Manufacturing and Buildings Sector: Expand use of low-GWP refrigerants within buildings.*

  Refrigerated storage (cold storage) is not proposed as part of the warehouse portion of the Project. Additionally, any refrigeration used in the manufacturing portion will have to comply with all applicable Federal and State requirements.

Accordingly, the Project would comply with all applicable strategies within the CSSP and not impede the State's progress towards carbon neutrality by 2045 under the CCSP. Pursuant to AB 32, CARB is required to adopt GHG emission limits and emission reduction measures by regulations in furtherance of the objectives under the CSSP. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the CCSP. As such, the construction and operation of the Project will not conflict with the CSSP.

Therefore, as the Project's emissions meets the threshold for compliance with Executive Order S-3-05, the Project's emissions also comply with the goals of AB 32 and the City of Torrance Climate Action Plan. Additionally, as the Project meets the current interim emissions targets/thresholds established by SCAQMD, the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, the majority of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Project will be required to comply with these regulations as they come into effect.

At a level of 1,515.79 $MTCO_2e$ per year, the Project's GHG emissions do not exceed the SCAQMD draft threshold of 3,000 $MTCO^2e$ per year and is in compliance with the goals of the City of Torrance Climate Action Plan, AB-32 and SB-32. Furthermore, the Project will comply with applicable Green Building Standards and City of Torrance's policies regarding sustainability (as dictated by the City's General Plan).

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:

The analysis in this section is based on the Phase I Environmental Site Assessment (ESA) prepared by Professional Service Industries, dated June 18, 1997, and the Phase I ESA prepared by Golder Associates, Inc. dated December 27, 2007. These are provided in their entirety as Attachments 6 and 7, respectively, of this IS/MND.

(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	14,15	☐	☐	☒	☐

A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Project Applicant

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

proposes to redevelop the Project site with a building that has the potential to store hazardous materials during the future building user's daily operations.

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 contained the previously demolished two-story office building.

Project Construction

The Phase I ESAs conducted at the Project site concluded that no hazardous materials, aboveground storage tanks, or underground storage tanks were observed during the site reconnaissance. 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 Project 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 Total Petroleum Hydrocarbons Gasoline (TPHg), Benzene, Methyl tert-butyl ether (MTBE), and tert-Butyl alcohol (TBA). As of June 2021, this case has been determined closed by the Los Angeles Regional Water Quality Control Board (see Attachment 15 of this IS/MND). 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 Project site. No evidence or indication of RECs or conditions indicative of releases and threatened releases of hazardous substances on, at, in, or to the Project site have been discovered.

The use of asbestos-containing materials (ACM, a known carcinogen) and lead-based paint (LBP) (a known toxic), both of which are considered hazardous materials, was a common building construction prior to 1978. Since the existing building was constructed in 1984, the presence of asbestos and LBP is unlikely.

Heavy equipment (e.g., dozers, excavators, tractors) would operate on the subject property during construction of the Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. Also, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA, California Department of Toxic Substances Control (DTSC), South Coast AQMD, and Los Angeles Regional Water Quality Control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

Project Operation

Future users of the proposed on-site Project building are not yet known. 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

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

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. The operation of the Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the Project increase the potential for accident operations which could result in the release of hazardous materials into the environment. 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.

(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?	14,15	☐	☐	☒	☐

Project Construction
During Project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such that any materials released are appropriately contained and remediated as required by local, State, and federal law.

The Project would comply with the requirements of applicable laws and regulations governing upsets and accidents including the requirements of the hazardous materials disclosure program, the California Accidental Release Prevention Program, the hazardous materials release response plans and inventory program, and California Health and Safety Code Section 25500. These requirements would ensure that all potentially hazardous materials are handled in an appropriate manner and would minimize the potential for upset and accident conditions. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable State and local regulations for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Therefore, this impact is considered less than significant.

Project Operation
Regulatory requirements pertaining to upsets and accidents following during the construction phase would also be implemented during the operational phase. For the operational phase, both the federal government and the State of California (Health and Safety Code, Division 20, Chapter 6.95, §§ 25500–25520; 19 CCR, Chapter 2, Subchapter 3, Article 4, §§ 2729–2734) require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local Certified Unified Program Agency (CUPA). These requirements would ensure that all potentially hazardous materials are handled in an appropriate manner and would minimize the potential for safety impacts. With mandatory regulatory compliance, the Project would not increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Impacts would be less than significant.

(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	14,15	☐	☐	☒	☐

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

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

(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.

(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?	14,15, 31	☐	☐	☒	☐

As discussed in Response to Question 9(a), 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. The Project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (CalEPA, 2025)*.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?		☐	☐	☐	☒

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?	16	☐	☐	☒	☐

The City's General Plan Safety Element includes policies and procedures to establish safety-related priorities for the City. Additionally, the City of Torrance Office of Emergency Services updated the Local Hazard Mitigation Plan (LHMP). The updated City of Torrance LHMP replaced the 2017-2022 LHMP by assessing and identifying both natural and human-caused hazards local to Torrance that may impact the City. The 2023 LHMP summarized vulnerabilities of the community and assess ways in which the City can reduce the impacts of these threats through long-term, hazard mitigation projects. According to the updated LMHP, the Project site is not located along an evacuation route (City of Torrance, 2023)*. Construction of the Project would be generally confined to the Project site and would not physically impair access to the site or the Project area. During both construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles as required by the City and the Torrance Fire Department.*

The Project 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

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

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?	17	☐	☐	☐	☒

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) (CalFire, 2025)*. 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:

The analysis in this section is based on the Hydrology Study prepared by DRC Engineering, Inc, dated November 17, 2025. This is provided in its entirety as Attachment 8, respectively, of this IS/MND.

(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	18	☐	☐	☒	☐

The California Porter-Cologne Water Quality Control Act (§ 13000 et seq., of the California Water Code) (Porter-Cologne Act), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The City of Torrance, including the Project site, is within the jurisdiction of the Los Angeles RWQCB.

Temporary Construction-Related Activities

Construction of the Project would involve demolition, clearing, grading, paving, utility installation, construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints and solvents, and other chemicals with the potential to adversely affect water quality. As such, 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.

Post-Development Water Quality Impacts

The site would be developed with a building up to 262,970 s.f. and associated parking and landscaping. To meet the requirements of the NPDES permit, the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a Project site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin.

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

In addition to the WQMP, the NPDES program also requires certain land uses, including the industrial land use proposed by the Project, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption is granted. Because the permit is dependent upon the operational activities of the building and the tenants are not known at this time, details of the SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined at this time. However, based on the requirements of the NPDES Industrial General Permit, the Project's mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term operation.

Implementation of the Project would have a beneficial impact on water quality because it would capture all on-site flows and treat flows prior to being discharged into the City's storm drainage system. Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality or result in potential discharge of stormwater to affect beneficial uses of receiving waters.

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?		☐	☐	☒	☐

Water supply to the Project site would be provided by the Torrance Municipal (TWD) and would not require the direct use of groundwater at the Project site. Therefore, the Project would not require direct additions or withdrawals of groundwater. Excavation that would result in the interception of existing aquifers or penetration of the existing water table is not proposed or anticipated. In addition, since the existing Project site is mostly impervious, the Project would not reduce any existing percolation of surface water into the groundwater table. Therefore, impacts to groundwater supplies or recharge would be considered less than significant. No mitigation would be required.

(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:		☐	☐	☒	☐
i)	Result in substantial erosion or siltation on- or off-site;		☐	☐	☒	☐

Under existing conditions, the Project site does not contain a stream or river; therefore, the Project does not have the potential to alter the course of a stream or river. No impacts would occur in this regard. As mentioned in Response to Question 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. Compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation, resulting in a less than significant impact. The Project would also be required to company with SCAQMD Rule 403, which requires the implementation of best available dust control measures. Therefore, impacts to the existing drainage pattern would be considered less than significant. No mitigation measures would be required.

ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	18	☐	☐	☒	☐

The Project site was previously occupied with a 160,000 square foot building; redevelopment of the site would not increase impervious surfaces. The off-site tributary area studied in the existing condition also applies to the proposed condition. The existing 27" connection to the LACDPW storm drain will be abandoned/sealed and a new 30" junction will be constructed approximately 130' easterly of the existing

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

connection. The off-site tributary area studied in the existing condition also applies to the proposed condition. The existing 27" connection to the LACDPW storm drain will be abandoned/sealed and a new 30" junction will be constructed approximately 130' easterly of the existing connection.

As part of the proposed Project, a detention pipe and weir outlet control system 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. Through the implementation of the detention systems and outlet controls, the peak discharges for the 10-year and 50-year storm events were dropped to below existing condition levels. 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.

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	18	☐	☐	☒	☐

As discussed earlier, the Project provides a new detention pipe and weir outlet control system that are calculated to meet allowable flow rates. Through the implementation of the detention systems and outlet controls, the peak discharges for the 10-year and 50-year storm events were dropped to below existing condition levels. 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.

iv) Impede or redirect flood flows?	1, 19	☐	☐	☐	☒

According to the Safety Element of the City of Torrance General Plan, the Project site is not located within a flood hazard area. According to the Federal Emergency Management Agency (FEMA) flood map No. 06037C1930F, the Project site is located within Zone X (Unshaded), an area of minimal flood hazard (FEMA, 2008). *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 related to impeding or redirecting flood flow would occur and no mitigation measures would be required.*

(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	1, 19	☐	☐	☐	☒

The Project site is not located within a flood hazard area. Therefore, there would be no impact related to the risk of pollutant release due to inundation from a flooding event. No impact would occur.
A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. There are no large water bodies in the area that could impact the Project site. No impact would occur.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The Project site is not located near the ocean and is outside of any tsunami hazard zone. Therefore, no impacts from Project inundation 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
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	1	☐	☐	☐	☒

The Project site is located in the Dominguez watershed, which is regulated by Los Angeles RWQCB. Water quality standards for the Los Angeles region, including the Dominguez watershed, are set forth in the Water Quality Control Plan: Los Angeles Region Basin Plan (Basin Plan). The Basin Plan establishes water quality objectives to protect the valuable uses of surface waters and groundwater within the Los Angeles region. Under Section 303(d) of the Clean Water Act, the Basin Plan is intended to protect surface waters and groundwater from both point and nonpoint sources of pollution within the project area and identifies water quality standards and objectives that protect the beneficial uses of various waters. To meet the water quality objectives established in the Basin Plan, Los Angeles RWQCB established total maximum daily loads, which are implemented through stormwater permits. As discussed in Response to Question 10(a), the Project would be required to comply with applicable regulations associated with water quality. Compliance with these regulations would ensure that the proposed Project would be consistent with the Basin Plan.

The Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. The Project site is underlain by the Coastal Plain of Los Angeles – West Coast Groundwater Basin, which is a very low-priority basin. To date, no sustainable groundwater management plan has been developed for the groundwater basin. 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?		☐	☐	☐	☒

The 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 proposes development of an industrial building that will be of similar design and size to surrounding development. 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, 3	☐	☐	☐	☒

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

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

Industrial District, which is an area recognized as a means to achieve employment objectives and promote viable industrial development. The Project Applicant would redevelop the Project site in accordance with the underlying land use designations and applicable zoning ordinance development standards. No change to the existing land use designation or zoning is required or proposed by the Project. The Project is consistent with the General Plan and would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. 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?		☐	☐	☐	☒

According to the Community Resources Element of the City of Torrance General Plan (Figure CR-5s Mineral Resources Zones), the Project site is not located within Mineral Resources Zone 1 (MRZ-1). MRZ-1 is defined as no significant mineral deposits are present or likely to be present (City of Torrance, 2010)*. 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?		☐	☐	☐	☒

As stated in Response to Question 12(a), 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:

The analysis in this section is based on the 190th Street Warehouse Noise Impact Analysis prepared by Ganddini Group, Inc. dated August 20, 2025 and is provided in its entirety as Attachment 9 of this IS/MND.

(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?	20	☐	☒	☐	☐

On July 10, 2025, Ganddini Group took 24-hour noise measurements at 5 noise measurement locations. Results showed that short-term ambient noise levels were measured between 53.7 and 66.9 decibels (dBA) equivalent sound level (L_{eq}). Long-term hourly noise measurement ambient noise levels ranged from 55.3 to 63.2 dBA Leq. The dominant noise sources included conversation/recreational noise and vehicles traveling along Crenshaw Place, Crenshaw Boulevard, I-405 Freeway, West 190th Street, and other surrounding roadways.

Redevelopment of the Project site with a new building and associated improvements have the potential to generate elevated noise levels during both near-term construction activities and under long-term operational conditions. Near-term (i.e., temporary) and long-term (i.e., permanent) noise level increases that would be associated with the Project are described below.

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

Construction Noise Impacts

Onsite Construction
Construction noise will result in temporary increases in ambient noise levels. 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 closet 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 215 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 Torrance Municipal Code would apply.

The City of Torrance has not adopted a numerical threshold that identifies what a substantial increase would be during the allowed hours of construction. For purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria was utilized to establish significance thresholds. For residential uses, the daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr); and the nighttime noise threshold is 70 dBA Leq (8-hr). For commercial uses, the daytime and nighttime noise threshold is 85 dBA Leq (8-hr).

As shown in Table 7, Construction Noise Levels, modeled unmitigated construction noise levels when combined with existing measured noise levels could reach 72 dBA Leq at the nearest industrial property line to the north of the Project site, 76 dBA Leq at the nearest commercial property line to the northeast of the Project site, 74 dBA Leq at the nearest church property line to the east, 67 dBA Leq at the nearest commercial property line to the west, and 68 dBA Leq at the nearest residential property line to the west of the Project site. Per FTA, daytime construction noise levels should not exceed 80 dBA Leq for an 8-hour period at residential uses and 85 dBA Leq for an 8-hour period at commercial uses. Therefore, Project construction would not exceed the FTA thresholds for either residential or commercial uses. Although the Project would not exceed FTA thresholds, the Project would exceed the City's Municipal Code requirements of noise levels above 50 db during the noise-sensitive nighttime hours. Therefore, without restrictions on hours for construction activities, construction noise impacts would be potentially significant and construction noise best management practices have also been incorporated as mitigation measures below to provide noise reduction measures. Specifically, mitigation measure N-1 would ensure that Project construction would not occur during the noise-sensitive nighttime hours, consistent with Torrance Municipal Code Section 46.3.1, and mitigation measure N-2 will be implemented to require best management practices to further reduce construction noise.

Mitigation Measures

N-1 *In addition to not exceeding FTA construction noise standards, Project construction activities will be limited to the hours between 7:30 AM to 6:00 PM Monday through Friday and between 9:00 AM to 5:00 PM on Saturdays. Construction will not be conducted on Sundays or Holidays observed by City Hall.*

N-2 *During all Project construction activities, the following best management practices will be implemented to further reduce construction noise emanating from the Project:*

a. 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.

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

b. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

c. Equipment shall be shut off and not left to idle when not in use.

d. 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

e. Jackhammers, concrete saws, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

f. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

Therefore, with the implementation of mitigation measures N-1 and N-2, which would prohibit construction activities during the noise-sensitive nighttime hours and implement best management practices, construction noise levels would not exceed the City's Municipal Code requirements of noise levels above 50 db and impacts would be less than significant.

Construction Truck Trips
Construction truck trips would occur along surrounding roadways throughout the construction period. According to the Federal Highway Administration (FHWA), the traffic volumes need to be doubled in order to increase noise levels by 3 dBA Community Noise Equivalent Level (CNEL). The estimated existing average daily trips along West 190th Street in the Project vicinity range between 29,000 and 34,100 average daily vehicle trips. As shown in the CalEEMod output files provided in the Project's Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis (Attachment 2), the greatest number of construction-related vehicle trips per day would be during building construction at up to 163 vehicle trips per day (116 for worker trips and 47 for vendor trips). Given the Project site's proximity to the 405 Freeway, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps. Therefore, the addition of Project vendor/haul trucks and worker vehicles per day along surrounding roadway segments would not result in a doubling of traffic volumes. Project generated construction vehicle trips would result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels. Impacts would be less than significant. No mitigation measures are required.

<u>Operational Noise Impacts</u>

Off-Site Project Generated Vehicle Noise Impacts
During operation, the Project is expected to generate approximately 1,562 average daily trips (PCE) with 231 trips during the AM peak-hour and 258 trips during the PM peak-hour. As stated in the City's General Plan Update Draft EIR, increases in ambient noise along affected roadways due to Project generated vehicle traffic is considered substantial if, at any noise-sensitive receptor, noise levels increase by an audible amount of 3 dBA or more.

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 the 190th Street Warehouse Noise Impact Analysis (Attachment 9 of the IS/MND).

As shown in Table 8, Change in Existing Noise Levels Along Roadways, as a Result of Project, 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.

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

All modeled roadway segments are anticipated to change the noise a nominal amount (between approximately 0.01 to 3.52 dBA CNEL). One segment, Crenshaw Place from Crenshaw Blvd to Project Driveway No. 3, would result in a change of noise level of 3.52 dBA CNEL, exceeding the City's 3dBA increase threshold. However, there are no existing sensitive receptors along this roadway segment, and the modeled existing plus Project noise level is only 55.86 dBA CNEL. Therefore, this 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.

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

TABLE 7: CONSTRUCTION NOISE LEVELS

Phase	Receptor Location	Existing Ambient Noise Levels[1] (dBA Leq)	Unmitigated Construction Noise Levels[2] (dBA Leq)	Combined Noise Levels (dBA Leq)
Demolition	North	53.7	72.1	72.2
	Northeast	53.7	75.7	75.7
	East	53.7	73.7	73.7
	West - Commercial	59.1	61.0	63.2
	West - Residential	65.1	59.7	66.2
Grading	North	53.7	71.8	71.9
	Northeast	53.7	70.9	71.0
	East	53.7	66.7	66.9
	West - Commercial	59.1	66.7	67.4
	West - Residential	65.1	63.7	67.5
Building Construction	North	53.7	70.4	70.5
	Northeast	53.7	69.6	69.7
	East	53.7	65.4	65.7
	West - Commercial	59.1	65.3	66.2
	West - Residential	65.1	62.3	66.9
Paving	North	53.7	65.9	66.2
	Northeast	53.7	65.1	65.4
	East	53.7	60.9	61.7
	West - Commercial	59.1	60.8	63.0
	West - Residential	65.1	57.8	65.8
Architectural Coating	North	53.7	58.5	59.7
	Northeast	53.7	57.6	59.1
	East	53.7	53.4	56.6
	West - Commercial	59.1	53.4	60.1
	West - Residential	65.1	50.4	65.2

Notes:

(1) Per measured existing ambient noise levels. STNM1 was used for receptors to the northeast and east, STNM2 for the receptors to the north and the commercial receptors to the west, & STNM3 was used for the residential receptors to the west.

(2) Construction noise worksheets are provided in Appendix D.

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

TABLE 8: CHANGE IN EXISTING NOISE LEVELS ALONG ROADWAYS AS A RESULT OF PROJECT

Roadway	Segment	Distance from roadway centerline to right-of-way (feet)[2]	Modeled Noise Levels (dBA CNEL)[1]			
			Existing Without Project at right-of-way	Existing Plus Project at right-of-way	Change in Noise Level	Increase of 3 dB or More
182nd Street	Crenshaw Blvd to I-405 Northbound Ramps	47	76.16	76.24	0.08	No
	East of I-405 Northbound Ramps	47	73.63	73.66	0.03	No
190th Street	West of Crenshaw Blvd	61	77.32	77.33	0.01	No
	Crenshaw Blvd to Crenshaw Place	61	77.28	77.37	0.09	No
	Crenshaw Place to Project Dwy No. 1	61	77.32	77.42	0.10	No
	Project Dwy No. 1 to Project Dwy No. 2	61	77.32	77.41	0.09	No
	Project Dwy No. 2 to Van Ness Ave	61	77.26	77.42	0.16	No
	Van Ness Ave to I-405 Southbound Ramps	61	77.15	77.31	0.16	No
	I-405 Southbound Ramps to Western Ave	61	77.37	77.46	0.09	No
	East of Western Ave	61	76.67	76.68	0.01	No
Crenshaw Boulevard	North of 182nd St	61	75.76	75.81	0.05	No
	182nd St to I-405 Southbound Ramps	61	77.09	77.18	0.09	No
	I-405 Southbound Ramps to Crenshaw Place	61	77.83	77.91	0.08	No
	Crenshaw Place to 190th St	61	77.58	77.62	0.04	No
	South of 190th St	61	78.13	78.16	0.03	No
Van Ness Avenue	North of 190th St	47	74.77	74.79	0.02	No
	South of 190th St	47	74.50	74.52	0.02	No
Western Avenue	North of I-405 Northbound Ramps	61	76.50	76.52	0.02	No
	I-405 Northbound Ramps to 190th St	61	77.73	77.76	0.03	No
	South of 190th St	61	77.53	77.56	0.03	No
Crenshaw Place	Crenshaw Blvd to Project Dwy No. 3	30	52.34	55.86	3.52	Yes
	Project Dwy No. 3 to Project Dwy No. 4	30	57.78	58.08	0.30	No
	Project Dwy No. 4 to 190th St	30	57.78	59.33	1.55	No

Notes:
(1) Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.
(2) Distance from the roadway centerline to the roadway ROW. ROW distances were estimated based on the Road Cross Section Diagram, Figure CI-1, in the City of Torrance General Plan (April 2010).

On-Site Operational Noise

Sensitive land uses that may be affected by Project noise include the church use located adjacent to the east, the single-family detached residential dwelling units located as close as approximately 215 feet to the west, the church use located approximately 240 feet to the west, and the single-family detached residential dwelling units located approximately 0.31 miles to the east of the Project site.

Section 46.7.2.2(a) of the Torrance Municipal Code sets forth noise standards based on the category of the receiving land use, the time of day, and which "noise region" the receiver is located in. The Project site and nearby land uses to the north, east and west are located within Region 4 (as shown on Figure N-5, Noise Limit Regions, in the City of Torrance General Plan Nosie Element). However, the residential land uses located west of the Project site have two sets of standards depending on whether or not they are within 500 feet of a Region 2 boundary. Residential properties that are within 500 feet of a Region 2 boundary are to be increased by 5 dB of the applicable standard or the ambient noise level, whichever is lower per Municipal Code Section 46.7.2.2(a). Existing residential land uses located west of Crenshaw Boulevard

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

and south of 188th Street are located within 500 feet of a Region 2 boundary. Therefore, the five-decibel increase applies. Because the applicable standards (55 dBA Leq [day] and 50 dBA Leq [night]) are lower than the representative measured ambient noise levels (see Table 9), these standards plus five dB (60 dBA Leq [day] and 55 dBA Leq [night]) are the applicable noise standards for residential properties within 500 feet of 190th Street. As shown in Table 9, Comparison of Existing and Project Operational Noise Levels, operational noise levels at Receptors 5 and 6 will range between 47 and 48 dBA Leq and will not exceed the daytime noise standard of 60 dBA Leq or the nighttime noise standard of 55 dBA Leq. Therefore, impacts would be less than significant. No mitigation is required.

The residential standards for affected residential land uses that are further than 500 feet from a Region 2 boundary are 55 dBA Leq during daytime hours and 50 dBA Leq during nighttime hours. As shown in Table 9, Project operational noise levels at Receptors 3 and 4 would be 49 dBA Leq and would not exceed the daytime noise standard of 60 dBA Leq or the nighttime noise standard of 55 dBA Leq. Therefore, impacts would be less than significant. No mitigation is required.

There are commercial land uses adjacent to the project site to the north, east and west. Per Section 46.7.2(b) of the City's Municipal Code, it shall be unlawful for any person on industrial use land (outside Regions 1 and 2) and commercial land to produce noise levels at his own property boundary in excess of 60 dB Leq during the day or 55 dB Leq during the night. As shown in Table 9, Project operational noise levels at adjacent properties to the east and north (Receptors 1, 2, 7 and 8) would range between 47 and 55 dBA Leq and would not exceed the 60 dBA Leq daytime or the 55 dBA Leq nighttime noise standard at commercial land uses. Therefore, impacts would be less than significant. No mitigation is required.

TABLE 9 COMPARISON OF EXISTING AND PROJECT OPERATIONAL NOISE LEVELS

Receiver Location[1]	Existing Measured Noise Levels[2] (Day / Night)	Proposed Project Operation	Daytime Applicable Standard[3]	Nighttime Applicable Standard	Exceeds Standards?
1	53.7 / 55.3	47	60.0	55.0	No
2	59.1 / 55.3	47	60.0	55.0	No
3	66.9 / 55.3	49	55.0	50.0	No
4	65.1 / 55.3	49	55.0	50.0	No
5	66.9 / 55.3	48	60.0	55.0	No
6	59.1 / 55.3	47	60.0	55.0	No
7	66.9 / 55.3	55	60.0	55.0	No
8	59.1 / 55.3	50	60.0	55.0	No

Notes:

(1) Receiver locations and modeled operational noise levels are shown on Figure 7.

(2) See Tables 1 and 2. The quitest nighttime hour measured on the site is representative of nighttime noise levels at all Receivers in the immediate site vicinity. The measured noise level at position 3 is representative of existing ambient noise levels at positions 5 and 7; and the measured noise level at position 2 is representative of positions 6 and 8.

(3) Per Municipal Code 46.7.2.2(a), 5 dB is to be added to either the noise standard or the measured ambient noise level (whichever is less), for residential properties that are located within 500 feet of a Noise Region 2 (see Figure 6).

(b)	Generation of excessive groundborne vibration or groundborne noise levels?	20, 21	☐	☒	☐	☐

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

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 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 of the 190th Street Warehouse Noise Impact Analysis (Attachment 9 of this IS/MND), 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). As shown in Table 10, Construction Vibration Levels at the Nearest Receptors, 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. Therefore, Project construction may temporarily annoy persons in the commercial building immediately north of the project site if a vibratory roller, or other similar vibratory equipment, is utilized within 26 feet or if a bulldozer is utilized within 15 feet of the existing commercial building located to the north of the Project site. The affected commercial building is not conducting business that is highly vibration sensitive. According to Caltrans's Transportation and Construction Vibration Guidance Manual, ground vibration has the potential to disrupt the operation of vibration-sensitive research and advanced technology equipment. This equipment can include optical microscopes, cell probing devices, magnetic resonance imaging (MRI) machines, scanning electron microscopes, photolithography equipment, micro-lathes, and precision milling equipment. The commercial building north of the Project site is home to Seino Super Express (cargo transportation services), Parts Authority (Auto Parts Super Store), and Renewal by Andersen (window manufacturer), and does not utilize vibration-sensitive equipment. However, the use of a vibratory roller within 26 feet of the existing structure north of the Project site and bulldozer within 15 feet of the existing structure north of the Project site would exceed a PPV of 0.20. Therefore, impacts related to vibration annoyance would be potentially significant.

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, and impacts would be less than significant.

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, and impacts would be less than significant.

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 wells, or cosmetic architectural damage, such as cracked plaster, stucco, or tile. Table 4 of the 190th Street Warehouse Noise Impact Analysis (Attachment 9 of this IS/MND) 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.

As shown in Table 10, Construction Vibration Levels at the Nearest Receptors, the only receptor with the potential of architectural damage as a result of the construction of the Project would be the commercial building located approximately 10 feet north of the northern property line of the Project site. At this building, groundborne vibration levels could reach up to 0.83 PPV (in./sec.) with use of a vibratory roller within 26 feet of the existing structure north of the Project site and up to 0.352 PPV (in. sec.) if a large bulldozer is used within 15 feet of the existing structure north of the Project site, exceeding the 0.2 threshold for damage and annoyance. Therefore, impacts would be potentially significant.

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

TABLE 10 CONSTRUCTION VIBRATION LEVELS AT THE NEAREST RECEPTORS

Receptor Location	Distance from Property Line to Nearest Structure (feet)	Equipment	Vibration Level[1]	0.2 in/sec PPV Threshold Exceeded?[2]	Nearest Structure with BMPs (feet)[3]	Vibration Level with BMPs	PPV Threshold Exceeded with BMPs?[2]
Commercial Office to North	10	Vibratory Roller	0.830	Yes	26	0.198	No
	10	Large Bulldozer	0.352	Yes	15	0.191	No
Industrial to East	50	Vibratory Roller	0.074	No	-	-	-
	50	Large Bulldozer	0.031	No	-	-	-
Commercial to West	60	Vibratory Roller	0.056	No	-	-	-
	60	Large Bulldozer	0.024	No	-	-	-

Notes:
(1) Vibration levels are provided in PPV in/sec.
(2) Caltrans identifies that vibration can be annoying to people in buildings at a 0.20 in/sec PPV and that PPV levels between 0.4 and 0.6 in/sec may cause "architectural" damage (see Table 4).
(3) Distance to nearest structure that does not exceed the lowest Caltrans threshold of 0.2 in/sec PPV for annoyance. As the

Mitigation measures limiting the use of vibratory rollers and bulldozers along the northern property line would reduce potential impacts related to both vibration annoyance and architectural damage to less than significant.

Mitigation Measure

N-3 *Prior to issuance of grading permits, the Project Applicant shall submit a construction management plan demonstrating that best management practices are implemented for construction activities, including but not limited to:*

a. *The use of vibratory rollers shall be prohibited within 26 feet of the existing commercial building located just north of the Project site; and the use of large bulldozers should be avoided within 15 feet of the existing commercial building located just north of the Project site.*

As the commercial office use to the north is approximately 10 feet from the northern property line, the use of vibratory roller will be prohibited within 26 feet and large bulldozer within 15 feet to avoid impacts to the existing commercial building to the north of the Project site. As shown in Table 10, with the implementation of mitigation measure N-3, vibration levels would not exceed a PPV of 0.20. Therefore, potential impacts related to both vibration annoyance and architectural damage 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?	☐	☐	☐	☒

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.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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)?	21,22	☐	☐	☒	☐

The majority of the Project 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 Project is consistent with the underlying general plan and zoning designations. While the site has been vacant and underutilized for many years, the development of a warehouse/industrial Project has been anticipated by the City's General Plan and is not expected to result in substantial unplanned population growth. The Project would also not directly induce substantial population growth because no new housing is proposed. The Project would generate approximately 200 jobs at the Project facility during operation. According to the California Employment Development Department (EDD), as of March 2024, the City of Torrance has a labor force of 72,500 persons and of that labor force, 3,800 are unemployed (unemployment rate of 5.2 percent) (EDD, 2025)*. Further, according to Southern California Association of Governments' (SCAG) 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, the City of Torrance is anticipated to employ approximately 133,200 persons by 2050* (SCAG, 2024)*. Therefore, the Project employees would attract the local available labor force and would be within the SCAG employment growth projections for the City.*

Therefore, the proposed Project will not induce substantial unplanned population growth, 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?		☐	☐	☐	☒

As mentioned in Response to Question 14(a), the Project site is unoccupied, and is previously 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:		☐	☐	☒	☐
(i) Fire protection?	3	☐	☐	☒	☐

Fire prevention services are provided by the Torrance Fire Department. 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

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

approximately 0.90 miles from the Project site. The proposed building would be developed in accordance with the applicable provisions of the City's Fire Code (TMC Division 8, Chapter 5), which adopts the California Fire Code with amendments. In accordance with the City's Fire Code, the proposed Project would be required to provide adequate fire flow for the Project site, fire prevention and suppression measures, fire access, and a sufficient number of hydrants. 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. Per TMC Division 2, Chapter 9, Article 5 (Fire Facilities Impact Fees), the Project Applicant would be required to pay fire facilities impact fees to offset the incremental increase in the demand for fire protection services that would be created by the Project. The Project will not require the construction of any new fire protection facilities or alteration of any existing fire protection facilities or cause a decline in the levels of service, which could cause the need to construct new fire protection facilities. Therefore, the Project will have less than significant impact with regard to fire protection and no mitigation measures would be required.

(ii)	Police protection?	3	☐	☐	☒	☐

Police protection services are provided by the Torrance Police Department. The Torrance Police Department's headquarters is located at 3300 Civic Center Drive North, approximately 1.72 miles to the southwest of the Project site. The Project site is in a developed area, currently served by the Torrance Police Department. The Project plans would be reviewed and approved by the City's Building and Police Departments, which would ensure that adequate safety and crime prevention measures are provided within the Project's design. 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.

(iii)	Schools?		☐	☐	☐	☒

The Project site is located within the Torrance Unified School District. The proposed Project does not include any residential development and would not result in an increased demand for school services. Implementation of the Project does not have the potential to result in substantial direct growth in the population, nor an increase in student population. 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.

(iv)	Parks?		☐	☐	☒	☐

The City of Torrance Community Services Department operates and manages parks and park programs for the City. 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.

(v)	Other public facilities?	3	☐	☐	☒	☐

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 Response to Question 15(a)(iv)); public works/maintenance services (trash,

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

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 Response to Question 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?		☐	☐	☒	☐

As referenced in Response to Question 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 increased 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.

(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?		☐	☐	☐	☒

The Project does not include recreational facilities. As discussed in Response to Question 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:

The analysis in this section is based on the Revised Local Circulation Analysis report prepared by Linscott Law & Greenspan Engineers dated February 6, 2025, the Vehicle Miles Travel (VMT) Technical Memorandum prepared Linscott Law & Greenspan Engineers dated January 27, 2025, and the Project Trip Generation Update prepared Linscott Law & Greenspan Engineers dated February 6, 2025. These are provided in their entirety as Attachments 11,12, and 13, respectively, of this IS/MND.

(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	3, 23	☐	☐	☒	☐

The Project is within the region covered by the following City, County, and regional plans, ordinances, and policies addressing the circulation system:

<u>City of Torrance Capital Improvement Program (CIP)</u>
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

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

improvements for long-range conditions. Consistency with the City's General Plan is disussed below. According to the Project's Traffic Analysis (Attachment 10 to this IS/MND), Project-related improvements are necessary at Crenshaw Boulevard at West 182nd Street under Existing with Ambient Growth with Project traffic condition. Planned improvements at the intersection include constructing an exclusive eastbound right-turn lane and westbound right-turn lane. These planned improvements, which have been approved and funded, are consistent with the improvements identified in the I-405 at Crenshaw Boulevard/182nd Street Interchange Improvement Project Final Initial Study/Environmental Assessment Report. It should be noted that at the time this traffic study was initiated in 2022, the City was in the process of constructing these improvements. These improvements were completed in 2024. As such, the Project will not be required to contribute funds towards these improvements.

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 DIF 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. The Project Applicant would be required to pay DIF and, thus, would not conflict with the DIF Program.

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. Implementation of the Project would be confined to the Project site and would not result in changes to Metro's existing transporation system. Therefore, the Proejct would not conflict with Metro's Short-Range and Long-Range Transportation Plans.

City of Torrance 2009 General Plan Circulation and Infrastructure Element

Applicable policies pertaining to the Project contained therein are assessed in Table 11, Circulation and Infrastructure Policy Consistency Analysis. As demonstrated, the Project would not conflict with the City's Mobility Element, and impacts associated with conflict of an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would be less than significant.

TABLE 11: CIRCULATION AND INFRASTRUCTURE POLICY CONSISTENCY ANALYSIS

Policy	Consistency Analysis
Policy CI.1.3: Facilitate commercial vehicle traffic through Torrance while minimizing adverse impacts by regulating truck parking regulations, minimizing intrusions into neighborhoods, and enforcing the use of truck routes.	***No Conflict.*** *Access to Project site for trucks would be via the proposed northerly driveway on Crenshaw Place. All large semi-trucks (tractor– trailer) will be prohibited from entering the site via the existing signalized site driveway along West 190th Street on the eastern corner, but with concurrence by the City, it is expected truck traffic would be allowed to exit. Additionally, the concrete median along Crenshaw Boulevard will be extended by 10 feet to prevent left-turns into the site by larger trucks with over 4-axles (Mitigation Measure TRANS-1). Site access for passenger-vehicles would be*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	allowed at all project driveways, with the exception of the northernmost driveway on Crenshaw Place. According to Figure C1-3 in the City's General Plan Circulation and Infrastructure Element, both W. 190 Street and Crenshaw Boulevard are designated truck routes. Although the Project site is near a residential community, the Project would direct truck traffic associated with the Project away from residential areas and would not utilize City roads that prohibit truck traffic. The Project's trucks would be required to travel on designated truck routes to minimize intrusions into neighborhoods. Additionally, truck parking would be confined within the Project site. Therefore, the Project would not conflict with Policy CI.1.3.				
Policy CI.2.5: Require developers to provide roadway system improvements consistent with this Element	***No Conflict.*** *According to the Project's Traffic Analysis (Attachment 10) to this IS/MND, street improvements will be implemented as part of the Project to enhance access to the Project, particularly for truck-related access. This includes: 1) Crenshaw Place at W. 190th Street: widen and provide the additional right-of-way required to construct an exclusive 14-feet wide westbound right-turn lane with 160-feet of storage and 90-feet of transition on W. 190th Street. Install 75 feet of red curb along Crenshaw Place to keep vehicles from parking in the truck swing zone; 2) Project Driveway 1 at W. 190th Street: Modify the northwest curb radii to a compounded curve with a radius of 12' to accommodate large trucks.; 3) Driveway 4 at Crenshaw Place: Modify the northeast curb radii to a compounded curve with a radius of 25'. ; 4) Crenshaw Place, between 190th Street and Project Driveway 4: As a result of the proposed street widening on the east side of Crenshaw Place along the Project frontage, the Project is proposing to install angled parking and a centerline striping along Crenshaw Place. Therefore, the Project would not conflict with Policy CI.2.5.*				
Policy CI.3.4: Encourage the use of regional rail, buses, bicycling, carpools, and vanpools for work trips to relieve regional traffic congestion.	***No Conflict.*** *The Project site is located within close proximity to transit stops. 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. The closest bus stop to the Project site is located on West 190th Street for Torrance Transit Line 6, approximately 85 feet east of the Project site. The Project would encourage transit uses by increasing the number of employees in the area that may access the site by public transit. Therefore, the Project would not conflict with Policy CI.3.4.*				
Policy CI-5.1: Require new development to accommodate project-generated parking demand on site.	***No Conflict.*** *The Project would provide a total of 572 parking spaces, which would meet the minimum parking requirement of 552 stalls. Therefore, the Project would not conflict with Policy CI.5.1.*				

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

Transit, Bicycle, and Pedestrain Faciltities

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 maintained at the two (2) existing unsignalized full access driveway on 190th Street, and the signalized intersection of 190th Street at Honeywell, as well as the existing unsignalized full access driveway on Crenshaw Place. A fifth unsignalized driveway, to be located on Crenshaw Place in close proximity to Crenshaw Boulevard, is proposed and will serve as the primary access for the Project's truck-related traffic; as a Project Design Feature, the Project will widen 190th Street along project frontage from 190th Street north to Project Driveway 4, and also widen 190th Street to construct a westbound right-turn lane at this intersection to facilitate truck access. 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. Implementation of the Project would not interfere with the existing pedestrian facilities.

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. The Project would support transit uses by increasing the number of employees in the area that may access the site by public transit. The Project would not introduce new features to any public road that would affect transit in the Project area.

There are no existing bike lanes located along the roadways adjacent to the Project site. The Project would be confined to the Project site and would not conflict within the existing bikeways.

Based on the preceeding, the 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.

(b)	Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	24	☐	☐	☒	☐

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)).

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. The following section discusses the various screening methods recommended by the City of Torrance Traffic Impact Assessment Guidelines for Land Use

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

Projects (dated January 2021), as well as direction by City of Torrance staff, and whether the Project will screen-out, either in its entirety, or partially based on individual land uses.

Small Projects
The City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021) presents:

- *Criteria: Will the Project generate a net increase of 110 or less daily trips?*

Project's trip generation was estimated based on the rates used in the 11th Edition of Trip Generation, published by the Institute of Transportation Engineers (ITE). Trips generated were estimated using ITE Land Use 140: Manufacturing, ITE Land Use 150: Warehousing, and/or ITE Land Use 710: General Office Building average trip rates. As a result, the Project would result in 1,652 daily trips with 245 in the AM peak hour and 278 in the PM peak hour. Therefore, the Project would not meet the Small Project screening threshold.

Map-Based Screening for Residential and Office Projects
Based on the City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021), the residential and office projects located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT.

- *Criteria: Is the Project a residential project in a low VMT per capita area or an office project in a low VMT per employee area?*

The Project is not located in a low VMT (85% or less than 2021 LA County Average) area; therefore, the Project would not meet the Map-Based Screening for Residential and Office Projects screening threshold.

Proximity to Transit Screening
The City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021) states:

- *Criteria: Is the Project located within one-half mile of either an existing major transit stop or an existing stop along an existing high quality transit corridor?*

The City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021) states: "This transit-based screening criteria cannot be utilized if a project has at least one of the following limiting factors: 1. Has a Floor Area Ratio (FAR) of less than 0.75; 2. Includes more parking for use by residents, customers, or employees of the project than required by the City; 3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City of Brea, with input from the Southern California Association of Governments [SCAG]); or 4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units."

"Major transit stop" means a site containing an existing rail or bus rapid transit station; a ferry terminal served by either a bus or rail transit service; or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

According to the City's Transit Priority Area (TPA) map, the Project site is not located within a TPA. Therefore, the Project would not meet the Proximity to Transit screening threshold.

Affordable Housing Assessment
The proposed Project does not replace affordable residential units with a smaller number of moderate or high-income residential units since all the replacement uses are non-residential.

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

The Project would not meet this screening threshold since the Project is not a residential project and proposes industrial uses.

Affordable Residential Development Screening
The City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021) states:

- *Criteria: Is the Project 100% affordable housing units?*

The Project would not meet this screening threshold since the Project is not a residential project and proposes industrial uses.

Local-Serving Retail Screening
The City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021) states:

- *Criteria: Does the Project contain a retail use of 50,000 SF or less?*

The Project would not meet this screening threshold since the Project is not a local-serving retail project and proposes industrial uses.

Local-Serving Public Facility
The City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021) states:

- *Criteria: Is the Project a locally serving public facility?*

The Project would not meet this screening threshold since the Project is not a local-serving public facility project and proposes industrial uses.

VMT Analysis
Since the Project does not meet any of the screening threshold, a detailed VMT Analysis, Attachment 11 of this IS/MND, has been prepared in consideration of the City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021) to confirm the potential transportation impact of the Project. To evaluate the Project generated VMT, the Opening Year Project VMT per employee (interpolation between Base Year With Project and Future Year With Project model runs) is compared to the Los Angeles County Opening Year VMT per employee (interpolation between Base Year and Future Year model runs) threshold.

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. A project is considered to have a significant Project-Level VMT impact if the project VMT per employee exceeds 85% of the Los Angeles County Average VMT per employee, which is 14.67.

City Average VMT/Employee
The City Average VMT/Employee are listed below:

- *Baseline Year 2012 Average VMT/Employee 18.24*
- *Future Year 2040 Average VMT/Employee =15.95*
- ***Opening Year 2024 Average VMT/Employee =17.26***
- ***LA County Average VMT per Employee threshold 14.67***

Project Average VMT/Employee
The Project Average VMT/Employee is listed below:

- *Baseline Year 2012 Average VMT/Employee =9.47*
- *Future Year 2040 Average VMT/Employee = 8.50*

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

- ***Opening Year 2024 Average VMT/Employee = 9.05***

As shown above and based on the criteria outlined in this report, the Opening Year Project-generated VMT per Employee is 38.28% ((14.67 – 9.05) / 14.67) below the Los Angeles County threshold of 14.67 VMT per employee. Therefore, the Project does not exceed 85% of the Los Angeles County Average VMT per employee and thus does not have a significant transportation impact. Additionally, City staff has indicated that the Project is consistent with the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy. As previously mentioned and according to the OPR Technical Advisory, a less than significant Project impact and 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.

(c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	23	☐	☒	☐	☐

The Project's potential to increase hazards as a result of a geometric design feature has been assessed to provide adequate truck access/circulation. The Project's circulation plan has been designed to be compatible with all foreseeable vehicles. Vehicular access to the Project site will be maintained at the two (2) existing unsignalized full access driveway on 190th Street, and the signalized intersection of 190th Street at Honeywell, as well as the existing unsignalized full access driveway on Crenshaw Place. A fifth unsignalized driveway, to be located on Crenshaw Place in close proximity to Crenshaw Boulevard, is proposed and will serve as the primary access for the Project's truck-related traffic; as a Project Design Feature, a northbound right-turn pocket will be constructed at this driveway. Wayfinding signage and restrictive signage would be place at driveway entrance to ensure truck conflict would not occur. Additionally, a 75-foot-long red curb will be installed along Crenshaw Place to keep vehicles from parking in the truck swing zone. Moreover, Traffic Engineering Staff has reviewed truck turning templates for this Project and concluded that trucks with over 4-axles should be restricted from making the southbound left-turn inbound movement and westbound right-turn outbound movement at Crenshaw Place at Crenshaw Boulevard to ensure there are no conflicts between heavy duty trucks and other vehicles. Therefore, impacts would be potentally sigificant.

Additionally, a queueing analysis was prepared for all the I-405 off-ramps to determine if the off-ramp queues spillover into the freeway mainline. According to the Project's Traffic Analysis (Attachment 10) to this IS/MND, under all traffic conditions (Existing, Existing with Ambient Growth with and without Project), queues are adequate during both AM and PM peak hour.

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.

In summary, impacts related to increased hazards due to the geometric design features of the Project and incompatible uses would be considered potentially significant.

Mitigation Measures

TRANS-1: *Prior to the issues of building permit, the concrete median along Crenshaw Boulevard shall be extended by 10 feet to prevent left-turns into the site by larger trucks with over 4-axles.*

With the implementation of mitigation measure TRANS-1, Project trucks with over 4-axles would be restricted from making the southbound left-turn inbound movement and westbound right-turn outbound movement at Crenshaw Place at Crenshaw Boulevard. Left-turns for smaller trucks will continue to be allowed. Therefore, potential impacts would be reduced to less than significant levels.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(d)	Result in inadequate emergency access?		☐	☐	☒	☐

During construction activities that include road and sidewalk improvements, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. The Project will be designed to provide access for all emergency vehicles and meet all applicable Fire and Police Department access requirements to ensure that adequate access would be provided for emergency vehicles at Project build out. 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:		☐	☒	☐	☐
(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	25	☐	☒	☐	☐

<u>Native American Heritage Commission Sacred Lands File Search and Tribal Consultation List</u>
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.

<u>South Central Coastal Information Center (SCCIC) – California Historical Resources Information System (CHRIS) Record Search</u>
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 one 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.

<u>Assembly Bill No. 52 (AB 52)</u>
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 of 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.

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

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 AB52 - 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 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.*

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

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: ***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).

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(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.	25	☐	☒	☐	☐

As described in Response to Question 18(a)(i), there is no evidence of any known historical, archaeological, 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 Response to Question 18(a)(i).

19. UTILITIES AND SERVICE SYSTEMS. Would the Project:

(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?	18, 26	☐	☐	☒	☐

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 (TMW) service area. Water would be accommodated via a proposed private water lateral that would extend from the southeastern corner of the building to an existing 12-inch water main on West 190th Street. Although the Project would result in new water line connections, these connections would occur on-site and would be part of the Project's construction phase, which is evaluated throughout this IS/MND. The construction of the Project's water lines necessary to serve the Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND. Impacts would be less than significant.*

WASTEWATER TREATMENT: *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. Sewage generated on-site will be conveyed to existing public facilities by a proposed 6-inch private sewer lateral connecting to the existing 8" private mainline located east of the Project site. The existing private main connects to the existing 10-inch public sewer main located in 190th Street. The proposed 6-inch private sewer lateral will collect sewage from the Project, discharges into the existing 8-inch private sewer main, and flow will continue east into the existing 10-inch public sewer main located in West 190th Street. From West 190th Street, the sewer flows east continuing to Van Ness Avenue. The 10-inch sewer main in West 190th Street confluences with a LACSD 48-inch line and is then conveyed to the existing 48-inch sewer main running south near the intersection of Van Ness Avenue and West 190th Street.*

Although the Project would result in new wastewater line connections, these connections would occur on-site and would be part of the Project's construction phase, which is evaluated throughout this IS/MND. The construction of the Project's wastewater lines necessary to serve the Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND. Impacts would be less than significant.

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

STORMWATER DRAINAGE: *Runoff from the Project will flow towards individual inlets and eventually collect into the proposed 30" storm drain pipe and discharge into the existing. Los Angeles County Flood Control District (LACFCD) Reinforce Concrete Box (RCB). The proposed 30" storm drain pipe will replace the 27" storm drain pipe at the north edge of the site property line and will be routed around the proposed building to discharge into the existing LACFCD RCB. The off-site tributary area studied in the existing condition also applies to the proposed condition. The existing 27" connection to the LACDPW storm drain will be abandoned/sealed and a new 30" junction will be constructed approximately 130' easterly of the existing connection.*
Although the Project would result in the relocation of the existing storm drain, the relocation would occur on-site and would be part of the Project's construction phase, which is evaluated throughout this IS/MND. The relocation of the existing storm drain lines necessary to serve the Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND. Impacts would be less than significant.

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 include 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 above-ground 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.

(b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	27	☐	☐	☒	☐

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

The TWD 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. The UWMP includes an analysis of water supply reliability projected through 2045 under normal years, single dry year, and multiple dry years.

TWD's total water demand for 2020 was approximately 19,200 Acre Feet. Using the City's General Plan generation rate of 200 gallons per day (gpd) per 1,000 s.f., the Project would generate approximately 52,594 gpd or 56 Acre Feet per year. As discussed in the UWMP, future water use projections must consider significant factors on water demand, such as development and/or redevelopment, and climate patterns, among other less significant factors that affect water demand. Although redevelopment is expected to be an ongoing process, it is not expected to significantly impact water use since the City is already in a "built-out" condition. Because the Project Applicant would redevelop the site with a use permitted under the I-HVY land use designation, the Project would be consistent with the City's General Plan and, therefore, the water demand associated with the Project was considered in the demand anticipated by the 2020 UWMP and analyzed therein. The City is anticipated to have adequate water supplies to meet all its demands until the year 2045 under a normal year, single dry year, and multiple dry years (City of Torrance, 2021)*. Additionally, the City has provided verification that there is adequate potable water to serve the Project (see Attachment 17 of this IS/MND). Therefore, the City has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed.*

Moreover, 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.

(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?	26	☐	☐	☒	☐

Based on the Project's Sewer Study (Attachment 15 of this IS/MND), the Project would generate approximately 43,014 gpd and discharge peak flow is expected to add 0.177 cfs to the system. Based on the projected peak flow combined with known existing flows, the existing public sewer main has been shown to have sufficient capacity to convey the additional Project sewer flows within the design guideline not to exceed depth-to-diameter ratio of 0.5. 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.

(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?	28, 32	☐	☐	☒	☐

The Project will be serviced by a private waste hauler, and conditions of approval will require recycling to reduce demand for landfill area. Solid waste generated during the operation of the Project is anticipated to be hauled to the Sunshine Canyon Landfill, which has a maximum permitted throughput of approximately 12,100 tons per day, a maximum permitted capacity of 140,900,000 cubic yards, and a remaining capacity of 66,200,000 cubic yards (CalRecycle, 2025)*. Assuming a solid waste generation factor of 1.42 tons per 100 square feet per day*

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

for industrial buildings (Calreycle, n.d.)*, full buildout of the Project would generate approximately 3,734 pounds of solid waste per day, or approximately 1.86 ton of solid waste per day, which represents less than 0.1 percent of the maximum permitted throughput per day at the Sunshine Canyon Landfill. Thus, the Project generated solid waste represents a nominal portion of the landfill's capacity and would not contribute significantly to the daily landfill capacity, and the landfill facilities are sufficient. Moreover, per City of Torrance Municipal Code, 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.*

(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?		☐	☐	☐	☒

The following federal and state laws and regulations govern solid waste disposal:

- *AB 939 (Chapter 1095, Statutes of 1989), the California Integrated Waste Management Act of 1989 required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.*
- *AB 32 (Chapter 488, Statutes of 2006), the California Global Warming Solutions Act, established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.*
- *AB 341 (Chapter 476, Statutes of 2011) requires that all "commercial" generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.*

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 50% 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.

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

(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	17	☐	☐	☐	☒

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) (CalFire, 2025)*. 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. Construction of the Project would be generally confined to the Project site and would not physically impair access to the site or the Project area. During both construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles as required by the City and 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, there would be no impacts to an adopted emergency response plan or emergency evacuation plan. 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) 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?	17	☐	☐	☐	☒

As mentioned in Response to Question 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. Implementation of the Project would not add wildland vegetation to the Project site or change site topography (such as adding large slopes) so as to exacerbate wildfire spread. Therefore, no impacts from Project development would occur and no mitigation measures would be required.

(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?	17	☐	☐	☐	☒

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 ensure 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. In addition to the Project's utility infrastructure, the Project would result in the installation of on-site fire hydrants, that are designed in accordance with the Torrance Fire Department standards. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for on-site fire hydrants. The proposed connections to existing infrastructure would not be anticipated to exacerbate fire risk on or off-site or result in temporary or ongoing impacts to the environment. Therefore, no impacts from Project development would occur and no mitigation measures would be required.

(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?	17	☐	☐	☐	☒

As mentioned above, the Project is not located within a VHFHSZ, landslide zone, or in a FEMA flood zone. Regardless of the landslide susceptibility, the Project would be required by the California Building Code (CBC) and City's Building Code to comply with the recommendations identified in the Project's Preliminary Geotechnical Investigation, which would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site areas. The implementation of the Project would not increase the risk of landslides after a wildfire compared to existing conditions.

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. Moreover, the Project would result in minor changes to the existing drainage patterns of the Project site. However, such changes would not increase the rate or amount of surface runoff in a manner which would result in flooding or result in substantial erosion or siltation on- or off-site. The Project would replace the existing developed site with a single industrial building and would not add wildland vegetation that would not readily transmit wildfire. Therefore, the Project would reduce the risk of wildfire spread. In the event that wildfire occurs in the Project vicinity, the Project would not result in an increased risk of downslope or downstream flooding because it is within an area of minimal flooding

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

and Project runoff would be adequately conveyed by the existing storm drain infrastructure. Therefore, the implementation of the Project would not increase the risk of downslope or downstream flooding. Therefore, no impacts from Project development would occur and no mitigation measures would be required.

21. MANDATORY FINDINGS OF SIGNIFICANCE:

(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	☐	☒	☐	☐

As described in the analysis above, the Project site is currently vacant after the demolition of a 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 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.

(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	☐	☒	☐	☐

The CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources: (A) A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency. (B) A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions. The cumulative impact analysis in this MND uses Method B. 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 projections for residential and non-residential buildout potential under the City's general plan are presented below in Table 12, City of Torrance General Plan Buildout Projections. 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. Cumulative impact analyses also use the projections in the long-range planning documents–such as Southern California Association of Governments in its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and South Coast Air Quality Management District's 2022 Air Quality Management Plan (AQMP). The following is a summary of the approach and extent of cumulative impacts, which is further detailed in each topical environmental section.

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

TABLE 12 CITY OF TORRANCE GENERAL PLAN BUILDOUT PROJECTIONS

Land Use	Previously Adopted General Plan	General Plan Update (2030)	Difference
Residential Units	54,476	57,536	3,060
Population	139,262	147,082	7,820
Nonresidential Square Feet	60,891,740	62,163,561	1,271,821

- *Aesthetics. Cumulative aesthetic impacts are based on the regional scenic resources specified in the City's General Plan and the Project's potential to result in cumulatively considerable visual quality impacts would be limited to a geographic area that extends a relatively short distance from the Project site. As previously concluded, the Project site is not located near a scenic vista or state scenic highway and would not substantially degrade the existing visual character or quality of the site or result in lighting or glare impacts. The views that would be affected only occur abutting the Project site and the Project site does not contain off-site components that could adversely affect scenic views that occur elsewhere in the City. Therefore, the Project would not result in a cumulatively-considerable impact related to aesthetics.*

- *Agricultural and Forestry Resources. This cumulative impact analysis considers development of the Project with nearby agriculture area. As previously concluded, there are no agricultural resources or operations located at the Project site or in the surrounding area. Further, the site and its surrounding area are identified as Urban and Built-up Land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program (DOC, 2018). Therefore, the Project would not result in a cumulatively-considerable impact related to agricultural and forestry resources.*

- *Air Quality. Air quality impacts are based on the regional boundaries and emissions standards of the South Coast Air Basin. According to South Coast AQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution Appendix D (August, 2003), projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. As previously concluded, Project construction and operation would not exceed the Project-specific regional and localized significance thresholds. Therefore, impacts related to air quality would not be cumulatively considerable.*

- *Biological Resources. Biological resources impacts are site specific and generally do not combine to result in cumulative impacts unless resources are identified immediately adjacent to the Project site. As previously concluded, the Project site is located within an urban area, surrounded by commercial and industrial/petroleum refinery uses, and not on or near any environmentally sensitive areas or significant ecological areas. As such, the Project would not result in a cumulative impact on biological resources, nor would any incremental effect of the Project be cumulatively considerable.*

- *Cultural Resources. Cultural resources impacts are site specific and generally do not combine to result in cumulative impacts unless resources are identified immediately adjacent to the Project site. As previously concluded, the site is immediately adjacent to commercial and industrial uses along 190th Street and Crenshaw Boulevard. The structures on the Project site and 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. The records search did not identify any archaeological resources, Office of Historic Preservation built environment resources, California Points of Historical Interests, California Historic Landmarks, California Register of Historical Resources, and National Register of Historic Places on the Project site or within 0.25-mile of the Project site. As such, the Project would not result in a cumulative impact on cultural resources, nor would any incremental effect of the Project be cumulatively considerable.*

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

- *Energy. Energy impacts are based on the service areas of Southern California Edison and SoCalGas. As with the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features and comply with applicable regulations including CALGreen and state energy standards under Title 24, which would contribute to minimizing wasteful energy consumption. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of energy would not be cumulatively considerable and, thus, would be less than significant.*

- *Geology and Soils. Geologic and soils impacts are site specific and generally do not combine to result in cumulative impacts. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) a proposed development project, are specific to conditions on the subject property, and are not influenced or exacerbated by the geologic and/or soil hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects to or from other properties. Other development projects in the vicinity of the Project site would be required to comply with the same regulatory requirements as the Project to preclude geology and soils impacts. Mitigation Measure GEO-1 would ensure Project-specific paleontological impacts are reduced to less than significant. As such, the Project would not result in a cumulative impact related to geology and soils, nor would any incremental effect of the Project be cumulatively considerable.*

- *Greenhouse Gas (GHG) Emissions. Potential GHG emission impacts are not bound by geography but affect global climate change. The assessment of cumulative GHG impacts, therefore, is based on the regional boundaries and emissions standards of the South Coast Air Basin. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis consistent with the requirements outlined in CEQA Guidelines 15064(h)(3). As concluded above, the Project would not exceed SCAQMD's GHG emissions significance threshold of 3,000 MT CO_2e/yr. Therefore, Project-related GHG emissions and their contribution to global climate change would not be cumulatively considerable.*

- *Hazards and Hazardous Materials. Cumulative analysis highlights the regulatory requirements related to the storage, handling, and use of hazardous substances. Project impacts, however, are site specific, and generally would not combine with impacts of other projects to result in cumulatively considerable impacts.*

- *Hydrology and Water Quality. The cumulative impact analysis for hydrology and water quality analysis considers potential hydrology and water quality effects of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects located in the Los Angeles Region and the Coastal Plain of Los Angeles – West Coast Groundwater Basin. The Project and other development projects within the watershed would be required by law to prepare and implement site-specific SWPPP and WQMPs to ensure that runoff does not substantially contribute to water quality violations. The Project would not obstruct or prevent implementation of the management plan for the Los Angeles – West Coast Groundwater Basin and other development projects within the Groundwater Basin would be prohibited from any activity that would endanger the health and sustainability of the groundwater basin. As previously concluded, 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. Other development projects within the watershed would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the responsible City Engineer, to demonstrate that substantial on- and/or off-site flood hazards would not occur. Accordingly, Project construction and operation would not contribute to cumulatively considerable hydrology and water quality impacts.*

- *Land Use and Planning. Cumulative analysis for land use consistency considers the Project's impacts in conjunction with the City's General Plan and SCAG's Connect SoCal. The Project is consistent with the existing land use designation and zoning, the City's General Plan, SCAG's Connect SoCal; and would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. Cumulative development would also be subject to site-specific environmental and planning reviews to*

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

ensure consistency with applicable regional and local plans reviewed in this section. Therefore, the Project would not contribute to cumulatively considerable impacts related to land use and planning.

- *Mineral Resources. This cumulative impact analysis considers development of the Project with other nearby areas of known mineral resources. However, there are no known mineral resources in the vicinity; therefore, the Project would not contribute to cumulatively considerable impacts related to mineral resources.*

- *Noise. There are no on-going or imminent construction projects in the immediate vicinity of the proposed Project site with construction periods that are expected to overlap with the Project. Accordingly, there is no potential for Project-related construction activities to contribute to cumulatively-considerable impacts to sensitive receptor locations. The analysis above addresses the Project's contribution of noise to existing cumulative noise sources (i.e., ambient noise) in the Project area. As described previously, the Project would not result in an increase in the cumulative noise levels at sensitive receiver locations. Cumulative traffic noise is assessed relative to applicable City General Plan noise-level standards and considers development, including construction and long-term use, of the proposed Project in conjunction with other development projects in the vicinity of the Project site. Based on the significance criteria for off-site traffic noise presented for off-site traffic noise impacts, land uses adjacent to the study area roadway segments would not experience cumulatively considerable noise level increases due to Project-related traffic noise level increases and cumulative impacts would be less than significant.*

- *Population and Housing. The cumulative impact evaluation takes into consideration growth projections identified in SCAG's Connect SoCal and the City's General Plan. As shown on Table 13, City of Torance General Plan Population, Households, and Employment vs SCAG, SCAG's 2050 growth projections are more recent and higher than the City's General Plan 2030 growth projections. The Project would generate approximately 200 jobs at the Project facility during operation. As previously stated, according to the California EDD, as of March 2024, the City of Torrance has an existing workforce of 68,700, a labor force of 72,500 persons and of that labor force, 3,800 are unemployed (unemployment rate of 5.2 percent) (EDD, 2025). According to SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, the City of Torrance is anticipated to employ approximately 133,200 persons by 2050 (SCAG, 2024). This represents an increase of 64,500 employees over existing and 27,511 employees over 2030 General Plan buildout. With the other development projects within the City of Torrance[1], there would be an increase of approximately 1,685 residential units, approximately 2,373,828 square feet of industrial uses, and approximately 28,086 square feet of commercial uses. The related projects' industrial and commercial uses would generate approximately 1,630 jobs[2], which when combined with the Project, results in approximately 1,830 jobs. Therefore, job growth by the Project and other development projects within the City of Torrance would be within SCAG's growth projections for the City by 2050. The Project would not contribute to cumulatively considerable impacts related to population and housing.*

TABLE 13 CITY OF TORRANCE GENERAL PLAN POPULATION, HOUSEHOLDS, AND EMPLOYMENT VS SCAG

	City of Torrance 2030 General Plan	SCAG 2050	Increase	% Change
Population	147,082	155,856	8,774	5.97%
Employment	105,689	133,200	27,511	26.03%
Households	57,536	60,000	2,464	4.28%
Jobs-Housing Ratio	1.84	2.22	0.38	20.65%

Sources: (SCAG, 2024; City of Torrance, 2010; City of Torrance, 2009)

[1] *City of Torrance, Major Projects Report January – June 2025*
[2] *SCAG's Employment Density Study, 2001: 1 employee/424 sf for commercial land uses; 1 employee/1,518 sf for warehouse land uses. 28,086/424 + 2,373,828/1,518 = 1,630.*

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

- *Public Services & Recreation. Cumulative public services impacts are based on the service areas of Torrance Police Department, Torrance Fire Department, Torrance Unified School District, parks and recreational facilities in the City, and Los Angeles County Library System. As with the Project, other development projects within the City of Torrance would be required to pay a DIF to offset public service impacts and assist in providing for public service facilities. Therefore, the Project would not contribute to cumulatively considerable impacts related to public services.*

- *Transportation. Cumulative analysis for transportation impacts related to Vehicle Miles Traveled (VMT) considers development in the LA County region and the land use assumptions contained in the Connect SoCal. OPR's Technical Advisory states that "a project that falls below an efficiency-based threshold (e.g., VMT per service population) that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant project impact would imply a less than significant cumulative impact and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance." The Project does not exceed 85% of the Los Angeles County Average VMT per employee and thus does not have a significant transportation impact. Additionally, City staff has indicated that the Project is consistent with the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy. As previously mentioned, and according to the OPR Technical Advisory, a less than significant Project impact would imply a less than significant cumulative impact.*

- *Tribal Cultural Resources. Cumulative analysis considers development in the traditional use area of the 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. The City of Torrance conducted Native American consultation with potentially culturally affiliated tribes, as required by AB 52. Although other development projects in the traditional use area for the above listed culturally affiliated tribes may impact significant tribal cultural resources, impacts are generally site-specific resulting from ground disturbing activities; however, discovery of resources could contribute knowledge regarding other resources farther away from the Project site. 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. With the implementation of the required mitigation measures, the Project would not contribute towards a significant cumulative impact associated with the significance of a tribal cultural resource or a collection of resources pursuant to California Code of Regulations Section 15064.5.*

- *Utilities and Service Systems. As with the Project, other development projects would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, dry utilities, and others) to serve their project. Other development projects are subject to review for utility capacity to avoid unanticipated interruption of service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service (at the time of need). Therefore, the Project impacts would not contribute to a significant cumulative impact associated with construction of utility infrastructure or provision of utility services. The cumulative area considered for water supply and wastewater-related issues is the service area of the TMWD. Cumulatively, development within the watershed will result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff characteristics. Cumulative impacts to impacts resulting from solid waste are controlled through development of the General Plan.*

- *Wildfire. This cumulative impact analysis considers development of the Project with nearby VHFHSZs. However, the entire City is not within a VHFHSZ; therefore, the Project would not contribute to cumulatively considerable impacts related to wildfire.*

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, N-2, N-3, TRANS-1 and TCR-1 through -6, the analysis above has determined that the Project would not have any individually or cumulatively considerable impacts. The Project site is developed and redevelopment of the site to accommodate

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a warehouse building would result in minimal environmental impacts. All potential Project impacts were related to temporary construction-related grading activities and would be mitigated to less than significant ([e.g,], cultural resources, geology and soils [paleontological resources], noise, and tribal cultural resources). Cumulative construction-related impacts could only occur if there were concurrent construction activities occurring adjacent to the Project site during Project construction activities. The nearest related project is at the southeast corner of W. 190th Street and Van Ness Avenue, approximately 0.3 miles to the east. Therefore, even without mitigation measures for temporary construction-related impacts, due to their site-specific nature, none of the impacts would be considered cumulatively considerable. The Project would have less than significant cumulative impacts.					
(c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	1, 2	☐	☐	☒	☐
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.

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

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24. ATTACHMENTS:

1. Location and Zoning Map
2. 190th Street Warehouse Project Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis – August 2025 Ganddini Group
3. 190th Street Warehouse Project Construction Health Risk Analysis – August 2025 Ganddini Group
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