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

Environmental Checklist Form

1.	**Project Title:**	Sequoia Commerce Center (CUP24-00012, CUP24-00013, EAS24-00001, DIV24-00004)
2.	**Lead Agency Name and Address:**	City of Torrance 3031 Torrance Boulevard Torrance, CA 90503
3.	**Contact Person and Phone Number:**	Leo Oorts Planning Manager 310.618.5990
4.	**Project Location:**	2160 West 190th Street (APN: 7352-016-001, -002, -003) Torrance, CA 90504
5.	**Project Sponsor's Name & Address:**	RREEF America, LLC 13450 Maxella Avenue, Suite 220 Marina Del Rey, CA 90292
6.	**General Plan Designation:**	Business Park (I-BP)
7.	**Zoning:**	M-2 – Heavy Manufacturing District
8.	**Description of the Project:**	The proposed Project consists of the construction of two industrial buildings totaling 276,300 square feet on a 14.02-acre site. Building 1 consists of a 120,466-square-foot industrial building and Building 2 consists of a 155,834-square-foot industrial building. The proposed buildings would be constructed to a maximum of 45 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, grays, and dark grays and would be further accented with reflective glazing. Building 1 is designed with 16 dock doors on the east-facing side of the building and Building 2 is designed with 28 dock doors on the east-facing side of the building. Vehicular access will be provided via one driveway on West 190th Street, two driveways on Van Ness Avenue, and one driveway on 195th Street. The southernmost driveway on Van Ness Avenue would be restricted for passenger vehicles only while the remaining driveways would be for both passenger cars and trucks. The Project also includes a total of 444 parking spaces.

As proposed, the Project will require a Conditional Use Permit to allow for the construction of the industrial warehouse buildings; and a Tentative Parcel Map No. 83184 to consolidate three existing parcels into two.

9. Surrounding Land Uses and Setting:

The Project site is located within an urbanized environment with nearby residential, industrial and commercial uses. The Project site is located on the southeast corner of Van Ness Avenue and West 190th Street. The 14.02-acre rectangular-shaped lot is currently developed with 12 buildings totaling 275,635 square feet with landscaped parking areas and drive aisles. The site is relatively level with an elevation of approximately 60 feet above mean sea level with slopes gently downward to the southwest at a gradient of less than 1 percent. Surrounding land uses include residential uses to the north across West 190th Street, commercial buildings to the south across 195th Street, commercial building to the east, and the Torrance Refinery to the west across Van Ness Avenue.

10. Other public agencies whose approval is required:

South Coast Air Quality Management District (South Coast AQMD); Los Angeles Regional Water Quality Control Board; 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© contains provisions specific to confidentiality.

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 December 19, 2024: Cahuilla Band of Indians, 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, Gabrielino-Tongva Tribe, Santa Rosa Band of Cahuilla Indians and Soboba Band of Luiseno Indians. As of the preparation of this assessment, a response from Gabrieleño Band of Mission Indians – Kizh Nation was received on December 23, 2024 requesting consultation. The results of that consultation are expanded upon in the Tribal Cultural Resources section (Section 18 of this IS/MND).

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 2160 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 0.21 mile to the north, and State Route 213 (SR-213), approximately 0.41 miles east of the site.

As shown in Figure 2, *Vicinity Map*, the Project site encompasses approximately 14.02 acres and is located north of 195th Street, east of Van Ness Avenue, south of West 190th Street, and west of Gramercy Place.

EXISTING LAND USES

The Project site is comprised of three parcels, which are identified by Assessor's Parcel Numbers (APNs) 7352-016-001 through -003. As shown in Figure 3, *Aerial Photograph*, the Project site is currently developed with 12 buildings totaling 275,635 square feet with landscaped parking areas and drive aisles. Multiple tenants for various uses currently occupy the buildings including chemical manufacturer, surgical device manufacturer, compressor parts sales, specialty packing and logistics, pharmacy, flooring manufacturer, clothing designer, general offices, and etc. The site is relatively level with an elevation of approximately 60 feet above mean sea level with slopes gently downward to the southwest at a gradient of less than 1 percent.

EXISTING LAND USE AND ZONING

The Project site has a General Plan Land Use designation of Business Park (I-BP) and zoning designation of Heavy Manufacturing District (M-2). The Heavy Manufacturing District zoning designation provides for commercial, industrial, and manufacturing uses, as specified in the Torrance Municipal Code. I-BP designation description is characterized by a mixture of business, professional and medical office, research and development, and light industrial uses. Development standards are more stringent than for other industrial designations to maximize compatibility with neighboring uses.

SURROUNDING LAND USES

The Project site is located within an urbanized environment with nearby industrial, commercial, and residential uses. Surrounding land uses include residential uses to the north across West 190th Street, commercial buildings to the south across 195th Street, commercial building to the east, and the Torrance Refinery to the west across Van Ness Avenue.

PROJECT DESCRIPTION

PROJECT OVERVIEW

The Project Applicant, RREEF America, LLC, is requesting approval from the City of Torrance for a Conditional Use Permit and Tentative Parcel Map No. 83184 to redevelop a 14.02-acre site in the City of Torrance, Los Angeles County, California, located at 2160 West 190th Street. As shown in Figure 4, *Site Plan*, the Project is proposing to redevelop the Project site with two industrial warehouse buildings totaling 276,300 square feet and related site improvements including landscaping, parking, and infrastructure facilities. The Project would require demolition and removal of the existing 12 buildings totaling 275,635 square feet and associated landscaped parking areas and drive aisles.

Building 1 would be constructed within the northern portion of the Project site (Building 1 site) and Building 2 would be constructed within the southern portion of the Project site (Building 2 site). As shown in Table 1, *Project Building Summary*, the proposed buildings would allow for either warehouse or manufacturing uses. Although the site plan would allocate specific square footages to warehousing and manufacturing uses, the mix and/or percentage of uses could change depending on the ultimate tenants consistent with the permitted uses allowed in M-2 zone. Under the warehousing use, Building 1 consists of a 120,466-square-foot warehouse including 15,000 square feet of ancillary office space and Building 2 consists of a 155,834-square-foot warehouse with 15,000 square feet of ancillary office space. Under the manufacturing use, Building 1 consists of 69,000 square feet of manufacturing uses, 36,466 square feet of warehousing uses, and 15,000 square feet of ancillary office space and Building 2 consists of 95,000 square feet of manufacturing uses, 45,834 square feet of warehousing uses, and 15,000 square feet of ancillary office space.

The office locations are designated to be located at the corners of the buildings. Building 1 is designed with 16 dock doors on the east-facing side of the building and Building 2 is designed with 28 dock doors on the east-facing side of the building.

TABLE 1: PROJECT BUILDING SUMMARY

	Building 1	Building 2
Warehouse Use		
Warehouse	105,466	140,834
Office	15,000	15,000
Total	120,466	155,834
Manufacturing Use		
Manufacturing	69,000	95,000
Warehouse	36,466	45,834
Office	15,000	15,000
Total	120,466	155,834

BUILDING CHARACTERISTICS AND OPERATIONS

The future occupant(s) of the proposed buildings 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 buildings are 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 a practical matter, dock doors on warehouse buildings are not occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock door positions are frequently inactive throughout the day.

Conceptual building elevations are provided in Figure 5, *Conceptual Building Elevations - Building 1*, and Figure 6, *Conceptual Building Elevations - Building 2*. The proposed buildings would be constructed to a maximum of 45 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, grays, and dark grays and would be further accented with reflective glazing.

CIRCULATION AND PARKING

Vehicular access will be provided via one driveway on West 190th Street, two driveways on Van Ness Avenue, and one driveway on 195th Street. The southernmost driveway on Van Ness Avenue would be restricted for passenger vehicles only while the remaining driveways would be for both passenger cars and trucks. The site currently provides 577 parking spaces including 538 regular parking spaces, 19 handicap accessible parking spaces, 4 electric vehicle (EV) spaces, and 16 compact spaces. Under the warehouse use, the Project would provide a total of 444 parking spaces: 208 automobile spaces for Building 1, and 236 automobile spaces for Building 2. Under the manufacturing use, future stalls would be provided in the truck yard and a total of 584 spaces would be provided: 255 automobile spaces for Building 1, and 329 automobile spaces for Building 2. Of the parking spaces provided under both uses, 7 spaces would be designated for ADA in Building 1 and 2 each. Automotive parking stalls would be located to the south, west, north, and east of the proposed buildings. The Project assumes that 24-hour parking would be allowed on site.

LANDSCAPING, WALLS, AND LIGHTING

As depicted in Figure 7, *Landscaping Plan*, 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 and parking area. Building 1 includes 14.72 percent landscape coverage and Building 2 includes 12.39 percent landscape coverage. A total of 276 trees will be planted: 30 36" box trees and 246 24" box trees. An 8-foot high tube steel fence will be constructed along the western boundary of the Project site from the southern entrance of the truck court in Building 2 to the northern entrance of the truck court in Building 1.

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 from Building 1 and 2 would be accommodated via proposed private water laterals that would extend from the southwestern corner of the buildings to the existing 12-inch water main on Van Ness Avenue.

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 laterals. There is an existing LACSD 18-inch sewer line along West 190th Steet and an 48-inch sewer trunk along Van Ness Avenue. Sewage from Building 1 will be conveyed from a proposed 6-inch sewer lateral at the northeastern corner of the building to the existing 18-inch sewer line in West 190th Street. From here, the flow will continue west to connect to the sewer truck on Van Ness Avenue. Similarly, a proposed 6-inch lateral will be installed on the southwestern corner of the Building 2 to connect to the existing sewer truck on Van Ness Avenue.

Building 1: Runoff from a portion of the building's rooftop, and the westerly vehicle parking area will drain to two catch basins located within the vehicle parking area. A proposed storm drain (Line "C") will then convey runoff northerly, then easterly towards the loading dock area, and drain southerly into proposed storm drain Line "A" that is located within Area 2. Line "A" will ultimately drain to the southwest corner of the site where it discharges into an existing storm drain system in Van Ness Avenue. Runoff from the remainder of the building's rooftop, the northerly, easterly and southerly vehicle parking areas, and the loading dock area will drain to two catch basins in the loading dock area. These catch basins will tie into Line "C" prior to draining into Line "A". Line "A" will ultimately drain to the southwest corner of the site where it discharges into an existing storm drain system in Van Ness Avenue (Thienes, 2024b).

Building 2: Runoff from a portion of the building's rooftop, and westerly vehicle parking area will drain to several catch basins located in the vehicle parking area. A proposed storm drain (Line "B") will then convey runoff to the underground detention system located in the loading dock area. Runoff from the remainder of the building's rooftop, the southerly, easterly and northerly vehicle parking areas and the loading dock area will drain to several catch basins in the loading dock. A proposed storm drain (Line "A") will then convey runoff to the southwest corner of the site where it discharges into an existing storm drain system in Van Ness Avenue (Thienes, 2024b).

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

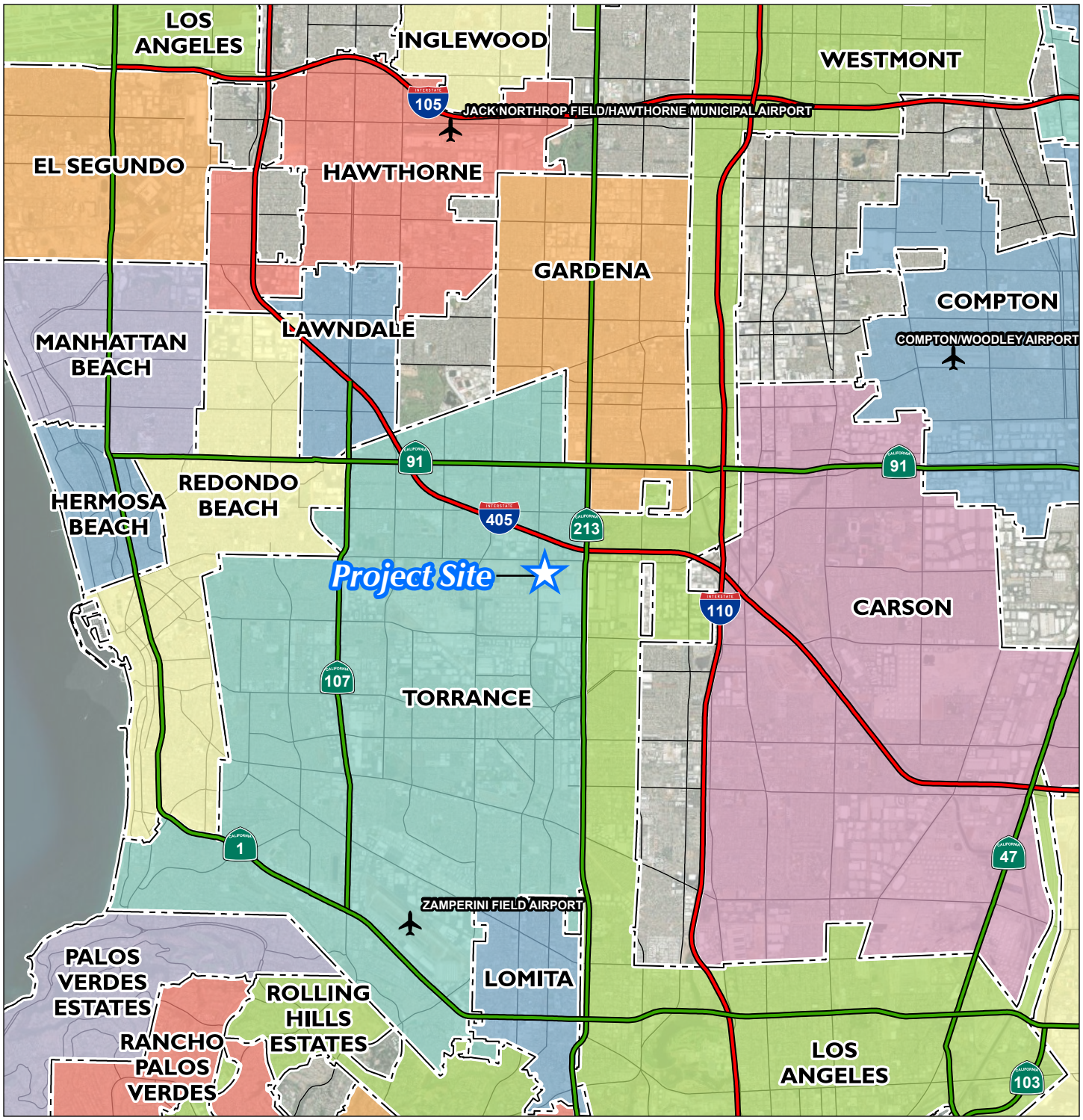
Project construction would occur in one phase over approximately 11 months. Construction activities would include the following: Demolition; Site Preparation; Grading; Building Construction; Paving; and Architectural Coating. The estimated construction phase durations, which are also used for purposes of analysis in this Initial Study/Mitigated Negative Declaration (IS/MND), are summarized in Table 2, *Construction Duration*. It is estimated that the Project would require approximately 32,897 cubic yards (cy) of cut and 32,898 cy of fill, resulting in no import/export of soil. The conceptual grading plan for the Project is provided in Figure 8, *Conceptual Grading Plan – Building 1*, and Figure 9, *Conceptual Grading Plan – Building 2*, respectively.

TABLE 2: CONSTRUCTION DURATION			
Construction Activity	**Start Date**	**End Date**	**Days**
Demolition	5/3/2027	5/31/2027	21
Site Preparation	6/1/2027	6/15/2027	11
Grading	6/16/2027	7/28/2027	31
Building Construction	7/29/2027	4/28/2028	197
Paving	4/3/2028	4/28/2028	20
Architectural Coating	3/20/2028	4/28/2028	30

Construction workers would travel to the Project site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. Construction of the Project would require common construction equipment. The site-specific construction fleet may vary due to specific needs at the time of construction; however, a summary of construction equipment assumptions by construction phase used for purposes of analysis in this IS/MND is provided in Table 3, *Construction Equipment Assumptions*.

TABLE 3: CONSTRUCTION EQUIPMENT ASSUMPTIONS			
Construction Activity	**Equipment**	**Amount**	**Hours per day**
Demolition	Rubber Tired Dozers	2	8
	Excavators	3	8
	Concrete/Industrial Saws	1	8
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Graders	1	8
	Excavators	2	8
	Scrapers	2	8
	Rubber Tired Dozers	1	8
	Crawler Tractors	2	8
Building Construction	Forklifts	3	8
	Generator Sets	1	8
	Cranes	1	8
	Welders	1	8
	Tractors/Loaders/Backhoes	3	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Environmental Checklist Form

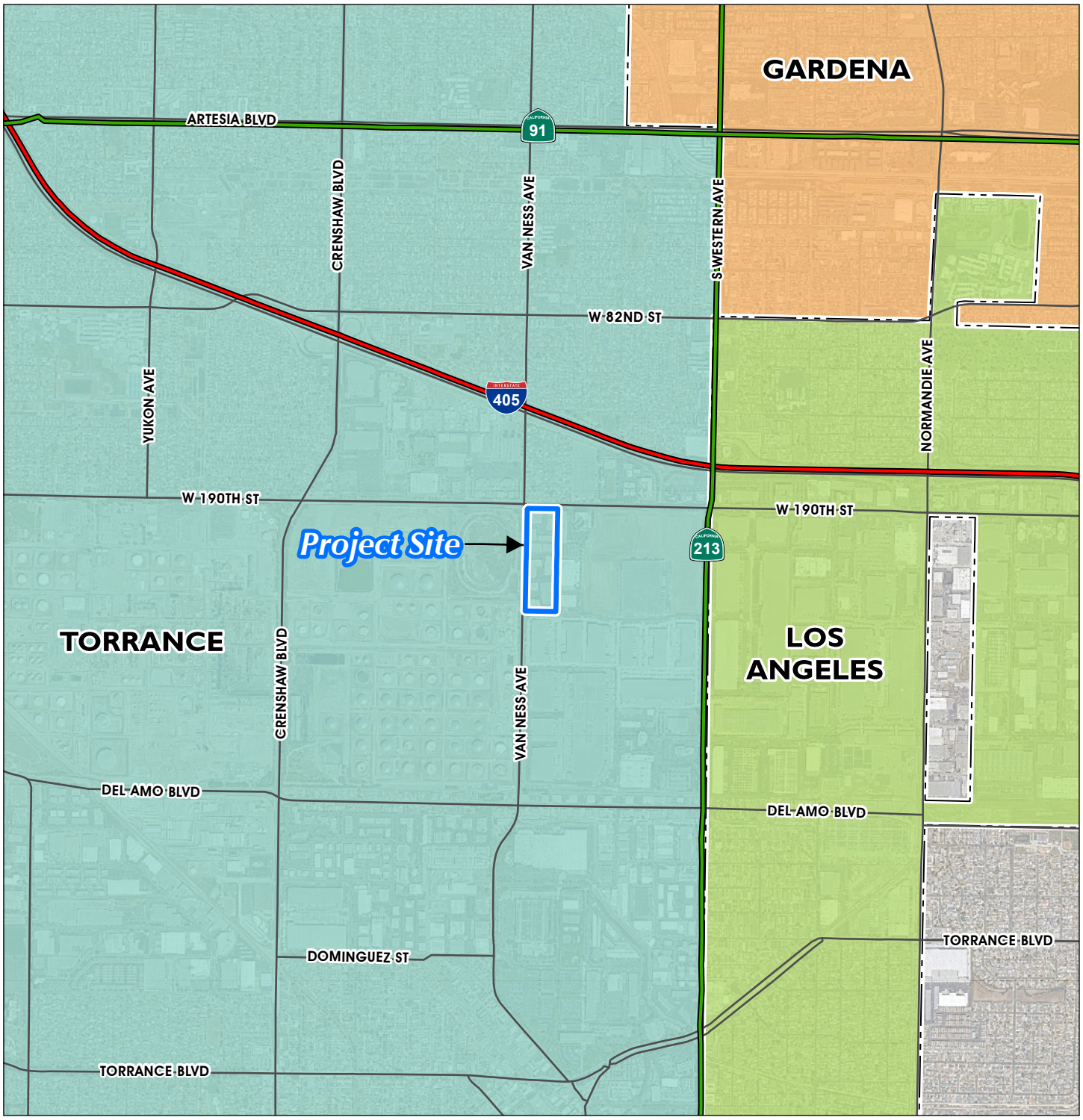


Source(s): ESRI, NearMap Imagery (August 2024), LA County (2024)

Figure 2

0 0.375 0.75 1.5 Miles

Vicinity Map

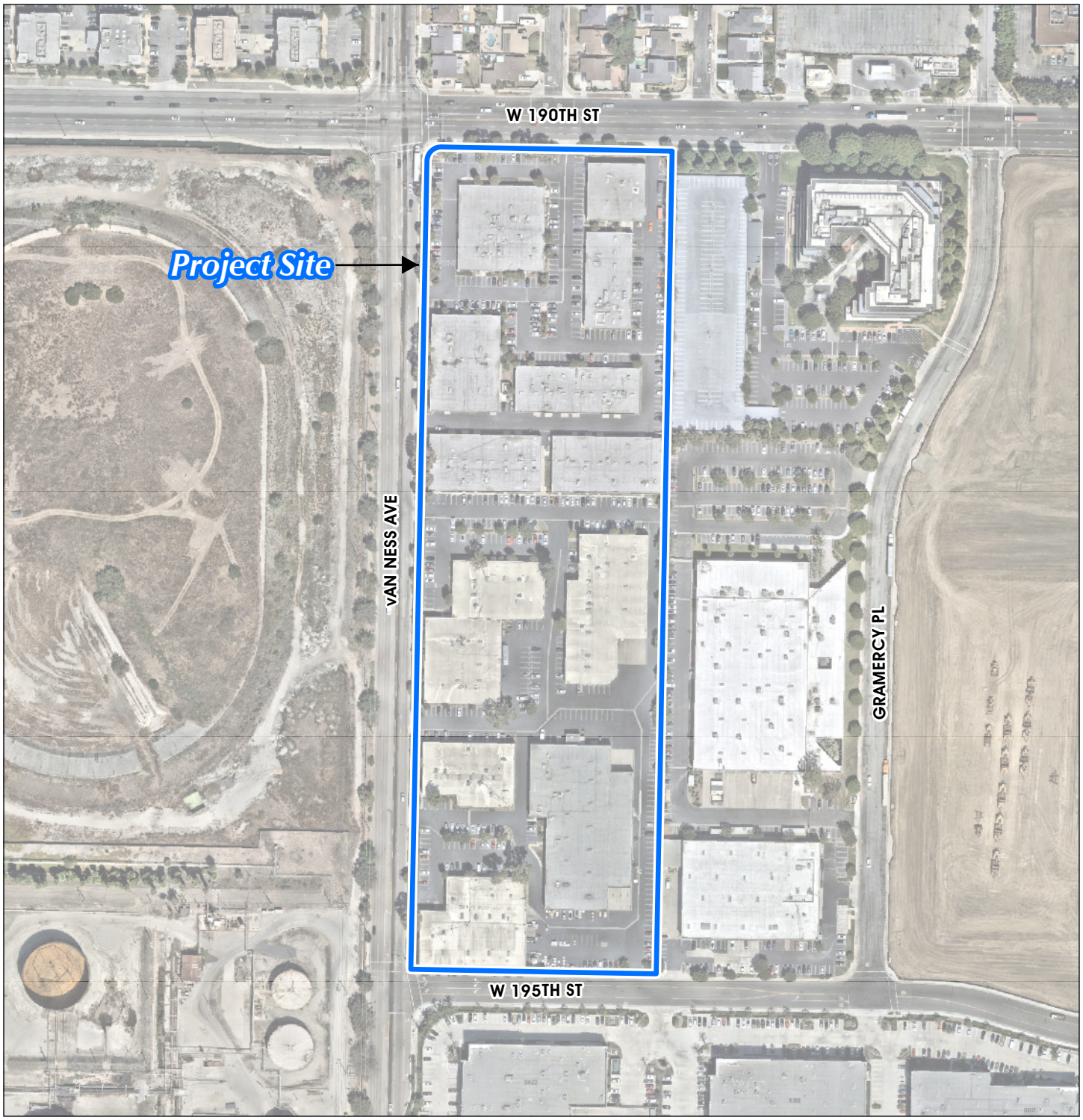


Source(s): ESRI, NearMap Imagery (August 2024), LA County (2024)

Figure 2

0 500 1,000 2,000 Feet

Vicinity Map



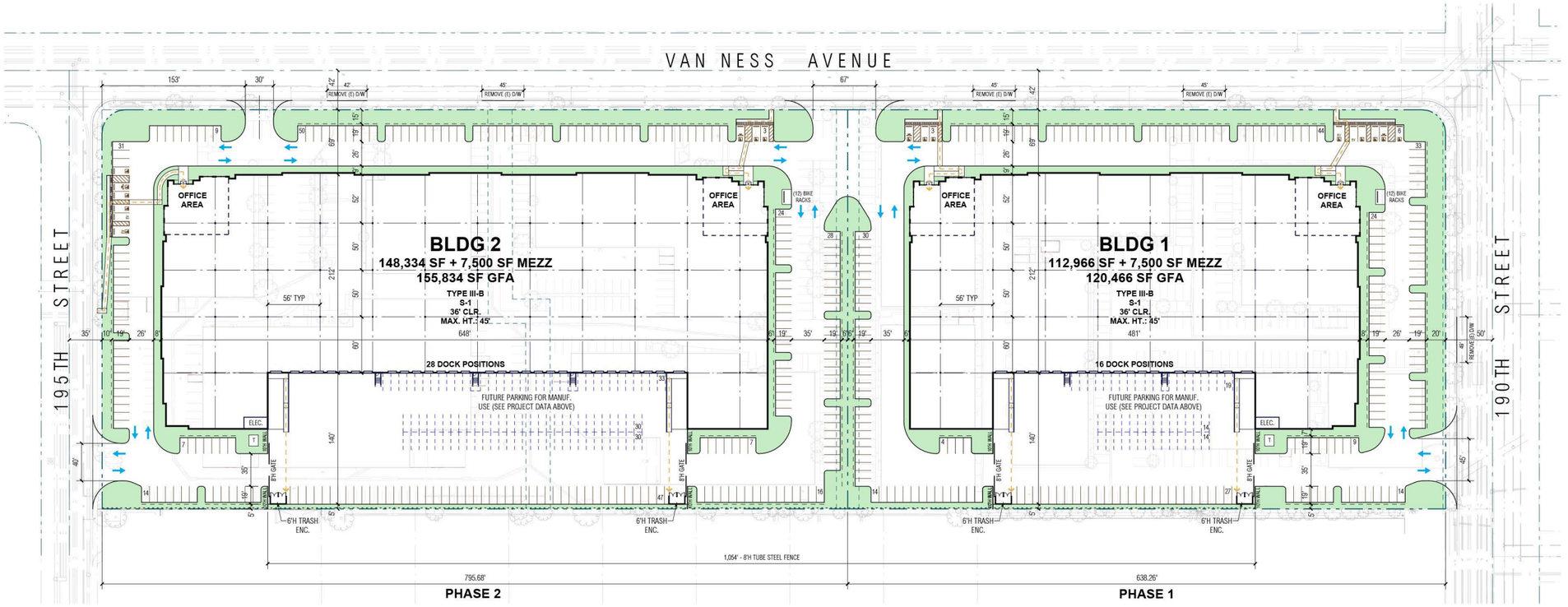
Source(s): ESRI, NearMap Imagery (August 2024)

Figure 3

0 62.5 125 250 Feet

Aerial Photograph

Environmental Checklist Form



PROJECT DATA - WAREHOUSE USE

	BLDG 1	BLDG 2	TOTAL
NET SITE AREA:	271,739 SF	338,891 SF	610,630 SF
	6.24 AC	7.78 AC	14.02 AC
BUILDING AREA			
FOOTPRINT	112,966 SF	148,334 SF	261,300 SF
MEZZANINE	7,500 SF	7,500 SF	15,000 SF
TOTAL	120,466 SF	155,834 SF	276,300 SF
FLOOR AREA BY USE			
OFFICE	15,000 SF	15,000 SF	30,000 SF
WAREHOUSE	105,466 SF	140,834 SF	246,300 SF
MANUFACTURING	0 SF	0 SF	0 SF
TOTAL	120,466 SF	155,834 SF	276,300 SF
COVERAGE	41.57%	43.77%	42.79%
F.A.R.	0.443	0.460	0.452

PARKING REQUIRED			
OFFICE @ 1 / 250 SF	60	60	120
WAREHOUSE @ 1 / 1500 SF	70	94	164
TOTAL	130	154	284
PARKING PROVIDED			
STANDARD STALLS	201	229	430
ADA STALLS	7	7	14
TOTAL	208	236	444
LANDSCAPE AREA	40,000 SF	42,000 SF	82,000 SF
LANDSCAPE %	14.72%	12.39%	13.43%
DOCK LOADING DOORS	16	28	44

PROJECT DATA - MANUFACTURING USE

	BLDG 1	BLDG 2	TOTAL
NET SITE AREA:	271,739 SF	338,891 SF	610,630 SF
	6.24 AC	7.78 AC	14.02 AC
BUILDING AREA			
FOOTPRINT	112,966 SF	148,334 SF	261,300 SF
MEZZANINE	7,500 SF	7,500 SF	15,000 SF
TOTAL	120,466 SF	155,834 SF	276,300 SF
FLOOR AREA BY USE			
OFFICE	15,000 SF	15,000 SF	30,000 SF
MANUFACTURING	69,000 SF	95,000 SF	164,000 SF
WAREHOUSE	36,466 SF	45,834 SF	82,300 SF
TOTAL	120,466 SF	155,834 SF	276,300 SF
COVERAGE	41.57%	43.77%	42.79%
F.A.R.	0.443	0.460	0.452

PARKING REQUIRED			
OFFICE @ 1 / 250 SF	60	60	120
MANUF. @ 1 / 400 SF	173	238	410
WAREHOUSE @ 1 / 1500 SF	24	31	55
TOTAL	257	328	585
PARKING PROVIDED			
STANDARD STALLS	201	229	430
FUTURE STALLS IN TRUCK YARD	47	93	140
ADA STALLS	7	7	14
TOTAL	255	329	584
LANDSCAPE AREA	40,000 SF	42,000 SF	82,000 SF
LANDSCAPE %	14.72%	12.39%	13.43%
DOCK LOADING DOORS	4	7	11

PROJECT INFORMATION

PARCEL:	7352-016-002, 7352-016-003
ZONE	M2
GENERAL PLAN	I-BP

SITE LEGEND:

- ADA PATH OF TRAVEL
- NEW 8'H BLACK TUBE STEEL FENCE
- LANDSCAPE AREA
- T — SCE PAD-MOUNT TRANSFORMER SCREEN WITH LANDSCAPE
- TYPICAL PARKING STALLS - 8.5' X 19' WITH 2' OVERHANG, TYP. DOUBLE STRIPE PER CITY STANDARD

VICINITY MAP

GENERAL NOTES

1. A LANDSCAPE PLAN SHALL BE SUBMITTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT FOR APPROVAL PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY. THE PLAN SHALL UTILIZE DROUGHT RESISTANT/XERISCAPE PLANT MATERIALS, AND SHALL PROVIDE STATE-OF-THE-ART WATER SAVING IRRIGATION SYSTEM AND/OR DRIP IRRIGATION FOR LARGER SHRUBS AND TREES. LANDSCAPE SHALL COMPLY WITH STATE DEPARTMENT OF WATER RESOURCES LANDSCAPE DESIGN & IRRIGATION REQUIREMENTS.

2. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME. SIGNAGE MAY BE SUBMITTED AT A LATER DATE.

3. ALL ROOF-MOUNTED MECHANICAL EQUIPMENT WHICH PROJECTS ABOVE THE ROOF OF ATHE NEW BUILDINGS AND IS VISIBLE FROM AN ADJACENT PROPERTY OR ANY PUBLIC STREET SHALL BE SCREENED BY AN APPROVED ENCLOSURE OR PARAPET WHICH IS CONSISTENT WITH THE ARCHITECTURE OF THE BUILDING.

4. THAT EXTERIOR COLOR AND MATERIAL SAMPLES SHALL BE SUBMITTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT FOR APPROVAL PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS;

5. A DETAILED WALL/FENCE PLAN, INCLUDING GATES, SHALL BE SUBMITTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT FOR APPROVAL PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS.

6. A DETAILED LIGHTING PLAN SHALL BE SUBMITTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT FOR APPROVAL PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS.

7. THAT THE APPLICANT SHALL SHOW THE LOCATION OF ALL ELECTRICAL/MECHANICAL EQUIPMENT LOCATED ON THE PROPERTY AND THE METHOD OF SCREENING TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DIRECTOR. EQUIPMENT CAN NOT BE LOCATED WITHIN THE STREET SETBACK AREAS;

8. ALL FUTURE STREET TREES SHALL NOT BE TRIMMED TO APPEAR LIKE 'LOLLIPOPS'

9. AT LEAST 2% OF ALL PARKING SPACES MUST BE DEDICATED TO HIGH OCCUPANCY VEHICLES I.E. CARPOOL, VANPOOL, ALTERNATIVE FUEL, ETC.

10. PARKING AREAS HAVING MORE THAN ONE (1) AISLE OR DRIVEWAY SHALL HAVE DIRECTIONAL SIGNS OR MARKINGS PROVIDED IN EACH AISLE OR DRIVEWAY.

11. ALL PARKING AREAS SHALL BE STRIPED WITH DOUBLE LINES (SIX INCHES BOTH SIDES OF CENTER) BETWEEN STALLS TO FACILIATE THE MOVEMENT INTO AND OUT OF THE PARKING STALLS.

12. POSTS, BUMBERS OR WHEEL-STOPS SHALL BE PROVIDED WHERE PARKING AREAS BORDER SIDEWALKS WHICH ARE NOT ELEVATED, PUBLIC AND PRIVATE PROPERTY LINE, BUILDINGS, FENCES OR WALLS, IN SUCH A MANNER THAT NO VEHICLE SHALL OVERHANG OVER A PROPERTY LINE.

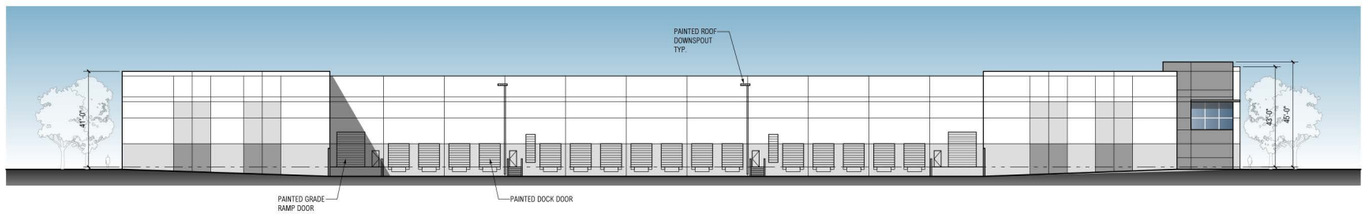
Source(s): RGA (08-01-2024)

Figure 4

Not to Scale

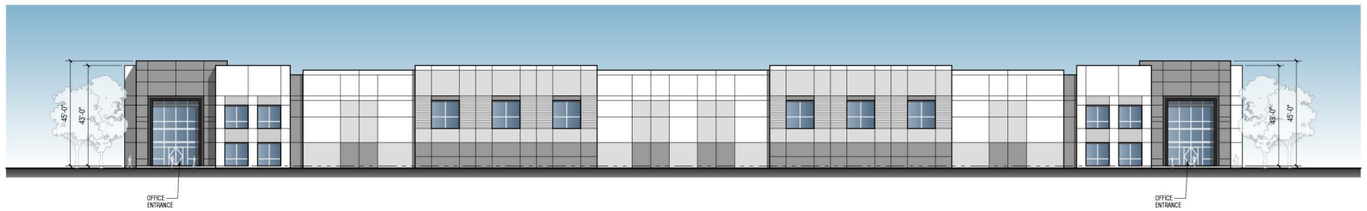
Site Plan

SOUTH ELEVATION



EAST ELEVATION

NORTH ELEVATION



WEST ELEVATION

NOTES:

1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.

FINISH SCHEDULE:

1. FIELD COLOR
   SW 7636 - ORIGAMI WHITE
2. LIGHT ACCENT COLOR
   SW 6002 - ESSENTIAL GRAY
3. RIBBED CONCRETE PANEL
   ACCENT COLOR
   SW 2819 - DOWNING SLATE
4. ACCENT COLOR
   SW 2819 - DOWNING SLATE
5. RIBBED CONCRETE PANEL
   DARK ACCENT COLOR
   SW 7069 - IRON ORE
6. CANOPIES: ALUCOBOND:
   CLEAR ANODIZED
7. GLAZING: PPG SOLARCOOL PACIFICA
   CLEAR ANODIZED STOREFRONT

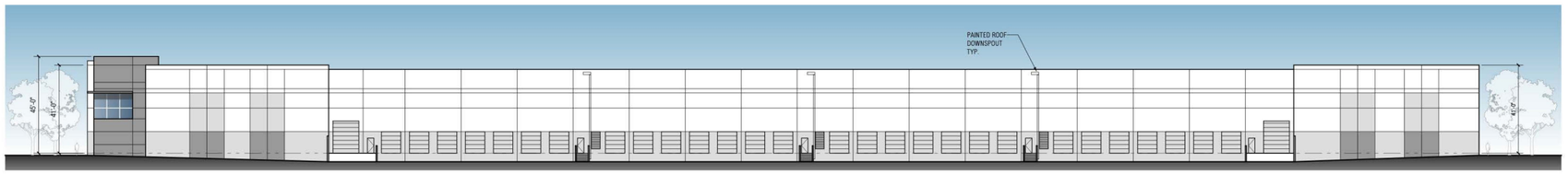
Source(s): RGA (08-01-2024)

Figure 5

Not to Scale

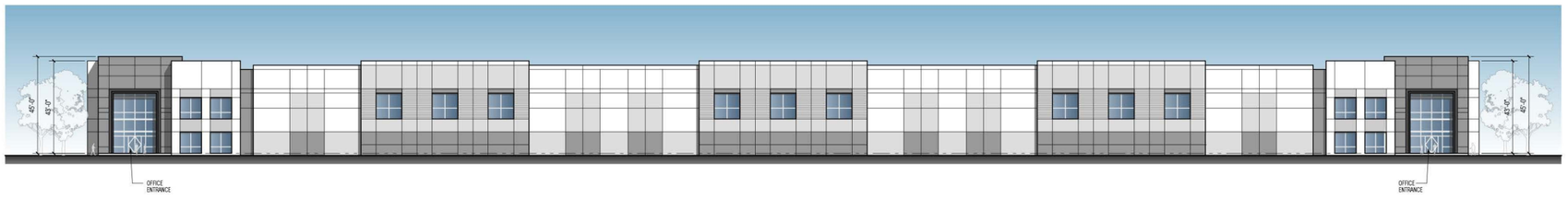
Conceptual Building Elevations - Building 1

SOUTH ELEVATION



EAST ELEVATION

NORTH ELEVATION



WEST ELEVATION

FINISH SCHEDULE:

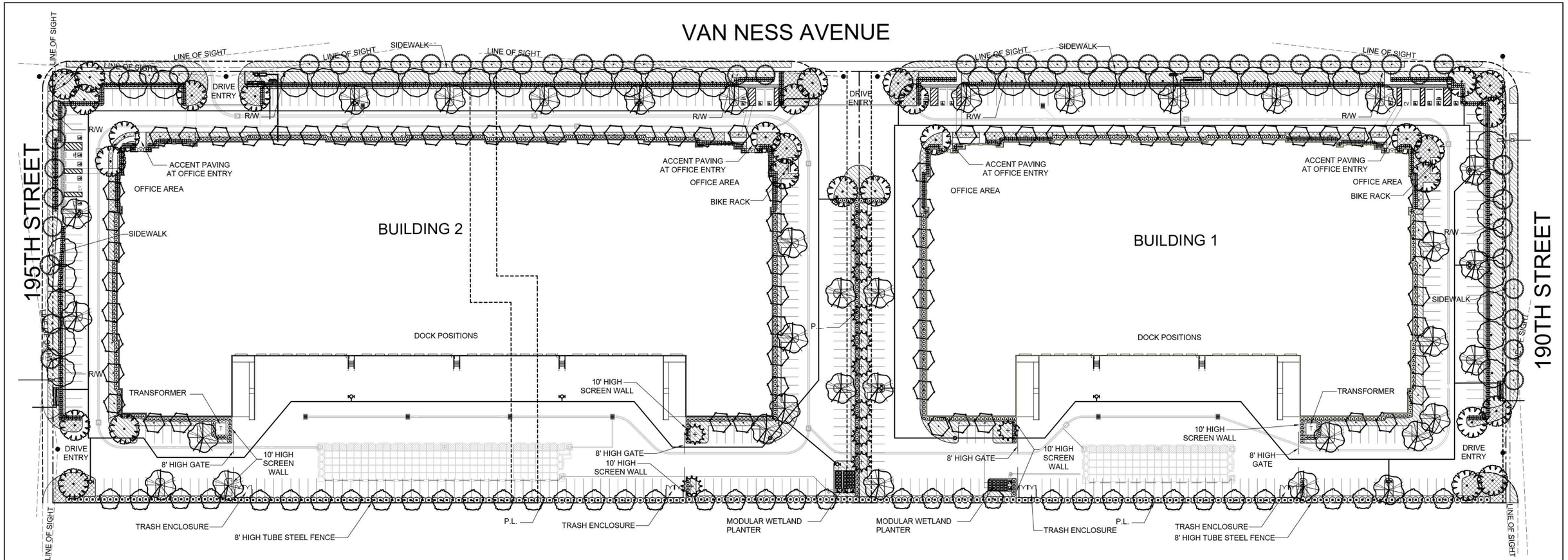
1. FIELD COLOR
   SW 7636 - ORIGAMI WHITE
2. LIGHT ACCENT COLOR
   SW 6002 - ESSENTIAL GRAY
3. RIBBED CONCRETE PANEL
   ACCENT COLOR
   SW 2819 - DOWNING SLATE
4. ACCENT COLOR
   SW 2819 - DOWNING SLATE
5. RIBBED CONCRETE PANEL
   DARK ACCENT COLOR
   SW 7069 - IRON ORE
6. CANOPIES: ALUCOBOND:
   CLEAR ANODIZED
7. GLAZING: PPG SOLARCOOL PACIFICA
   CLEAR ANODIZED STOREFRONT

Source(s): RGA (08-01-2024)

Figure 6

Not to Scale

Conceptual Building Elevations - Building 2



PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
TREES				
	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE STANDARD TRUNK	36"BOX	MED	30
	PINUS ELDARICA / AFGHAN PINE	24"BOX	LOW	12
	PODOCARPUS GRACILIOR / FERN PINE	24"BOX	MED	39
	QUERCUS VIRGINIANA / SOUTHERN LIVE OAK	24"BOX	LOW	34
	RHUS LANCEA / AFRICAN SUMAC	24"BOX	LOW	37
	STREET TREE PER CITY STANDARD / STREET TREE TO BE DETERMINED BY CITY	24"BOX	MED	50
	TRISTANIA CONFERTA / BRISBANE BOX	24"BOX	MED	74

CONCEPT PLANT SCHEDULE

FOUNDATION PLANTING / HEDGE SCREEN - 5 GAL - MED WATER

LIGUSTRUM TEXANUM / TEXAS PRIVET	5 GAL, MED	3.5" oc
RHAPHIOLEPIS INDICA 'JACK EVANS' / JACK EVANS INDIAN HAWTHORN	5 GAL	

LARGE SCALE FOUNDATION SHRUB - 5 GAL - LOW WATER

CALLISTEMON CITRINUS / LEMON BOTTLEBRUSH SHRUB	5 GAL	60" oc
DODONAEA VISCOSA 'PURPUREA' / PURPLE LEAFED HOPSEED BUSH	5 GAL	
ELEAGNUS PUNGENS / SILVERBERRY	5 GAL	48" oc

SMALL SCALE FOUNDATION PLANTING - 5 GAL - LOW WATER

ARBUTUS UNEDO / STRAWBERRY TREE SHRUB	5 GAL	
OLEA EUROPAEA 'MONTRA' / LITTLE OLLIE® OLIVE	5 GAL	
WESTRINGIA FRUTICOSA / COAST ROSEMARY	5 GAL, LOW	4" oc

WQMP GRASSES - 5 GAL LOW WATER

MUHLENBERGIA LINDHEIMERI / LINDHEIMER'S MUHLY	---	

SHRUB / GROUND COVER PALETTE - MEDIUM WATER USE

LIGUSTRUM TEXANUM / TEXAS PRIVET	5 GAL, MED	3.5" oc
LOMANDRA LONGIFOLIA 'BREEZE' / BREEZE™ MAT RUSH	---	
RHAPHIOLEPIS INDICA 'CLARA' / INDIAN HAWTHORN	5 GAL	36" oc
ROSA FLORIBUNDA 'ICEBERG' / ICEBERG ROSE	---	
ROSA X 'NOJARE' / FLOWER CARPET® RED GROUNDCOVER ROSE	1 GAL	
TRACHELOSPERMUM JASMINOIDES / CHINESE STAR JASMINE	1 GAL, MED	24" oc

SHRUB / GROUND COVER PALETTE - LOW WATER USE

LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM / GREEN CLOUD TEXAS RANGER	5 GAL	
SALVIA CLEVELANDII 'ALLEN CHICKERING' / CLEVELAND SAGE	5 GAL, LOW	4.5" oc
TECOMA X 'SUNRISE' / YELLOW BELLS	5 GAL, LOW	5" oc
WESTRINGIA FRUTICOSA / COAST ROSEMARY	5 GAL, LOW	4" oc
ACACIA REDOLENS 'DESERT CARPET' / DESERT CARPET BANK CATCLAW	1 GAL	
AGAVE AMERICANA / CENTURY PLANT	1 GAL	
AGAVE ATTENUATA 'AGAVIWS' / RAY OF LIGHT FOXTAIL AGAVE	1 GAL	
AGAVE X 'BLUE GLOW' / BLUE GLOW AGAVE	1 GAL	
CALLISTEMON CITRINUS 'LITTLE JOHN' / DWARF BOTTLE BRUSH	5 GAL	
HESPERALOE PARVIFLORA / RED YUCCA	5 GAL	
IVA HAYESIANA / SAN DIEGO POVERTY WEED	1 GAL	
LANTANA X 'NEW GOLD' / NEW GOLD LANTANA	1 GAL	
LONICERA JAPONICA 'HALLIANA' / HALLS HONEYSUCKLE FLOWERING VINE	1 GAL	
OLEA EUROPAEA 'MONTRA' / LITTLE OLLIE® OLIVE	1 GAL	
SALVIA GREGGII 'FURMANS RED' / FURMAN'S RED SALVIA - SPACE 3' O.C.	5 GAL	36" oc
SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO	1 GAL	

NOTES

1. ALL TREES WITHIN 6' OF HARDSCAPE SHALL BE IN A SHAWTOWN LINEAR (WRAP AROUND NOT ALLOWED) ROOT BARRIER 24" HIGH LINEAR ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 5' IN BOTH DIRECTIONS FOR A TOTAL OF 10'
2. NOTE: QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY . CONTRACTOR REPONSIBLE FOR ALL QUANTITY TAKE-OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.

SHREDDED MULCH NOTE

ALL PLANTER AREAS TO REVEAL A 3" LAYER OF SHREDDED COVER MULCH AVAILABLE FROM EARTHWORKS (951)782-0260

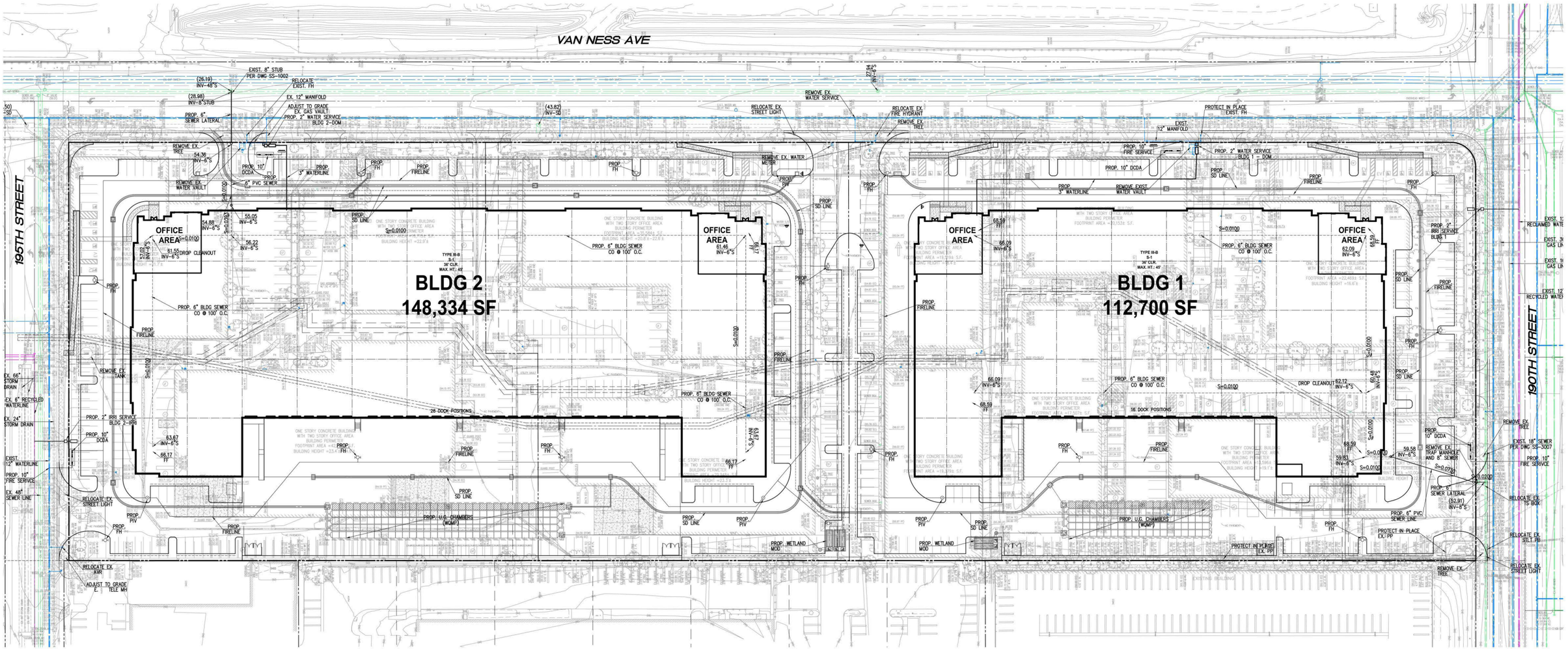
Source(s): Environs (08-01-2024)

Figure 7

Not to Scale

Landscaping Plan

Environmental Checklist Form

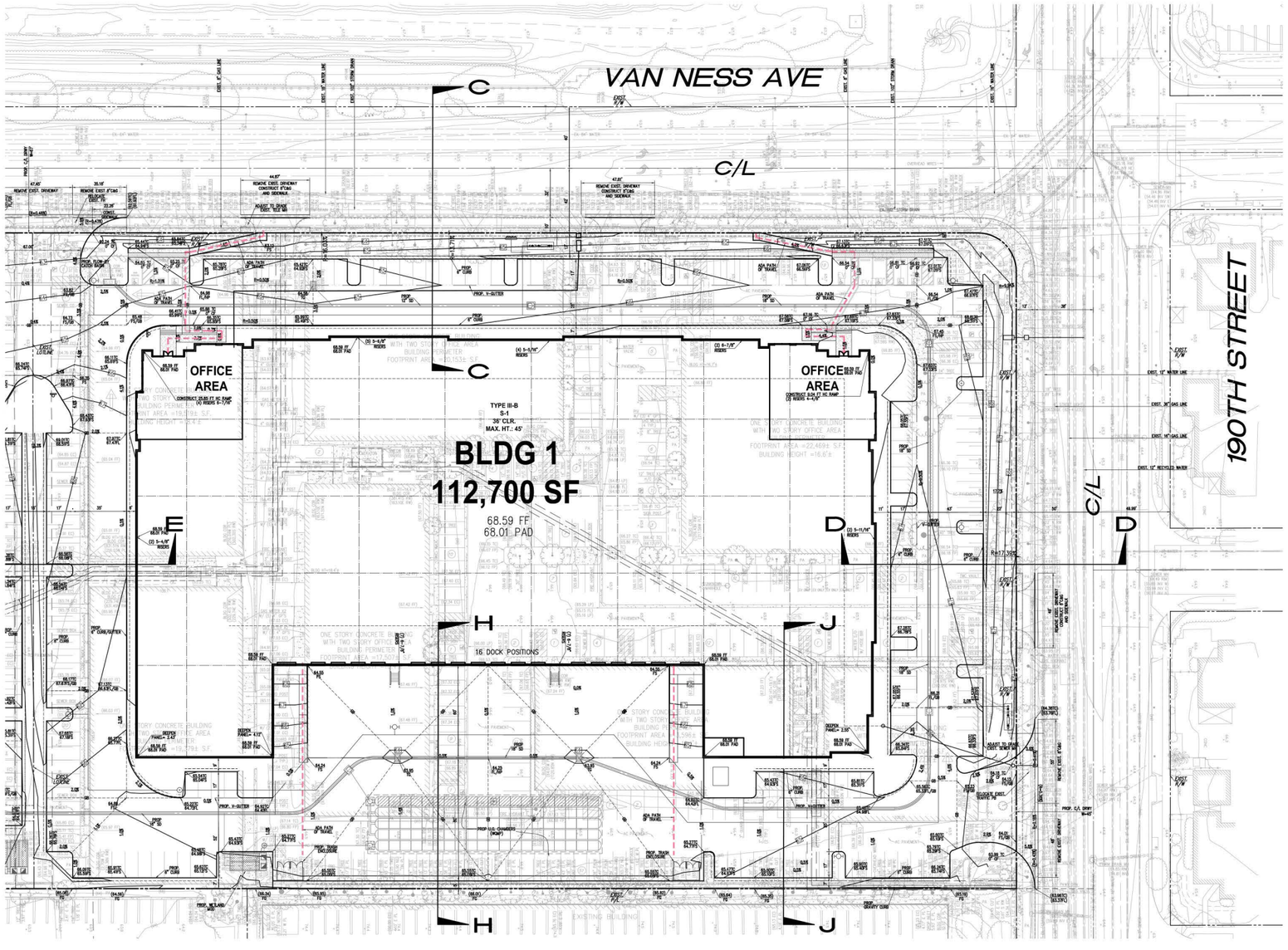


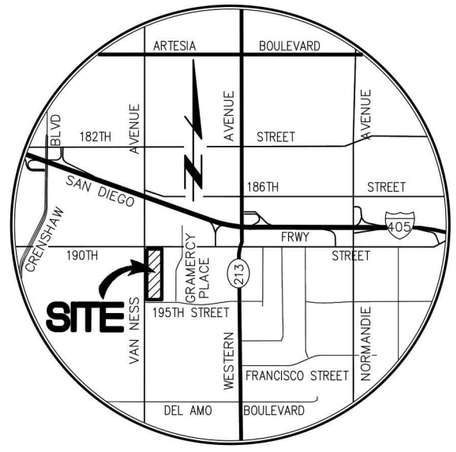
Source(s): Thienes Engineering (08-01-2024)

Figure 8

Not to Scale

Conceptual Utility Plan





VICINITY MAP
N.T.S.

EARTHWORK BALANCE CALCULATIONS
SEQUOIA COMMERCE CTR, VAN NESS-

PROJECT: TORRANCE
JOB# 4221

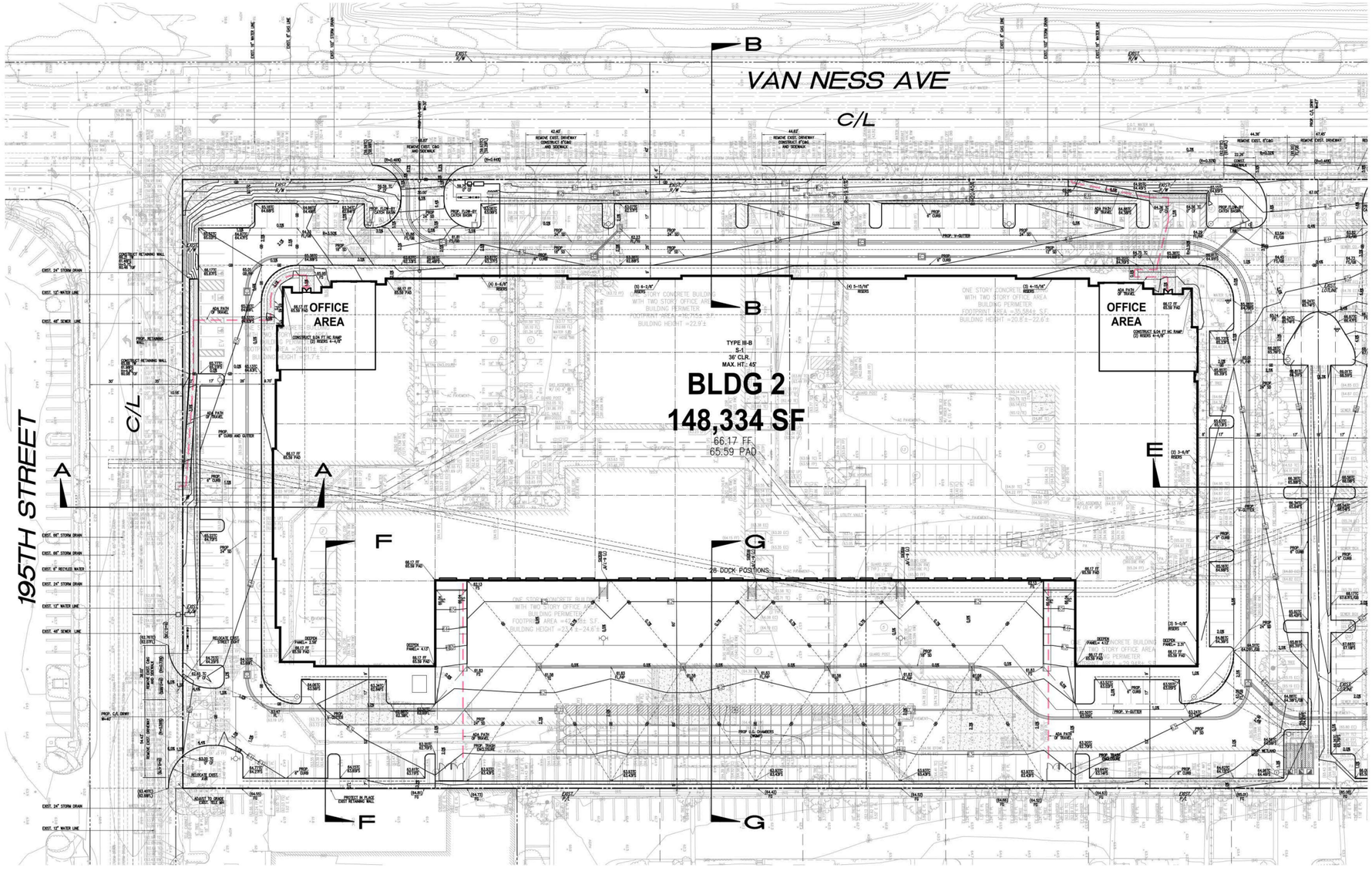
K.	SITE AREA:	610,768 SF
L.	SUBSIDENCE FACTOR:	0.10 FT
M.	SHRINKAGE FACTOR:	11.5 %
N.	SITE STRIPPING FACTOR:	0
O.	OVEREXCAVATION:	41,232 CY
A.	CALCULATED CUT:	15,520 CY
	ADDITIONAL PAVEMENT CUT	3,605 CY
B.	FOOTING AND ONSITE UTILITY SPOILS	6,866 CY
Ba.	RECYCLE MATERIAL	6,906
C.	**TOTAL CUT: (A+B)**	**32,897** CY
D.	CALCULATED FILL:	21,759 CY
E.	LIGHT PAVING FILL:	352 CY
F.	SUBSIDENCE: (LxK)/27=	2,262 CY
G.	SHRINKAGE: (M/100)C=	3,783 CY
H.	SITE STRIPPING	-
I.	OVEREXCAVATION SHRINKAGE	4,742 CY
J.	**TOTAL FILL: (D+E+F+G+H)=**	**32,898** CY
Q.	**TOTAL (IMPORT) OR EXPORT:**	**(0)** CY

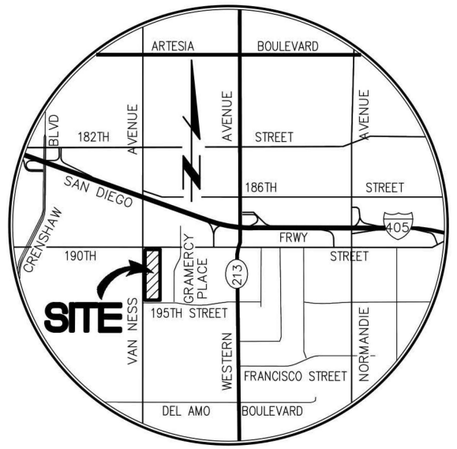
Source(s): Thienes Engineering (08-01-2024)

Figure 9

Not to Scale

Grading Plan - Building 1





VICINITY MAP
N.T.S.

Source(s): Thienes Engineering (08-01-2024)

Figure 10

Not to Scale

Grading Plan - Building 2

Sequoia Commerce Center

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:

Luis Velazquez _____ 02/28/2025 _____

Luis Velazquez, Planning Associate **Date**

CONCUR:

Leo Oorts _____ March 3, 2025 _____

Leo Oorts, 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 8.5 miles east of the nearest Pacific Ocean. Additionally, views of the San Gabriel Mountains from the Project site are blocked by existing development in the surrounding 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 26.72 miles to the northwest of the Project site (*Caltrans*, 2024). *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 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 (see Figure 7, 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 Project. The existing buildings at the Project site and other structures in the Project vicinity do not have any unusual characteristics and are not known to be associated with any national, regional, or local figures of significance that would qualify them as a historical resource or of historical significance. The Project would

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

be treated with materials and high quality finishes similar to existing development, and features varying projections and heights (a maximum of 45 feet in height), 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 the visual perception of the Project site and vicinity. All final designs of the Project, including but not limited to the proposed buildings 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 District (M-2) zoning designation. The Project would not conflict with applicable zoning and other regulations governing scenic quality. 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 commercial uses to the east and south, residential uses to the north, and a petroleum refinery to the west. Street lights are located along West 190th Street 195th Street, and Van Ness Avenue. Under existing conditions, the area contains numerous sources of night time lighting, including street lights, architectural and security lighting, and automobile headlights. The 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 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. Lighting would be installed for building security, architectural features, and parking lot lighting. However, 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 the Project's lighting features and fixtures would be subject to City review and approval, acting to ensure that the Project's lighting is compatible with, and would complement, architectural and site designs, and further that the Project would be compatible with and will not create new sources of substantial light or glare that would adversely affect the surrounding areas. 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	☐	☐	☐	☒

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

The Project site is currently developed with 12 buildings occupied by various tenants for commercial and industrial uses 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 Department of Conservation, pursuant to the Farmland Mapping and Monitoring Program (DOC, 2022)*. 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.*

(b)	Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	6,7	☐	☐	☐	☒

The Project site is not located within a zone designated for agricultural use or an area that is designated as Williamson Act Contract lands (DOC, 2023). 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 Manufacturing District 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))?	1,7	☐	☐	☐	☒

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

(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	1, 7	☐	☐	☐	☒

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, 7	☐	☐	☐	☒

There are no Farmland/agricultural or forestry resources or operations located at, adjacent to or near the Project site. The Project site is currently developed with 12 buildings occupied by various tenants for commercial and industrial uses 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 Sequoia Commerce Center Air Quality Impact Analysis and Construction and Operational Health Risk Assessment reports prepared by Urban Crossroads dated September 12, 2024. These are provided in their entirety as Attachments 1 and 2, respectively, of this IS/MND.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(a) Conflict with or obstruct implementation of the applicable air quality plan?	8	☐	☐	☒	☐

In December 2022, the South Coast Air Quality Management District (South Coast AQMD) released the Final 2022 Air Quality Management Plan (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS), as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. The 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act (CAA) requirements. It should be noted that although SCAG has released an updated 2024-2050 RTP/SCS, the 2022 AQMP is based on the 2020-2045 RTP/SCS.

The South Coast AQMD 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 South Coast AQMD 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
The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

As evaluated below in Thresholds (b) and (c), the Project's regional and localized construction-source emissions would not exceed applicable regional and localized significance thresholds. The Project would not exceed the applicable regional or localized thresholds for operational activity. As such, the Project would not have the potential to result in a significant impact with respect to this criterion and the Project would be consistent with the AQMP.

Criteria 2 – Exceed Assumptions in the AQMP?
The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Torrance General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded, a less than significant impact would result.

The General Plan Land Use designation of the Project site is "Business Park" (I-BP) and the zoning of the Project site is "Heavy Manufacturing District" (M-2). The "Business Park" (I-BP) land use allows for a mixture of business, professional and medical office, research and development, and light industrial uses. The proposed Project plans to develop two (2) new proposed industrial buildings: an approximately 120,466 square foot industrial building (Building 1) with 208 parking stalls and an approximately 155,834 square foot industrial building (Building 2) with 236 parking stalls on an approximate 14.02-acre site. The proposed uses are permitted and no General Plan Land Use

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

Amendment or Zone Change would be required to implement the Project. Since the Project' is consistent with the General Plan land use and zoning and the Project's construction and operational-source air pollutant emissions would not exceed the regional or localized significance thresholds, the Project is determined to be consistent with the second criterion.

The Project would not result in or cause NAAQS or CAAQS violations as the Project would not exceed emissions thresholds. Additionally, the proposed land uses are consistent with the City's designated uses. As such, the Project is therefore considered to be consistent with the AQMP.

(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?	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 South Coast AQMD daily thresholds for Project-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 11 months. No import/export of soil would be required during the grading phase. During this time, a variety of heavy-duty diesel-powered vehicles and equipment would be operated on-site. Table 3, Construction Equipment Assumptions, provides a detailed list of construction equipment that would be operated during Project construction. Demolition of the existing structures on-site would require an excavator, rubber tired dozers, and concrete/industrial saws. Grading for the Project would require similar vehicles, as well as a grader, scraper, and crawler tractors. During the demolition and excavation phases, haul trucks would be utilized to transport demolished materials.

Emissions are estimated using the CalEEMod (Version 2022.1) 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 South Coast Air Quality Management District (South Coast AQMD).

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) site preparation, (3) grading, (4) building construction, (5) paving, and (6) application of architectural coatings.

The construction-related criteria pollutant emissions for each phase are shown below in Table 4, Overall Construction Emissions Summary. As shown in Table 4, Project construction-source emissions would not exceed the regional numerical thresholds of significance established by the South Coast AQMD for any criteria pollutant and impacts would be less than significant.

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

TABLE 4: OVERALL CONSTRUCTION EMISSIONS SUMMARY						
Year	**Pollutant Emissions (Pounds Per Day)**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2027	3.71	32.87	31.46	0.10	7.53	4.24
2028	49.25	18.96	34.65	0.05	2.92	1.11
Winter						
2027	1.55	11.84	20.49	0.03	2.18	0.78
2028	47.51	12.39	22.73	0.04	2.46	0.83
Maximum Daily Emissions	**49.25**	**32.87**	**34.65**	**0.10**	**7.53**	**4.24**
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Operation Impacts

Emissions associated with the Project's operation were calculated using CalEEMod 2022.1. The Project's daily regional is shown in Table 5, Summary of Peak Operational Emissions. The existing development emissions were subtracted from the Project's operational emissions to determine the net new emissions from the proposed Project. As shown, operation of the Project would generate a net increase in all criteria pollutants except for CO emissions. The Project operational activities would not exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of any criteria pollutant. As such, operational impacts would be considered less-than-significant.

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

TABLE 5: SUMMARY OF PEAK OPERATIONAL EMISSIONS

Source	Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	2.91	12.93	31.07	0.17	10.25	2.79
Area Source	8.29	0.10	12.02	0.00	0.02	0.02
Energy Source	0.01	0.20	0.17	0.00	0.02	0.02
Stationary Source	3.28	9.17	8.37	0.02	0.48	0.48
Total Maximum Daily Emissions	**14.50**	**22.41**	**51.63**	**0.19**	**10.77**	**3.30**
Existing Emissions	*12.93*	*7.30*	*57.16*	*0.13*	*9.94*	*2.70*
Net Emissions (Proposed – Existing)	**1.57**	**15.11**	**-5.53**	**0.06**	**0.83**	**0.60**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	2.89	13.57	28.74	0.17	10.25	2.79
Area Source	6.32	0.00	0.00	0.00	0.00	0.00
Energy Source	0.01	0.20	0.17	0.00	0.02	0.02
Stationary Source	3.28	9.17	8.37	0.02	0.48	0.48
Total Maximum Daily Emissions	**12.50**	**22.95**	**37.28**	**0.18**	**10.75**	**3.28**
Existing Emissions	*10.95*	*7.66*	*41.46*	*0.12*	*9.92*	*2.69*
Net Emissions (Proposed – Existing)	**1.56**	**15.29**	**-4.18**	**0.06**	**0.83**	**0.60**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(c) Expose sensitive receptors to substantial pollutant concentrations?	8,9	☐	☐	☒	☐

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors." These structures typically include uses such as residences, hotels, and hospitals where an individual could remain for 24 hours. Localized Significance Thresholds (LSTs) represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

Consistent with the South Coast AQMD LST Methodology, the nearest land use where an individual could remain for 24 hours to the Project site has been used to determine construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. Sensitive receptor locations are shown on Exhibit 3-A, Sensitive Receptor Locations and discussed in Section 3.6 of the Project's Air Quality Impact Analysis.

Construction Impacts

The South Coast AQMD recommends that the nearest sensitive receptor be considered when determining a Project's impact. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time). As previously stated, and consistent with LST Methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO_X and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours.

As discussed in Table 6, Localized Significance Summary Peak Construction Emissions, emissions during the peak construction activity would not exceed the South Coast AQMD's localized significance thresholds at the maximally exposed receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the Project's localized impacts during construction activity would be less than significant.

TABLE 6: LOCALIZED SIGNIFICANCE SUMMARY PEAK CONSTRUCTION EMISSIONS

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.05	0.03	3.48E-02	1.88	1.01
Background Concentration[A]	3.2	2.6	0.071		
Total Concentration	**3.25**	**2.63**	**0.11**	**1.88**	**1.01**
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**

Notes:
[A] Highest Concentration from the last three years of available data.

PM_{10} and $PM_{2.5}$ concentrations are expressed in µg/m³. All others are expressed in ppm.
Based on South Coast AQMD's LST Methodology, background concentrations are considered only for CO and NO_2.

Operational Impacts

In order to account for any potential impacts to on-site receptors as a result of operational activity, a scenario conservatively assuming 2028 emissions was analyzed. Table 7, Localized Significance Summary Peak Operational Emissions, emissions would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed on-site receptors as a result of operational activities. As such, the Project's localized impacts during operational activity would be less than significant.

TABLE 7: LOCALIZED SIGNIFICANCE SUMMARY PEAK OPERATIONAL EMISSIONS

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	1.93E-02	1.48E-02	5.01E-03	0.14	0.11
Background Concentration[A]	3.2	2.6	0.071		
Total Concentration	**3.22**	**2.61**	**0.08**	**0.14**	**0.11**
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**

Notes:
[A] Highest Concentration from the last three years of available data.
PM_{10} and $PM_{2.5}$ concentrations are expressed in µg/m³. All others are expressed in ppm.
Based on South Coast AQMD's LST Methodology, background concentrations are considered only for CO and NO2.

The Project's Health Risk Assessment analyzed potential health risk impacts to sensitive receptors (which are residents) and adjacent workers associated with the development of the Project, more specifically, health risk impacts as a result of exposure to Toxic Air Contaminants (TACs) including diesel particulate matter (DPM) as a result of heavy-duty diesel trucks and equipment associated with on-site and off-site construction and operational activity.

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

TABLE 8: SUMMARY OF CONSTRUCTION AND OPERATIONAL CANCER AND NON-CANCER RISKS

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Maximum Hazard Index	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Construction					
0.99 Year Exposure	Maximum Exposed Sensitive Receptor	1.58		10	**No**
Annual Average	Maximum Exposed Sensitive Receptor		≤0.01	1.0	**No**
Operation					
30 Year Exposure	Maximum Exposed Sensitive Receptor	0.85		10	**No**
Annual Average	Maximum Exposed Sensitive Receptor		≤0.01	1.0	**No**
25 Year Exposure	Maximum Exposed Worker Receptor	0.24		10	**No**
Annual Average	Maximum Exposed Worker Receptor		≤0.01	1.0	**No**
9 Year Exposure	Maximum Exposed Individual School Child	0.01		10	**No**
Annual Average	Maximum Exposed Individual School Child		≤0.01	1.0	**No**
Construction and Operation					
30 Year Exposure	Maximum Exposed Sensitive Receptor	2.17		10	**No**
Annual Average	Maximum Exposed Sensitive Receptor		≤0.01	1.0	**No**

As shown on Table 8, Summary of Construction and Operational Cancer and Non-Cancer Risks, the Project would not exceed the South Coast AQMD significance threshold during construction and operation at the maximally exposed receptor. Because all other modeled receptors would experience lower concentrations of DPM during Project construction and operation, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the maximally exposed receptor. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. Therefore, the Project would result in a less than significant impact for construction and operational emissions. Impacts to sensitive receptors would be less than significant, and no mitigation measures would be required.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? 8 ☐ ☐ ☒ ☐

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

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include: Agricultural uses (livestock and farming); Wastewater treatment plants; Food processing plants; Chemical plants; Composting operations; Refineries; Landfills; Dairies; and Fiberglass molding facilities.

The Project does not propose land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. Odors emanating during construction of the proposed Project would not cause injury, detriment, or annoyance to the public; would not endanger the comfort, repose, health, or safety of the public; and would not cause injury or damage to any nearby businesses or properties. Land uses and operational activities that are typically associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project would also be required to comply with South Coast AQMD Rule 402 which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

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 developed with 12 buildings, including 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?	10	☐	☐	☐	☒

The Project site is located within a highly urbanized area and is currently developed with commercial and industrial uses. Additionally, 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.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(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?	10	☐	☐	☐	☒

As discussed above, the Project site is located within a highly urbanized area and is currently developed with commercial and industrial uses. There are no state or federally protected 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?	10	☐	☐	☐	☒

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 manufacturing/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, residential, and industrial/petroleum refinery uses, and not on or near any significant ecological areas. The Project would be required to comply with the City's landscape requirements and would be required to comply with the City's Tree Ordinance (TMC Division 7, Chapter 5), which requires a permit to be obtained prior to cutting, trimming, removing, pruning, planting, injuring, or interfering with any trees on a street. The Project 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?	11	☐	☐	☐	☒

The Project site is surrounded by commercial, residential, 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

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

conservation plan, or other approved local, regional, or state habitat conservation plan (CDFW, 2023). *Therefore, no impacts to conservation plans would occur and no mitigation measures would be required.*

5. CULTURAL RESOURCES. Would the Project:

The analysis in this section is based on the Cultural Resource Report prepared by Chronicle Heritage dated September 17, 2024. This report is provided in its entirety as Attachment 3 of this IS/MND.

(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	12	☐	☐	☐	☒

The Project site consists of a commercial business park comprising of 12 tilt-up concrete building in northeastern Torrance. The existing commercial business park was constructed in three phases beginning in 1974 with seven buildings, the second phase in 1976 with three buildings, and the final phase with an additional three buildings in 1977. Results of the pedestrian survey conducted by Chronicle Heritage is discussed in Section 5 of the Cultural Resource Report. Based on the results of the survey, there are no historical resources within the Project area.

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 first developed in 1974, the site is considered of historic age and required to be evaluated under CEQA to determine whether it is considered a significant historical resource as defined in CEQA Guidelines Section 15064.5.

Pursuant to Criterion A/1/1, the Project site was not found to be associated with events that have made a significant contribution to the broad patterns of our history. Archival research did not indicate any consequential information pertaining to the existing site in relation to the development of Torrance.

Pursuant to Criterion B/2/2, the Project site was not found to be associated with the lives of persons significant in our past. Additionally, multiple businesses occupied space within the business park, none of which had any significance during their occupancy and many used the space for ordinary manufacturing and corporate spaces.

Pursuant to Criterion C/3/3-5,7, the Project site consists of multiple buildings constructed of tilt-up concrete. Archival research identified the builder and architecture firm; however, further research did not indicate that the builder or architecture firm were significant or had any notable developments. The buildings are ordinary examples of utilitarian commercial and industrial buildings and are relatively featureless. The architectural firm Lott, Collins, DeRevere & Associates designed relatively ordinary commercial buildings and were not a significant or notable firm as suggested by archival research. Additionally, it is not the last or best remaining example of this style of architecture, as there are plenty of tilt-up concrete buildings within Torrance and around Los Angeles County.

Pursuant to Criterion D/4 there is no reason to believe the Project site has the potential to yield important information regarding prehistory or history.

Based on the preceding, the existing site is ineligible for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR) or local registry under any significance criteria discussed above. Moreover, the City of Torrance General Plan Community Resources Element does not list the Project site as a location that is of historic interest to the City. The Project site is not located within the Olmsted Tract or Torrance Tract, both of which contain contributing structures in the City's Historic Resources Survey. Therefore, the structures on the Project site and in the surrounding area 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 historic significance. As such, no impacts to historical resources 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) 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 was previously disturbed for the current development. Chronicle Heritage conducted a records search of California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center at the University of California, Fullerton. The search was conducted to identify previous cultural resources studies and previously recorded cultural resources within a 1-mi radius of the Project area. The records search results indicate that 22 previous investigations have been conducted and documented within the 1-mi search radius of the Project area between 1993 and 2014. One cultural resource was recorded within 1-mi of the Project area. Resource P-19189950 is a one to three-story commercial building located at 716 North La Brea in Los Angeles, roughly 0.35 mile west/northwest of the Project area. Based on results of the Cultural Resource Report, there are no archaeological resources within the Project area. Additionally, the existing data indicate that it is unlikely that buried prehistoric or historic archaeological remains will be encountered during Project construction.

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 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. If human remains are found, existing regulations outlined in the State of California Health and Safety Code Section 7050.5 state that no further

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

disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resource Code (PRC) § 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified within 24 hours of positive identification as human. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner. Therefore, impacts would be less than significant. No mitigation is required.

6. ENERGY. Would the Project:

The analysis in this section is based on the Sequoia Commerce Center Energy Analysis report prepared by Urban Crossroads, Inc. dated September 12, 2024. This report is provided in their entirety as Attachment 4 of 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?	13	☐	☐	☒	☐

Construction Impacts

Electrical service will be provided by Southern California Edison (SCE) and natural gas service would be provided by Southern California Gas Company (SoCalGas). The total electricity usage from Project construction related activities is estimated to be approximately 119,070 kilowatt hours (kWh). Construction equipment used by the Project would result in a single event consumption of approximately 41,116 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

California Code of Regulations (CCR) Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best Available Control Measures (BACMs) inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 15,609 gallons of fuel. Additionally, fuel consumption from construction vendor and hauling trips (MHDs and HHDs) will total approximately 19,884 gallons. Diesel fuel would be supplied by City and regional industrial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2023 Integrated Energy Policy Report (IEPR) released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Operation Impacts

Operation of the proposed Project would consume energy as part of building operations and transportation activities including truck and passenger vehicle traffic associated with the Project. Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. Based on information provided by the Project Applicant, the industrial portion of the proposed Project would not utilize natural gas. Natural gas associated with the HVAC system for the office portion of the Project was calculated by CalEEMod using default parameters. Operations for the Project is anticipated to result in a net increase of 1,024,296 kWh/year of electricity and a net decrease of 4,540,546 kBTU (British thermal units)/year of natural gas.

The Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements

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

define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Operational energy would also be consumed during vehicle trips associated with the Project. Fuel consumption would be primarily related to vehicle use by visitors and employees associated with the Project. Project-related vehicle trips would result in a net increase of 213,571 vehicle miles traveled (VMT) and consume an estimated 88,126 gallons of gasoline and diesel combined, annually.

The Project is surrounded by existing transportation facilities and infrastructure which would provide future visitors and employees associated with the Project access to a mix of land uses near the Project, thus further reducing fuel consumption demand. Additionally, the Project will also be providing parking and EV infrastructure that would further promote fuel efficient vehicles. For these reasons, operational-related transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the operational impact related to vehicle fuel consumption would be less than significant.

(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	13	☐	☐	☒	☐

A significant impact would occur if the proposed Project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Construction

The Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for any temporary buildings that may be needed during construction, which may include on-site lighting and power to construction offices. California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on- road and off-road diesel-powered equipment and are enforced by the ARB. The Project would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that construction of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation

California's Renewable Portfolio Standard (RPS) establishes a goal of renewable energy for local providers to be 44 percent by 2040. Similarly, the State is promoting renewable energy targets to meet the 2022 Scoping Plan greenhouse gas emissions reductions. As discussed above, the Project would result in a net increase of 1,024,296 kWh/year of electricity and a net decrease of 4,540,546 kBTU/year of natural gas.

The Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Compliance with the aforementioned mandatory measures would ensure that the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

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 Southern California Geotechnical, Inc. (SCG) dated December 28, 2023 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 (SCG, 2023). Therefore, there is no potential for the Project to result in substantial adverse effect related to rupture of a known earthquake fault; no impact 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 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 latest CBC seismic safety requirements, which is anticipated to minimize the potential for damage. Furthermore, prior to the issuance of building permits, the Project would be required by the Torrance Municipal Code Section 81.2.51 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? 14 ☐ ☐ ☒ ☐

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 Project site is not considered to be conducive to liquefaction and free water was not encountered during the drilling of any of the borings. Based on the moisture

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

content of the recovered soil samples and the lack of free water in the borings, the static groundwater table is at a greater depth than 30± feet below existing site grades (SCG, 2023). Moreover, the Project would be built in accordance with the 2022 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 CBC. 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 developed with existing buildings and associated parking and landscaping, 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 9, below.

TABLE 9: 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
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

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 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 (SUSWMP) identifying post-construction best management practices. Adherence to the BMPs in the SUSWMP 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, 14 ☐ ☐ ☒ ☐

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 (SCG, 2023). 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 Section 81.2.51 of the Torrance Municipal Code and the 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? 1,3,14 ☐ ☐ ☒ ☐

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, artificial fill soils were encountered beneath the existing pavements at all of the boring locations, extending to depths of 3 to 6½± feet below the existing site grades. Native alluvial soils were encountered beneath the artificial fill soils at all of the boring locations, extending to at least the maximum depth explored of 30± feet below the existing site grades. The alluvial soils within the upper 12 to 27± feet generally consist of stiff to very stiff sandy clays and silty clays, with occasional medium stiff sandy clays and silty clays. At greater depths and extending to the maximum depth explored of 30± feet, the alluvium generally consists of medium dense to dense silty sands and sandy silts. Laboratory testing performed on representative samples of these materials indicate that they possess low to very high expansion potentials. However, SCG expects that blending these expansive soils during grading will result in soils possessing an Expansion Index of less than 90, which indicates a medium expansion potential (SCG, 2023). 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 CBC and compliance with the recommendations in the geotechnical investigation would ensure that any areas containing expansive soils would be properly designed and engineered. Therefore, impacts associated with expansive soils would be less than significant. No mitigation measures are required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(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 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 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 is developed and has been previously disturbed. However, although unlikely, implementation of the 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 Sequoia Commerce Center Greenhouse Gas Analysis report prepared by Urban Crossroads, Inc. dated September 12, 2024. This report is provided in their entirety as Attachment 6 of this IS/MND.

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	15	☐	☐	☒	☐

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

The City of Torrance has not adopted its own independent quantitative GHG emissions threshold value. A numerical threshold for determining the significance of GHG emissions in the SCAB has not been established by the South Coast AQMD for Projects where it is not the lead agency. As an interim threshold based on guidance provided in the CAPCOA CEQA and Climate Change handbook, the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by South Coast AQMD using this method is 3,000 MTCO$_2$e/yr for all projects.

As shown in Table 10, Project Greenhouse Gas Emissions, the Project would result in a net increase of approximately 934.13 MTCO$_2$e/yr; the Project would not exceed the South Coast AQMD's numeric threshold of 3,000 MTCO2e/yr. Thus, the Project would result in a less than significant impact with respect to GHG emissions.

TABLE 10: PROJECT GREENHOUSE GAS EMISSIONS

Emission Source	Greenhouse Gas Emissions (Metric Tons/Year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	24.65	0.00	0.00	0.01	25.06
Mobile Source	2,264.76	0.09	0.24	2.53	2,341.15
Area Source	5.60	0.00	0.00	0.00	5.62
Energy Source	403.31	0.04	0.00	0.00	405.54
Water Usage	89.53	2.09	0.05	0.00	156.61
Waste	27.97	2.80	0.00	0.00	97.84
Refrigerants	0.00	0.00	0.00	2.77	2.77
Stationary Source	38.08	0.00	0.00	0.00	38.21
Total CO_2e	3,072.81				
Existing Emissions	2,138.68				
Net Emissions (Proposed – Existing)	**934.13**				
South Coast AQMD Draft Screening Threshold					**3,000**
Exceeds Threshold?					**No**

(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? 15 ☐ ☐ ☒ ☐

Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with the 2022 Scoping Plan, is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan. Additionally, the Project's consistency with the City of Torrance Climate Action Plan (CAP) is discussed below.

2022 Scoping Plan Consistency

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the

current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. As such, the Project would be consistent with the 2022 Scoping Plan.

City of Torrance CAP Consistency

The Climate Action Plan identifies GHG emissions sources, presents current and future GHG emissions estimates, identifies a GHG reduction target for future years, and provides strategic policies and actions to reduce GHG emissions from energy, transportation, land use, water use, and waste sectors. The Climate Action Plan is consistent with and implements GHG emissions legislation, GHG emissions reduction strategies, and GHG emissions reduction policies of the State of California. The Climate Action Plan is also consistent with and implements GHG emissions legislation, GHG emissions reduction strategies, and GHG emissions reduction policies implemented by the South Bay Cities Council of Governments (SBCCOG).

The Climate Action Plan's existing and projected GHG inventories are based on land use designations and buildout of the City reflected in the City of Torrance General Plan. The Project is consistent with the land use designation and projected buildout conditions presented in the General Plan. Since the Project is consistent with the buildout conditions reflected under the General Plan, the Project by extension would not result in GHG emissions beyond those considered and addressed in the Climate Action Plan.

All development in the City, including the Project, are required to conform to all City-adopted policies including those presented in the CAP. The City, through established design and development review processes, would ensure that applicable CAP GHG-reducing strategies would be incorporated in the Project. The Project would be consistent with the City's CAP goal of increasing energy efficiency in new commercial buildings by complying with the most current Title 24 Green Building Standards. Most goals and policies in the CAP are City-wide and not project specific. However, the two goals and policies listed below are project-specific and are applicable to the Project:

- *LUT: F4.1 Encourage business establishment mix that promotes walking.*
  There are existing sidewalks along the Project site boundary. Additionally, the closest bus stop to the Project site is located adjacent to the Project site on Van Ness Ave at West 190th Street for Torrance Transit Line 5 and West 190th Street at Van Ness Avenue for Torrance Transit 6. Therefore, the Project would be consistent with LUT: F4.1.

- *EE: E1.3 Require low-irrigation landscaping*
  As depicted in Figure 7, Landscaping Plan, a variety of trees, shrubs, accent plants, and ground cover are proposed along the perimeter of the Project site's frontage and parking area. The Project would feature drought-tolerant plants and would be consistent with EE: EE1.3.

Therefore, 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.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 Chubb Global Risk Advisors (CGRA), dated January 23, 2024. This is provided in its entirety as Attachment 7 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?	16	☐	☒	☐	☐

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

Project Construction

General Construction Hazardous Waste

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.

Impacted Soils

Construction activities required to redevelop the Project site would involve the disturbance of on-site soils. There is the potential for the discovery of soil contamination during these activities due to existing uses handling hazardous materials at the Project site including above storage tanks (ASTs) and potential groundwater contamination due to uses at adjacent properties. The Project site is currently developed with 12 buildings with various tenants and evidence of spills/ releases were not observed at or near the ASTs/USTs at the Project site. The Phase I Environmental Site Assessment (ESA), prepared by CGRA and included as Attachment 7, assessed the potential for Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) and Historical Recognized Environmental Conditions (HRECs) in connection with the Project site. Specifically, the Phase I ESA concluded the following:

- *The assessment revealed no evidence of on-Site recognized environmental conditions (RECs) in connection with the site. While no on-site RECs were identified, Medical Chemical Corporation has occupied the site for quite some time and has handled large quantities of hazardous substances / waste in the 19430 South Van Ness Avenue building. Soil contamination could be encountered in this area during demolition / site development activities during the construction of the new buildings.*

- *CGRA performed a Tier 1 vapor encroachment screen at the Project site to determine if a Vapor Encroachment Condition (VEC) exists at the Project site. There is a property (Alpine Electronics of America, Inc., formerly located at 19145 Gramercy Place);*

however, located approximately 300 feet east-southeast and potentially cross-gradient of the Project site. Groundwater beneath the adjacent property has been impacted with chlorinated solvents exceeding the California drinking water maximum contaminant levels (MCLs). Based on the close proximity and cross-gradient position of this property to the Project site, there is the potential for groundwater beneath the Project site to be impacted by chlorinated solvents. This property is considered a VEC and offsite REC.

- *Past Phase I ESA conducted at the Project site concluded Torrance Freeway Business Center (TFBC) II development located directly northwest of the Project site, across 190th Street had identified contamination related to former Honeywell manufacturing activities on the property. Engineering controls (including a high-density polyethylene vapor barrier and passive ventilation system) were reported to have been constructed beneath the building foundations. In addition, a Human Health Risk Assessment was reported to have been conducted and periodic indoor air monitoring was also reported to be required. CGRA notes that SCS did not identify any RECs for the Project site, either due to on- or off-site conditions. However, SCS did recommend conducting a soil vapor assessment at the Project site in order to evaluate the potential for vapor intrusion related to known volatile organic compound (VOC) contamination in shallow vadose zone soils and perched groundwater that have been identified in the vicinity of the Project site. The SCS recommendation suggests that there may be contamination at the Project site related to the former off-Site Honeywell manufacturing facility. Therefore, the release of chlorinated solvents at the former off-Site Honeywell manufacturing facility is considered a VEC and offsite REC.*

- *HRECs and CRECs were not identified during the course of the assessment.*

Based on the on-site and adjacent properties conditions, the Phase I ESA recommended performing an inspection of 19430 S. Van Ness Avenue building with the tenant, prior to the moving out, to confirm the removal of all hazardous substances and waste, and ASTs from the building. Additionally, due to the potential of groundwater contamination, soil vapor and groundwater contamination may impact the site. Therefore, impacts would be potentially significant.

Demolition

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 and may be present in the existing buildings. All proposed demolition activities would be required to comply with all applicable federal, State, and local hazardous materials regulation, which includes mandatory provisions for the safe removal, transport, and disposal of ACMs and lead paint. South Coast AQMD Rule 1403 (Asbestos Emissions) and Title 17 of the California Code of Regulations (CCR), Division 1, Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards applies.

South Coast AQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Assuming that ACMs are present in the existing structure located on-site, then Rule 1403 requires notification of the South Coast AQMD prior to commencing any demolition activities. Rule 1403 also sets forth specific procedures for the removal of asbestos and requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACM. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related grading, clearing, and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs. Because future development on the Project site would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to asbestos would be less than significant.

Title 17, CCR, Division 1, Chapter 8: Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards, defines and regulates lead-based paint. Any detectable amount of lead is regulated. During the demolition of the existing manufacturing building, there is a potential for exposing construction workers to health hazards associated with lead. The Project would be required to comply with Title 17, CCR, Division 1, Chapter 8, which includes requirements such as employer-provided training, air monitoring, protective clothing, respirators, and handwashing facilities. Mandatory compliance with these requirements would ensure that construction workers and the public are not exposed to significant LBP health hazards or upset during demolition and/or during transport of demolition waste to an appropriate disposal

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

facility and would ensure that impacts related to LBP remain less than significant. Accordingly, neither ACMs nor lead paint are determined to be a significant hazard on the Project site.

Project Operation

Future users of the proposed on-site Project buildings 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) is responsible for implementing the hazardous materials disclosure and the California Accidental Release Program of the California Health and Safety Code. The Torrance Fire Department 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 Torrance Fire Department. Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (California Health & Safety Code, Division 20, Chapter 6.95). The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. The HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities. 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.

Mitigation Measures

HM-1: *Prior to the issuance of building permits, an engineered vapor barrier shall be installed beneath any buildings or structures constructed on the Project site.*

HM-2: *During grading and excavation activities, the measures contained within the Site Soil Management Plan prepared pursuant to DTSC requirements for the Project site shall be implemented to limit the health risks that may result from excavation and removal of contaminated soil.*

With implementation of Mitigation Measures HM-1 and HM-2, impacts related to the creation of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant

(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?	16,17	☐	☐	☒	☐

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

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

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?	16,17	☐	☒	☐	☐

The Project is not located within one-quarter mile of an existing or proposed school. The nearest school facility is Little stars Learn & Play Center (daycare) located 0.58 miles west of the Project site. 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 discussed in Response to Question 9(c), there is potential for impacted soils onsite. These soils would be removed during construction and haul trucks would travel on City designated truck routes such as West 190th Street, Van Ness Avenue, Crenshaw Boulevard, and Western Avenue. Trucks are not allowed on residential streets, including streets fronting the daycare. 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. Implementation of Mitigation Measures HM-1 through HM-2 would ensure that construction and operations of the Project would not create a significant hazard to the public or the environment through the transport, disposal, and accidental release of hazardous materials. 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 hazardous emissions or handling of hazardous materials within one-quarter mile of a school would be considered less than significant with mitigation measures incorporated.

(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?	16,18	☐	☐	☒	☐

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

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, 2024).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 3.61 miles northeast 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?	17	☐	☐	☒	☐

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

(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	19	☐	☐	☐	☒

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, 2024). The nearest fire hazard zone is located approximately 4.8 miles southwest of the Project site. 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.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:					

The analysis in this section is based on the Low Impact Development (LID) prepared by Thienes Engineering, Inc. (Thienes) dated March 22, 2024 and the Preliminary Hydrology Study prepared by Thienes, dated March 7, 2024. These are provided in its entirety as Attachments 8 and 9, respectively, of this IS/MND.

(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	20	☐	☐	☒	☐

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 Regional Water Quality Control Board (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 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 two buildings up to 276,300 square feet 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.

According to the Project's Preliminary LID Report, included as Attachment 8 of this IS/MND, the Project is designed to include on-site structural source control BMPs consisting of WetlandMOD biofiltration systems, underground detention systems, and storm drain inlets. In addition, operation source control BMPs would be implemented, including but not limited to, minimizing non-stormwater site runoff through efficient irrigation system design and controllers, providing proper covers/roofs and secondary containment for outside material storage & work areas, providing solid roofs over all trash enclosures, and providing education/training of site occupants and employees on stormwater BMPs. Compliance with the Preliminary LID Report and long-term maintenance of proposed on-site water quality control features would be required by the City to ensure the long-term effectiveness of all on-site water quality features.

In addition to the WQMP/LID Report, 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

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

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 Water Department (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 and 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 to potential to alter the course of a stream or river. No impacts would occur in this regard. Moreover, the Project will be subjected 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 South Coast AQMD 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; 21 ☐ ☐ ☒ ☐

The Project site is currently developed with 12 buildings totaling 275,635 square feet; redevelopment of the site would not increase impervious surfaces. As part of the proposed Project, new on-site storm drains, catch basins and connections will be provided. According to the Project's Preliminary Hydrology Report, included as Appendix 8 of this IS/MND, runoff from Building 1 and Building 2 will drain to proposed catch basins and conveyed to proposed underground chambers located at the easterly truck yard via proposed onsite storm drain system. Here, initial runoff from the Project site will drain to proposed underground chambers and conveyed to proposed modular wetland for water quality purposes. Runoff volume that exceeds water quality volume will be conveyed back to the main onsite storm drain line and ultimately discharged to an existing storm drain facilities downstream in Van Ness Avenue.

Developed condition peak flow rate discharge from Building 1 and Building 2 site will be limited to the allowable condition (11.9 cubic feet per second [cfs]). Per the City of Torrance, runoff volume ponding will be allowed only in the easterly truck yards with a maximum depth of

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

approximately 6" above ground. Therefore, remaining peak flow runoff volume will be stored in underground chambers at the truck yard. The total 50-year peak flow rate discharge from Building 1 site will be limited to 3.2 cfs and 4.8 cfs for Building 2. The peak flow volume will require approximately 5,941 cubic feet and 9,345 cubic feet of storage for Building 1 and Building 2 with a maximum ponding depth of approximately 0.5' above ground at the truck yard. Building 1 and Building 2 will temporarily store 4,060 cubic feet and 5,186 cubic feet of runoff volume above ground, and 3,760 cubic feet and 4,159 cubic feet of volume in the underground chambers, respectively. To reduce the proposed condition discharge to allowable condition discharge, onsite storm drainpipe sizes will be determined by using hydraulics and utilizing existing hydraulic grade line downstream. The total 50-year peak flow rate from the Project site to the existing storm drain system in Van Ness Avenue is approximately 11.9 cfs (3.2 cfs. + 4.8 cfs + 2.4 cfs + 1.5 cfs) at detained condition which is comparable to the allowable condition. Therefore, Project site improvements will not impose a negative impact on the existing offsite drainage facilities downstream.

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	20	☐	☐	☒	☐

As discussed earlier, the Project provides new storm drains, catch basins and connections that are calculated to meet allowable flow rates. Through the implementation of the detention systems and outlet controls, the peak discharges for the 50-year storm events will not impose a negative impact on the existing offsite drainage facilities downstream. 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, 22	☐	☐	☐	☒

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, 22	☐	☐	☐	☒

As discussed above, 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. Therefore, 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, impacts would be less than significant.

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, impacts to a water quality control plan or sustainable groundwater management plan would be less than significant, 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 is currently developed with buildings, surface parking lot, and ornamental landscaping, and is located within an urbanized area surrounded by mainly industrial uses. The Project proposes development of two industrial buildings 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 District Zone with an Business Park (I-BP) General Plan Designation. The proposed use, warehouse/industrial, is permitted in the M-2 Zone. Additionally, the I-BP designation description is characterized by a mixture of business, professional and medical office, research and development, and light industrial uses. The Project is also located within the City's Northern Industrial District, which is an area recognized as a means to achieve employment objectives and promote viable industrial development. The Project Applicant would redevelop the Project site in accordance with the underlying land use designations and applicable zoning ordinance

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

development standards. No changes 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 Project would not degrade the character or quality of the surrounding area or conflict with the existing Heavy Manufacturing District zoning controls. Therefore, no impact would occur and no mitigation measures would be required.

12. MINERAL RESOURCES. Would the project:

(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	1	☐	☐	☐	☒

According to the Community Resources Element of the City of Torrance General Plan (Figure CR-5s Mineral Resources Zones), the Project site is located within Mineral Resources Zone 3 (MRZ-3). MRZ-3 is defined as the significance of mineral deposits cannot be determined from the available data (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?	1	☐	☐	☐	☒

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 Sequoia Commerce Center Noise and Vibration Analysis, prepared by Urban Crossroads, Inc.. dated August 30, 2024. This report is provided in their entirety as Attachment 10, 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?	23	☐	☐	☒	☐

Urban Crossroads took 24-hour noise measurements at 3 noise measurement locations on August 13, 2024. Daytime ambient noise level measurements were measured between 70.1 and 71.6 decibels (dBA) equivalent sound level (L_{eq}). Nighttime ambient noise level measurements ranged from 67.3 to 69.4 dBA Leq.

Redevelopment of the Project site has 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. To assess the potential for long-term operational and short-term construction noise impacts, three sensitive receiver locations, shown on Exhibit 6-A and discussed in Section 6 of the Project's Noise and Vibration Analysis, were identified as representative locations for analysis. The selection of receiver locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the Federal Transit Administration (FTA).

R1: Location R1 represents the existing residence building at 18931 Haas Avenue, approximately 112 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing residence building at 18932 Haas Avenue, approximately 120 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing residence building at 18931 Wilton Place, approximately 152 feet northeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

Construction Noise Impacts

The Project construction activities are expected to occur in the following stages: Demolition, Site Preparation, Grading, Building Construction, Paving, and Architectural Coating. 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. Section 46.3.1[b] indicates that the Community Development Director may allow expanded hours and days of construction if unusual circumstances and conditions exist. Such requests must be made in writing and must receive approval by the Director prior to any expansion of the hour and day restrictions listed.

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. Based on the FTA Transit Noise and Vibration Impact Assessment, the daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr); and the nighttime noise threshold is 50 dBA Leq (8-hr).

As shown in Table 11, Construction Equipment Noise Level Summary, the construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities. Therefore, the noise impacts due to Project construction noise are considered less than significant at all receiver locations.

TABLE 11: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

Receiver Location	Construction Noise Levels (dBA L_{eq})								
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels	Threshold	Threshold Exceeded?
R1	70.1	67.3	66.6	63.9	61.2	59.5	70.1	80	No
R2	69.6	66.8	66.1	63.4	60.7	59.0	69.6	80	No
R3	67.6	64.8	64.1	61.4	58.7	57.0	67.6	80	No

Nighttime concrete pouring activities may occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad area. Since Section 46.3.1[a] 7:30 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturdays; with no activity allowed on Sundays and holidays, the Project Applicant will be required to obtain authorization for nighttime work from the City of Torrance.

As shown in Table 12, Nighttime Concrete Pour Noise Level Compliance, the noise levels associated with the nighttime concrete pour activities are estimated to range from 47.2 to 49.8 dBA Leq and will satisfy the City of Torrance nighttime stationary-source exterior hourly average Leq residential noise level threshold at all the receiver locations. Based on the results of this analysis, all nearest noise receiver locations will experience less than significant impacts due to the Project related nighttime concrete pour activities.

TABLE 12: NIGHTTIME CONCRETE POUR NOISE LEVEL COMPLIANCE

Receiver Location	Concrete Pour Construction Noise Level Compliance (dBA L_{eq})		
	Exterior Noise Levels	Threshold	Threshold Exceeded?
R1	49.8	50	No
R2	49.3	50	No
R3	47.2	50	No

Therefore, Project construction would not be anticipated to exceed the FTA thresholds. Impacts would be less than significant and no mitigation measure is required.

Operational Noise Impacts

Off-Site Project Generated Vehicle Noise Impacts
Traffic generated by the operation of the proposed Project will influence the traffic noise levels in surrounding off-site areas and at the Project site. The Project is anticipated to result in a net decrease of approximately 213 daily trips as compared to the existing use. Therefore, since the Project represents a net reduction in trips from the previous and approved use, the off-site traffic noise levels generated by the Project would be less than existing are considered less than significant.

On-Site Operational Noise
Consistent with similar warehouse and industrial uses, Project operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include: loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements.

As shown in Table 13, Operational Noise Level Compliance, daytime and nighttime Project operational noise would not exceed the City's operational noise level standards. Therefore, the incremental Project operational noise level increase is considered less than significant at all receiver locations. Therefore, impacts would be less than significant. No mitigation is required.

TABLE 13: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location	Project Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	44.6	44.0	60	55	No	No
R2	50.9	50.8	60	55	No	No
R3	51.9	51.8	60	55	No	No

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(b) Generation of excessive groundborne vibration or groundborne noise levels?	23	☐	☐	☒	☐

Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Construction vibration is generally associated with pile driving and rock blasting. However, no pile driving, or rock blasting activities are planned for the Project.

Table 14, Project Construction Vibration Levels, presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 112 to 152 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.014 to 0.022 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

TABLE 14: PROJECT CONSTRUCTION VIBRATION LEVELS

Receiver	Distance to Construction Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Vibratory Roller	Highest Vibration Level		
R1	112’	0.000	0.004	0.008	0.009	0.022	0.022	0.3	No
R2	120’	0.000	0.003	0.007	0.008	0.020	0.020	0.3	No
R3	152’	0.000	0.002	0.005	0.006	0.014	0.014	0.3	No

Operational Vibration Impacts

Under long-term conditions, the Project would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Project site. Trucks would travel to and from the Project site along local roadways; however, vibration levels for heavy trucks operating at the posted speed limits on paved surfaces are not perceptible beyond the roadway. The Project would not result in the exposure of persons to excessive groundborne vibration or noise levels during long-term operation. Therefore, impacts are less than significant. No mitigation is required.

(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 3.61 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)?	24, 25, 26	☐	☐	☒	☐

As stated previously, the site is located within an urbanized area, surrounded by commercial, industrial and residential uses, in a city that is largely built-out. The Project would not directly induce substantial population growth because no new housing is proposed. The Project would result in a development of two industrial buildings, totaling 276,300 square feet. Based on an employment generation rate of one employee per 1,306 square feet from the Los Angeles County 2035 General Plan PEIR, the Project would generate approximately 212 jobs and a net increase of one employee compared to existing uses (LA County, 2014). According to the California Employment Development Department (EDD), as of March 2024, the City of Torrance has a labor force of 76,300 persons and of that labor force, 3,200 are unemployed (unemployment rate of 4.2 percent) (EDD, 2024). 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 would be within the SCAG employment growth projections for the City.

(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?		☐	☐	☐	☒

The Project site does not contain any housing and there are no people living at the Project site that would be displaced by the Project. Therefore, 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:		☐	☐	☒	☐

The Project would replace 12 buildings totaling 275,635 square feet with two buildings totaling 276,300 square feet would result in approximately a net increase of one employee. Because the Project would redevelop the site and would not substantially increase intensity of uses, it would not increase the demand for public services.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(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 approximately 1.06 miles northeast from the Project site. The Project would replace the existing buildings with buildings that 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 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 1.88 miles to the southwest of the Project site. The Project site is in a developed area, currently served by the Police Department. 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 Response to Question 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 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 industrial structures 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 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 Response to Question 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.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(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, 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 5(a)(iv) above, the City of Torrance has expanded the DIF to cover Parks, Libraries and General Services. The 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 General Plan 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 Questions 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. Thus, the Project would not require the construction of a new park facility or expansion of an existing park facility or other recreational facilities. 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 Sequoia Commerce Center Trip Generation Assessment. dated September 12, 2024 and the Vehicle Miles Travel (VMT) Screening Evaluation dated September 12, 2024 prepared by Urban Crossroads, Inc. These are provided in their entirety as Attachments 11 and 12, 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, 27	☐	☐	☒	☐

<u>Project Trip Generation</u>
The Project site is currently occupied by 12 existing buildings totaling approximately 275,635 square feet of business park space which the Project is proposing to replace. Traffic counts were collected at all applicable driveways on Tuesday, July 30th, 2024, through Thursday, August 1st, 2024. The existing site currently generates an average of 1,235 two-way trips per day, with 106 trips during the AM peak hour and 100 trips during the PM peak hour.

The 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 was estimated using ITE Land Use 140: Manufacturing and ITE Land Use 150: Warehousing average trip rates. As a result, the Project would result in 1,022 daily trips with 139 in the AM peak hour and 148 in the PM peak hour. The proposed Project is anticipated to result in a net reduction of 213 two-way trips per day, which is below the 110 daily net new vehicle trips.

City of Torrance Capital Improvement Program (CIP)

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

City of Torrance 2009 General Plan Circulation and Infrastructure Element

Applicable policies pertaining to the Project contained therein are assessed in Table 15, 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 15: 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.*** *Vehicular access will be provided via one driveway on West 190th Street, two driveways on Van Ness Avenue, and one driveway on 195th Street. The southernmost driveway on Van Ness Avenue would be restricted for passenger vehicles only while the remaining driveways would be for both passenger cars and trucks. According to Figure C1-3 in the City's General Plan Circulation and Infrastructure Element, both West 190 Street and Van Ness Avenue 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.*** *No roadway system improvements are proposed. The City Guidelines indicate that any development project that is expected to generate 500 or more trips per day would be required to prepare a TCA that addresses LOS for existing and future analysis scenarios. Since the Project is anticipated to generate a net reduction of 213 two-way trips per day as compared to the existing uses, the Project is exempt from the preparation of a TCA based on the City Guidelines. Therefore, the Project would not conflict with Policy CI.2.5.*

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

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. Sidewalks would be maintained the existing sidewalk around the perimeter of the Project site for pedestrian access to transit. The closest bus stop to the Project site is located adjacent to the Project site on Van Ness Ave at West 190th Street for Torrance Transit Line 5 and West 190th Street at Van Ness Avenue for Torrance Transit 6. The Project would continue to encourage transit uses by placing employment generating uses near public transit. Additionally, Van Ness Avenue is a Class III Bike Route which is a shared use with pedestrians or motor vehicle traffic that is signed but not striped. 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 444 parking spaces, which would meet the minimum parking requirement of 284 stalls. Therefore, the Project would not conflict with Policy CI.5.1.*

Based on the preceeding, the Project would not conflict with the provisions of the City's General Plan Circulation and Infrastructure Element, 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)? 28 ☐ ☐ ☒ ☐

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

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

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 applicable screening methods recommended by the City of Torrance Traffic Impact Assessment Guidelines for Land Use 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.

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

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?*

The Project site is currently occupied by 12 existing buildings totaling approximately 275,635 square feet of business park space which the Project is proposing to replace. Traffic counts were collected at all applicable driveways on Tuesday, July 30th, 2024, through Thursday, August 1st, 2024. The existing site currently generates an average of 1,235 two-way trips per day, with 106 trips during the AM peak hour and 100 trips during the PM peak hour.

The 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 was estimated using ITE Land Use 140: Manufacturing and ITE Land Use 150: Warehousing average trip rates. As a result, the Project would result in 1,022 daily trips with 139 in the AM peak hour and 148 in the PM peak hour. The proposed Project is anticipated to result in a net reduction of 213 two-way trips per day, which is below the 110 daily net new vehicle trips. Therefore, the Project would meet the Small Project 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 Torrance, 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.

The Project appears to be within a ½ mile of an existing major transit stop, or along a high-quality transit corridor. However, the Project does not meet sub criteria such as having a FAR of greater than 0.75. Therefore, the Project would not meet the Proximity to Transit screening threshold.

VMT Analysis
Based on the review of the City's screening criteria, the Project meets the Small Projects screening criteria. Therefore, the Project is considered to have a less than significant VMT impact. No mitigation is 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)?	3	☐	☐	☒	☐

The Project would not introduce a geometric design feature that would increase hazards. Existing driveways would be removed and vehicular access will be provided via one driveway on West 190th Street, two driveways on Van Ness Avenue, and one driveway on 195th Street. The southernmost driveway on Van Ness Avenue would be restricted for passenger vehicles only while the remaining driveways would be for both

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

passenger cars and trucks. As a conditional of approval, prior to building permit issuance, Traffic Engineering Staff will review truck turning templates for this Project, to assure that access is achievable. Therefore, impacts related to increased hazards due to the geometric design features of the Project and incompatible uses would be considered less than significant. No mitigation measures are required.

(d) Result in inadequate emergency access? ☐ ☐ ☒ ☐

During construction activities, 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 ☐ ☒ ☐ ☐

<u>Native American Heritage Commission Sacred Lands File Search</u>
As part of the cultural resource assessment of the Project, Chronicle Heritage requested a search of the Sacred Lands File from the Native American Heritage Commission (NAHC). The NAHC responded on August 19, 2024, informing that the results were negative.

<u>South Central Coastal Information Center (SCCIC) – California Historical Resources Information System (CHRIS) Record Search</u>
Chronicle Heritage conducted a records search of California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center at the University of California, Fullerton. The search was conducted to identify previous cultural resources studies and previously recorded cultural resources within a 1-mi radius of the Project area. The records search results indicate that 22 previous investigations have been conducted and documented within the 1-mi search radius of the Project area between 1993 and 2014. One cultural resource was recorded within 1-mi of the Project area. Resource P-19189950 is a one to three-story commercial building located at 716 North La Brea in Los Angeles, roughly 0.35 mile west/northwest of the Project area. Based on results of the Cultural Resource Report, there are no archaeological resources within the Project area. Additionally, the existing data indicate that it is unlikely that buried prehistoric or historic archaeological remains will be encountered during Project 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 December 19, 2024: Cahuilla Band of Indians, 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, Gabrielino-Tongva Tribe, Santa Rosa Band of Cahuilla Indians and Soboba Band of Luiseno Indians. As of the preparation of this assessment, a response from Gabrieleño Band of Mission Indians – Kizh Nation was received on December 23, 2024 requesting consultation.

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.

Tribal monitoring during construction projects is essential to safeguard cultural heritage, ensure legal compliance, and foster collaboration with Indigenous communities. Specifically, tribal monitoring protects tribal cultural resources by:

1) Protection of Cultural Resources: Many construction sites are located on or near lands with significant cultural, historical, or spiritual importance to Indigenous tribes. Tribal monitors possess the expertise to identify and protect these resources, preventing inadvertent damage or destruction during construction activities. Their presence ensures that any discoveries, such as artifacts or burial sites, are treated with the respect and care they deserve.

2) Legal Compliance: Involving tribal monitors helps ensure adherence to federal and state regulations that protect cultural resources. For instance, the National Historic Preservation Act (NHPA) mandates consideration of cultural resources in project planning. Tribal monitors assist in identifying potential issues early, facilitating compliance and reducing the risk of legal challenges or project delays.

3) Community Engagement and Trust-Building: Including tribal monitors in construction projects demonstrates respect for Indigenous communities and their heritage. This collaboration fosters trust, promotes positive relationships, and ensures that tribal perspectives are integrated into project development. Engaging with tribal monitors also provides valuable insights into culturally sensitive areas, guiding project planning to avoid or mitigate impacts.

4) Early Detection of Cultural Resources: Tribal monitors are trained to recognize subtle signs of cultural resources that may be overlooked by others. Their involvement allows for the early detection and appropriate handling of such resources, preventing potential project disruptions and ensuring that cultural heritage is preserved in situ whenever possible.

5) Development of Best Practices: The integration of tribal monitors contributes to the development of standardized practices for cultural resource management. Their participation in establishing monitoring protocols ensures that procedures are culturally informed and effective in protecting tribal interests.

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

Mitigation Measures

***TCR-1**: **Retain a Native American Monitor/Consultant:** Prior to the commencement of any ground disturbing activity at the Project site, the Project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this Project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground disturbing activity. 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 shall be retained prior to the commencement of any "ground disturbing activity" for the subject project at all project locations (i.e., both on -site and any off-site locations that are included in the project description / definition and /or required in connection with the project, such as public improvement work.) Tribal monitoring during construction projects is essential to safeguard cultural heritage, ensure legal compliance, and foster collaboration with Indigenous communities.*

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.*

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*

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

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).

(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.		☐	☒	☐	☐

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

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

facilities, the construction or relocation of which could cause significant environmental effects?

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. The proposed private main will connect to the existing 10-inch public sewer main located in West 190th Street. The 8-inch sewer line will collect sewerage from the Project and continue east in the 10-inch pipe located in West 190th street. From West 190th Street, the sewer flows east continuing to Van Ness Avenue. The 10-inch West190th Street line confluences with a 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.

STORMWATER DRAINAGE: *Runoff from the Project site will flow towards individual inlets and eventually collects into underground piping and outlets into the existing 6 to 9-inch Los Angeles County Flood Control District (LACFCD) reinforce concrete box. Approximately 2.69 acres of off-site area located north of Project site is included due to its drainage runoff contributing to the existing 27-inch storm drain, which will be upsized and relocated easterly due to the location of the proposed warehouse.*

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 includes media and technologies, including radio, fiber optics, television, telephone, data communication, and computer networking. The advancement of telecommunications has changed dramatically with the use of the Internet, wireless networking, portable computers, cell phones, global positioning systems, and other technological advancements.*

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

Increasingly, campuses, business complexes, hotels, and coffee houses offer wireless connections. In the years to come, technology will continue to advance, and the nature of telecommunications will continue to evolve.

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

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

(b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	29	☐	☐	☒	☐

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. 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. The Project consists of the redevelopment of the site with slightly higher building square footage, which could result in a nominal increase in water demand. Because the Project Applicant would redevelop the site with a use permitted under the I-BP 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. 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?	30	☐	☐	☒	☐

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

Based on the Project's Sewer Study (Attachment 13 of this IS/MND) prepared by Thienes, the Project discharge peak flow is expected to add 0.029 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 D/d 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 gallons per day (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?	31, 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 77,900,000 cubic yards (*CalRecycle*, *2024*). *Assuming a solid waste generation factor of 1.42 tons per 100 square feet per day for industrial buildings (Calreycle, n.d.), full buildout of the Project would generate approximately 3,734 pounds of solid waste per day (a net increase of 189 pounds per day compared to existing uses), or approximately 1.86 ton of solid waste per day (net increase of 0.09 tons 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 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.*

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

The Project would comply with all Federal, State, and local statutes and regulations related to solid waste. In addition, a Waste Management Plan (WMP) would be prepared in order to recycle or reuse at least fifty percent of the materials that leave the Project site, as noted in 19(d). Therefore, no impacts to regulations related to solid waste would occur and no mitigation measures would be required.

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?	19	☐	☐	☐	☒

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, 2024). 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. The Project would replace the existing buildings with buildings that developed in accordance with the latest California Fire Code. 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, no impacts to an adopted emergency response plan or emergency evacuation plan. No mitigation measures would be required.

(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?	19	☐	☐	☐	☒

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?	19	☐	☐	☐	☒

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

As mentioned above, the Project is not located within a VHFHSZ. The Project site is located in a largely urbanized area, relatively flat, surrounded by industrial and commercial uses, and not near any wildland areas. Therefore, no installation or maintenance of associated infrastructure will be required, other than typical improvements to existing infrastructure for industrial developments. These improvements will be reviewed by applicable City staff, including Building & Safety, Fire, etc., to make sure the improvements meet all applicable building and safety codes to assure that the improvements do not exacerbate any fire risks or that may result in temporary or ongoing impacts to the environment. 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?	19	☐	☐	☐	☒

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 two industrial buildings and would not add wildland vegetation that would 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 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?		☐	☒	☐	☐

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

As described in the analysis above, the Project site is currently developed with 12 buildings totaling 275,635 square feet with landscaped parking areas and drive aisles. Multiple tenants for various uses currently occupy the buildings including chemical manufacturer, surgical device manufacturing, compressor parts sales, specialty packing and logistics, pharmacy, flooring manufacturer, clothing designer, general offices, and etc.

Because the Project is located in a highly urbanized area and outside the natural environment, the Project will not degrade the quality of the environment or affect any habitat. The Project, based on the summary of findings in the analysis above, will not be obnoxious or detrimental to the welfare of the community, with the previously identified and incorporated mitigation measures. Therefore, 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, or reduce the number or restrict the range of rare or endangered plant or animal or with the incorporation of mitigation measures, the Project would not 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)? ☐ ☒ ☐ ☐

As demonstrated above, the proposed Project would have the potential to result in significant impacts; however, mitigation measures would reduce these potentially significant impacts to less-than-significant levels. With the implementation of mitigation measures CR-1, GEO-1, HM-1 and HM-2, 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 two warehouse buildings 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], 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. Therefore, even without mitigation measures for temporary construction-related impacts, to 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? ☐ ☒ ☐ ☐

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. With implementation of Mitigation Measures HM-1 and HM-2, impacts related to the creation of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant. The impacts that the Project could have on human beings have been reduced to below a level of significance via existing regulations, standard conditions of approval, and mitigation measures. Therefore, with the incorporation of mitigation measures, impacts related to adverse effects on human beings, either directly or indirectly, are considered less than significant.

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

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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24. ATTACHMENTS:

1. Air Quality Impact Analysis
2. Construction Operational Health Risk Assessment
3. Cultural Resource Report
4. Energy Analysis
5. Preliminary Geotechnical Investigation
6. Greenhouse Gas Analysis
7. Phase I Environmental Site Assessment
8. Low Impact Development (LID)
9. Preliminary Hydrology Study
10. Noise and Vibration Analysis
11. Trip Generation Assessment
12. Vehicle Miles Traveled (VMT) Screening Evaluation
13. Sewer Capacity Study