



City of Torrance, Community Development Department, Planning Division

3031 Torrance Boulevard, Torrance, CA 90503, Telephone (310) 618-5990

Environmental Checklist Form

- 1. Project Title**

Brisbane Crossing Industrial Project
CUP23-00019, DIV23-00004, EAS23-00004
- 2. Lead Agency Name and Address**

City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503
- 3. Contact Person and Phone Number**

Leo Oorts, Senior Planner
310-618-5990
- 4. Project Location**

Southeast of the intersection of Del Amo Boulevard and Crenshaw Boulevard at 350, 370 Crenshaw Boulevard and 2421, 2441, 2461 205th Street (APNs 7352-018-067 and -068)
- 5. Project Sponsor's Name and Address**

Taline DeFino
Link Logistics
3333 Michelson Dr, Suite 725
Irvine, California 92612 USA
- 6. General Plan Designation:**

Business Park (I-BP)
- 7. Zoning:**

Heavy Manufacturing (M2)
- 8. Description of the Project:**

The Project applicant is proposing to demolish the existing structures onsite and redevelop the 8.2 net acre site, identified as Assessor Parcel Numbers (APNs) 7352-018-067 and -068, with two speculative light industrial warehouse buildings. Building 1 would be 79,609 SF and Building 2 would be 64,324 SF for a total building area of 143,933 SF. The buildings would support warehousing, manufacturing, and office uses. Additional improvements to the site would include landscaping, utility connections, stormwater facilities, street improvements, and pavement of parking areas and drive aisles.

To provide a conservative analysis and to account for potential variations in land use and their associated environmental impacts, this document analyzes the development of 76,875 square feet (SF) of warehouse space, 52,000 SF of manufacturing space, and 15,058 SF of office space. The structure would have a maximum height of 42 feet. Development of the Project would result in a floor area ratio (FAR) of 0.403, which is within the allowed maximum density of 0.6 FAR within the I-BP land use designation. Additionally, Building 1

includes nine dock doors located along the east side of the building. Building 2 includes nine dock doors located along the west side of the building.

Access to the proposed Project would be provided via three driveways: one on Crenshaw Boulevard and two on 205th Street. All three driveways would allow access for both trucks and passenger vehicles. Onsite circulation would be provided via a 26- to 30-foot-wide drive aisle that would double as a fire lane. The proposed Project would include 251 parking stalls.

The proposed Project would include approximately 61,500 SF of landscaping which would cover 17.21 percent of site area, including drought tolerant ornamental landscaping. The proposed Project would also include a total of four 8-foot-high gates located at the entrance to the truck courts for each building. Additionally, the existing 8-foot-high concrete masonry unit (CMU) wall along the northern property boundary is to remain.

The proposed Project would construct an on-site storm drain system that would collect runoff from the low spots scattered throughout the Project site. The proposed on-site storm drain system would then convey runoff to existing storm drain lines within Del Amo Boulevard and West 205th street.

The Project would require a lot line adjustment (LLA) to adjust the site's two contiguous parcels. The LLA would result in Parcel 1 (APN 7352-018-067) containing 4.72 acres and Parcel 2 (APN 7352-018-068) containing 3.49 acres. No new parcels are being created by the LLA and no changes in land use are required as a result of the proposed LLA. In addition, the proposed Project would require a Conditional Use Permit (Site Development Review) approval.

9. Surrounding Land Uses and Setting:

The Project is located within an urbanized environment with nearby commercial, industrial, and residential uses. The Project is located southeast of the intersection of Del Amo Boulevard and Crenshaw Boulevard. The site is fully developed with five two-story office and commercial buildings that total approximately 69,288 SF uses as well as associated surface parking, driveways, and ornamental landscaping. The site is bordered by single-family residences to the north, Crenshaw Boulevard to the west, commercial uses to the south, and commercial office uses to the east, and business park developments to the south, east, and west.

10. Other Public agencies whose approval is required:

South Coast Air Quality Management District (SCAQMD) – permit to construct and permit to operate. Los Angeles Regional Water Quality Control Board – National Pollutant Discharge Elimination System (NPDES) General Construction Permit. Los Angeles County Sanitation District.

Utility Purveyors:

Electric- Southern California Edison

Natural Gas- SoCalGas

Water Service- Torrance Municipal Water District

Wastewater- City of Torrance

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2). Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

An archaeological resources records search was completed for the proposed Project (included as Appendix D), in September 2024. Based upon the records search results, eight resources have been previously recorded within one mile of the project area, all of which are historic resources. However, the records search did not identify any archaeological resources, built environmental resources, Office of Historic Preservation built environment resources, California Points of Historical Interests, California Historic Landmarks, California Register of Historical Resources, National Register of Historic Places, and the City of Los Angeles Historic-Cultural Monuments on the Project site or within the Project vicinity. To identify if any tribal cultural resources are potentially located within the Project site, the City sent notices on January 15, 2025, regarding the Project to the Native American tribes provided by the NAHC.

One response was received from the Gabrielino Tongva Indians of California tribe which stated that the Project site lies within a culturally sensitive tribal area (the village of Amupubit) and requested Tribal Monitors to be onsite during all ground disturbing activities. In addition, a response was received from the Gabrieleno Band of Mission Indians – Kizh Nation which stated the Project site is located within their Ancestral Tribal Territory and requested Tribal Monitors to be onsite during all ground disturbing activities. During the course of the tribal consultation process, no Native American tribe provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present on the Project site or have been found previously on the Project site.

ENVIRONMENTAL SETTING

PROJECT LOCATION

The Project site is located in the eastern portion of the City of Torrance within Los Angeles County, southeast of the intersection of Del Amo Boulevard and Crenshaw Boulevard. Regional access to the Project site is provided via Interstate 405 off of South Western Avenue. Local access to the site is provided via Crenshaw Boulevard, West 205th Street, and Beech Avenue. The Project site and surrounding area is shown in Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*.

EXISTING LAND USES

The Project site encompasses 8.2 net acres and comprises two parcels identified as Assessor Parcel Numbers (APNs) 7352-018-067 and -068. The site is fully developed with five two-story office and commercial buildings that total approximately 69,288 square feet (SF) as well as associated surface parking, driveways, and ornamental landscaping. Additionally, an existing 8-foot-high concrete masonry unit (CMU) wall is located along the northern property line. The Project site's existing conditions are shown in Figure 3, *Aerial View*, and Figures 4a-4c, *Existing Site Photos*.

EXISTING LAND USE AND ZONING

The Project site has a General Plan land use designation of Business Park (I-BP) and is zoned as Heavy Manufacturing (M2). The General Plan states that the I-BP land use designation is intended to permit a mixture of business, professional and medical office, research and development, and light industrial uses at a maximum floor area ratio (FAR) of 0.6. The M2 zoning designation is intended to allow a range of medium to high intensity industrial uses such as manufacturing and warehousing. The existing land use designation is shown in Figure 5, *Existing Land Use*, and the existing zoning designation is shown in Figure 6, *Existing Zoning*.

SURROUNDING LAND USES

The Project site is located within a developed area in the City of Torrance. The surrounding land uses are described in Table 1.

Table 1: Surrounding Land Uses and Zoning Designations

	Existing Land Use	City General Plan Designation	City Zoning Designation
North	Single-family residences followed by Del Amo Boulevard	Low Density Residential (R-LO)	Single-Family Residential (R1)
West	Crenshaw Boulevard followed by industrial uses (chemical plant)	Heavy Industrial (I-HVY)	Heavy Manufacturing (M2)
South	Metals manufacturing and commercial use (internet service provider)	Business Park (I-BP)	Heavy Manufacturing (M2)
East	Commercial office uses	Business Park (I-BP)	Heavy Manufacturing (M2)

PROJECT DESCRIPTION

PROJECT OVERVIEW

The Project applicant is proposing to demolish the existing structures onsite and redevelop the 8.2 net acre site with two speculative light industrial buildings. Building 1 would be 79,609 SF and Building 2 would be 64,324 SF for a total building area of 143,933 SF. The buildings would support warehousing, manufacturing and office uses. Additional improvements to the site would include landscaping, utility connections, stormwater facilities, street improvements, and pavement of parking areas and drive aisles. Figure 7, *Conceptual Site Plan*, illustrates the proposed site plan.

PROJECT FEATURES

Lot Line Adjustment

The Project includes a lot line adjustment (LLA) to adjust the site's two contiguous parcels. The LLA would result in Parcel 1 (APN 7352-018-067) containing 4.72 acres and Parcel 2 (APN 7352-018-068) containing 3.49 acres. No new parcels are being created by the LLA and no changes in land use are required as a result of the proposed LLA.

Development Summary

The proposed development would consist of two concrete tilt-up buildings with a combined total building area of 143,933 SF and a combined total footprint area of approximately 136,811 SF. As illustrated in Figure 7, *Conceptual Site Plan*, Building 1 would be located in the western portion of the site and Building 2 would be located in the eastern portion of the site.

Building 1 would be located on Parcel 1 and have a total building area of 79,609 SF and a building footprint of 76,055 SF. Building 2 would be located on Parcel 2 and have a total building area of 64,324 SF and a building footprint of 60,756 SF. Building 1 would result in a FAR of 0.388 and Building 2 would result in a FAR of 0.423, for a total FAR of 0.403. The proposed Project considers two development scenarios: one scenario assumes a combination of office space and warehousing space, while the other includes a mix of office space, warehousing space, and manufacturing space. To provide a conservative analysis and to account for potential variations in land use and their associated environmental impacts, this document analyzes the development of the warehouse and manufacturing scenario. A summary of each building and development scenario is presented in Table 2 and 3.

Table 2: Proposed Building Summary (Warehouse Scenario)

	Building 1	Building 2	Total
Warehouse Area	72,094 SF	56,781 SF	128,875 SF
Office First Floor	3,961 SF	3,975 SF	7,936 SF
Office Mezzanine	3,554 SF	3,568 SF	7,122 SF
Total Building Area	79,609 SF	64,324 SF	143,943 SF

Table 3: Proposed Building Summary for (Warehouse and Manufacturing Scenario)

	Building 1	Building 2	Total
Warehouse Area	36,094 SF	40,781 SF	76,875 SF
Manufacturing Area	36,000 SF	16,000 SF	52,000 SF
Office First Floor	3,961 SF	3,975 SF	7,936 SF
Office Mezzanine	3,554 SF	3,568 SF	7,122 SF
Total Building Area	79,609 SF	64,324 SF	143,943 SF

Building 1 would be set back a minimum of 72.7 feet from the western property boundary, a minimum of 44.4 feet from the northern property boundary, a minimum of 178 feet from Building 2, and a minimum of 66.3 feet from the southern property boundary. Building 2 would be set back a minimum of 178 feet

from Building 1, a minimum of 44.4 feet from the northern property, a minimum of 86.6 feet from the eastern property boundary, and a minimum of 45.4 feet from the southern property boundary.

As shown in Figure 8, *Building 1 Elevation*, and Figure 9, *Building 2 Elevation*, the proposed Project would establish a quality architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The proposed buildings would be white with light and dark gray accents. Cutouts and decorative window facades would be installed to create variety in scale and texture. The proposed buildings would have a maximum height of 42 feet. The proposed buildings would be setback from all street frontages and from adjacent uses, and landscaping would also be provided in all setback areas.

Circulation and Parking

Access to the proposed Project would be provided via three driveways: one on Crenshaw Boulevard and two on 205th Street. All three driveways would allow access for both trucks and passenger vehicles. Onsite circulation would be provided via a 26- to 30-foot-wide drive aisle that would double as a fire lane. Internal circulation and access to the dock doors for each building would be controlled through four gates equipped with a Knox pad lock per fire department standards. Trucks would access the site via Crenshaw Boulevard. Truck circulation and access to the site is shown in Figure 10, *Truck Circulation*.

The proposed Project would provide a total of 251 stalls for auto parking, including 240 standard parking stalls and 11 accessible (ADA) stalls as described in Table 4. Additionally, the Project would include a total of 18 dock doors. Building 1 includes 9 dock doors located along the east side of the building. Building 2 includes 9 dock doors located along the west side of the building. The Project does not include trailer parking stalls.

Table 4: Proposed Building Summary

	Building 1	Building 2	Overall Site
Standard Stalls	146	94	240
ADA Stalls	6	5	11
Total	152	99	251

Landscaping and Fencing

The proposed Project would include approximately 61,500 SF of landscaping which would cover 17.21 percent of site area, as shown in Figure 11, *Landscape Plan*. The proposed landscaping would extend around the Project boundary, along the perimeter of the buildings, and throughout parking areas. Proposed landscaping would include 24-inch box trees and 36-inch box trees, 5-gallon shrubs, and accent groundcovers.

The proposed Project would also include a total of four 8-foot-high gates located at the entrance to the truck courts for each building. Additionally, the existing 8-foot-high CMU wall along the northern property boundary is to remain.

Infrastructure Improvements

Water and Sewer

Building 1 would be served by a proposed 3-inch onsite water line that would connect to the existing 24-inch water line in Crenshaw Boulevard. Building 1 would also be served by a proposed 10-inch onsite fire water line that would connect to the existing 24-inch water line in Crenshaw Boulevard. Additionally, Building 1 would be served by a proposed 6-inch onsite sewer line that would connect to the existing 12-inch sewer line in 205th Street.

Building 2 would be served by a proposed 3-inch onsite water line that would connect to the existing 3-inch water line in 205th Street. Building 2 would also be served by a 10-inch onsite fire water line that would connect to the existing 8-inch fire water line in 205th Street. Additionally, Building 2 would be served by a proposed 6-inch onsite sewer line that would connect to the existing 6-inch sewer line in 205th Street.

Drainage

The proposed Project would construct an on-site storm drain system that would collect runoff from the low spots scattered throughout the Project site. Stormwater runoff from the westerly portion of Building 1, westerly parking area, and northerly parking area would be collected by three proposed catch basins located in the parking areas. A proposed storm drain would then convey runoff northerly to connect to the existing storm drain lateral that drains to the existing storm drain in Del Amo Boulevard. The landscaped areas adjacent to Crenshaw Boulevard and Del Amo Boulevard would surface drain to inlets which flow to the existing storm drain in Del Amo Boulevard.

Stormwater runoff from the easterly portion of Building 1, north and south vehicle parking areas, and truck yard would be collected by a single catch basin in the truck yard of the west site. These flows would then be conveyed northerly to the existing 24-inch city storm drain located adjacent to the Project's north property line.

Runoff from the westerly portion of Building 2, truck yard, and surrounding parking areas would be collected by a single catch basin in the truck yard of the east site. These flows would then be conveyed in a northeasterly direction. Flows from the east portion of Building 2 and the east auto parking area would be intercepted via proposed catch basins in the east auto drive aisle. The landscaped area adjacent to 205th street would surface drain to an inlet that is tributary to the existing storm drain in 205th Street.

Gas and Electric Improvements

The proposed Project would be served by Southern California Gas and would connect to the existing gas lines adjacent to the Project site. The proposed Project would also be served by Southern California Edison and connect to the existing electrical lines adjacent to the Project site.

Street and Sidewalk Improvements

The proposed Project would improve the existing curb, gutter, and sidewalk in front of the existing driveways and construct new 8-inch curb and gutter with 6-foot-wide sidewalks in front of the proposed driveways. The remaining existing curb, gutter, and sidewalks around the perimeter of the site are to remain.

CONSTRUCTION

Construction would occur over one phase lasting approximately 12 months and include demolition, site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils is expected to result in approximately 15,385 cubic yards (CY) of cut and 15,385 CY of fill soils, resulting in a balanced site.

Construction activities are required to adhere to Torrance Municipal Code Section 46.3.1, which states that construction shall occur only between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall.

OPERATIONS

The proposed Project would operate as two speculative industrial warehouses. Typical operational characteristics would include employees traveling to and from the site, delivery of materials and

supplies to the site, and truck loading and unloading. In addition, the proposed manufacturing operations would typically involve the production of specific product(s), utilizing a combination of automated machinery and manual labor. Operations would be conducted in a controlled environment to ensure product consistency and compliance with safety and environmental standards. The proposed Project does not propose the use of cold storage or transport refrigeration units. Furthermore, the proposed Project would not include the installation of emergency generators or fire pumps. In order to provide a conservative analysis, operations are assumed to be 24 hours a day, seven days a week.

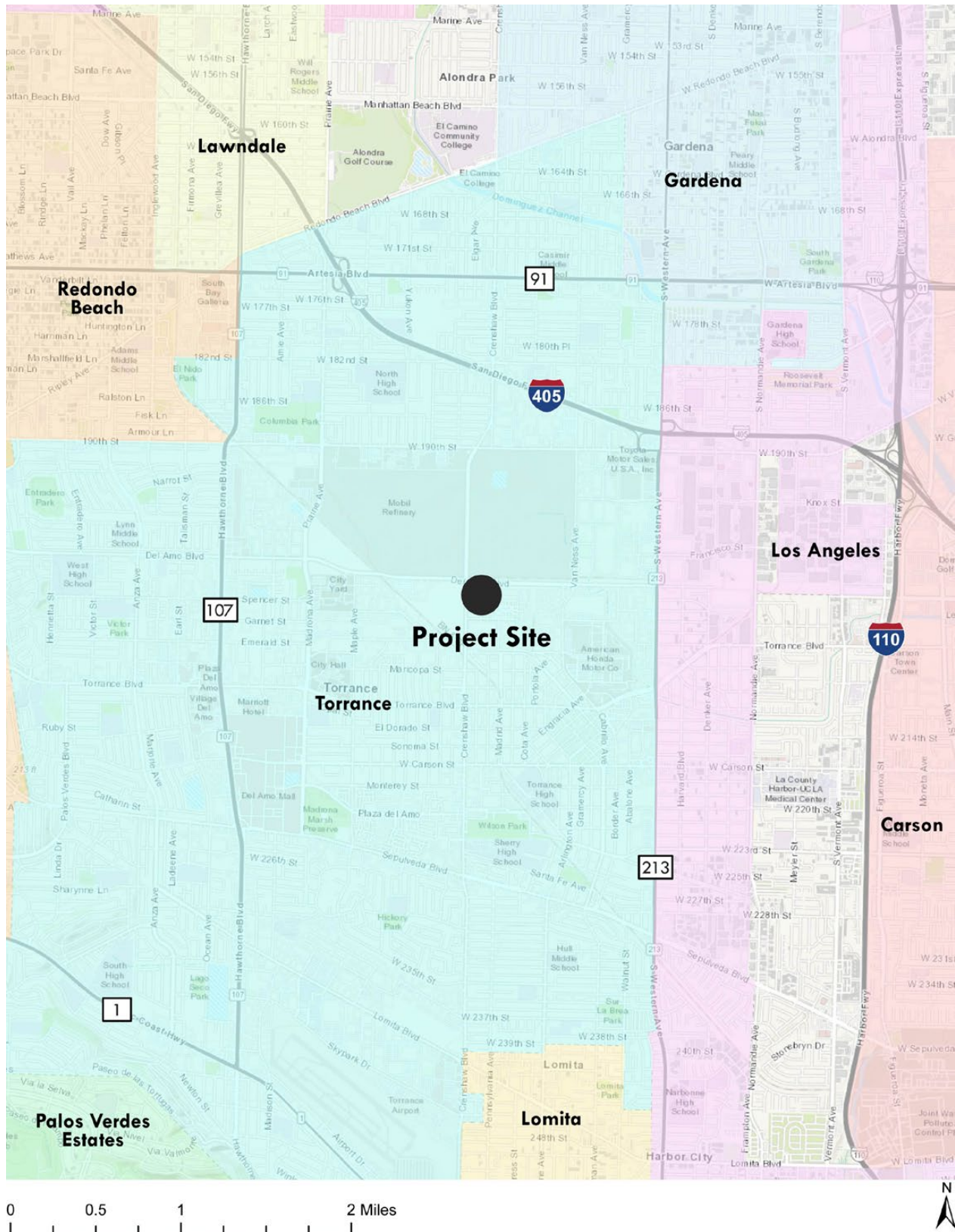
DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

In accordance with CEQA Guidelines Sections 15050 and 15367, the City is the designated Lead Agency for the Project and has principal authority and jurisdiction for CEQA actions and Project approval. The following discretionary approvals, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

City of Torrance:

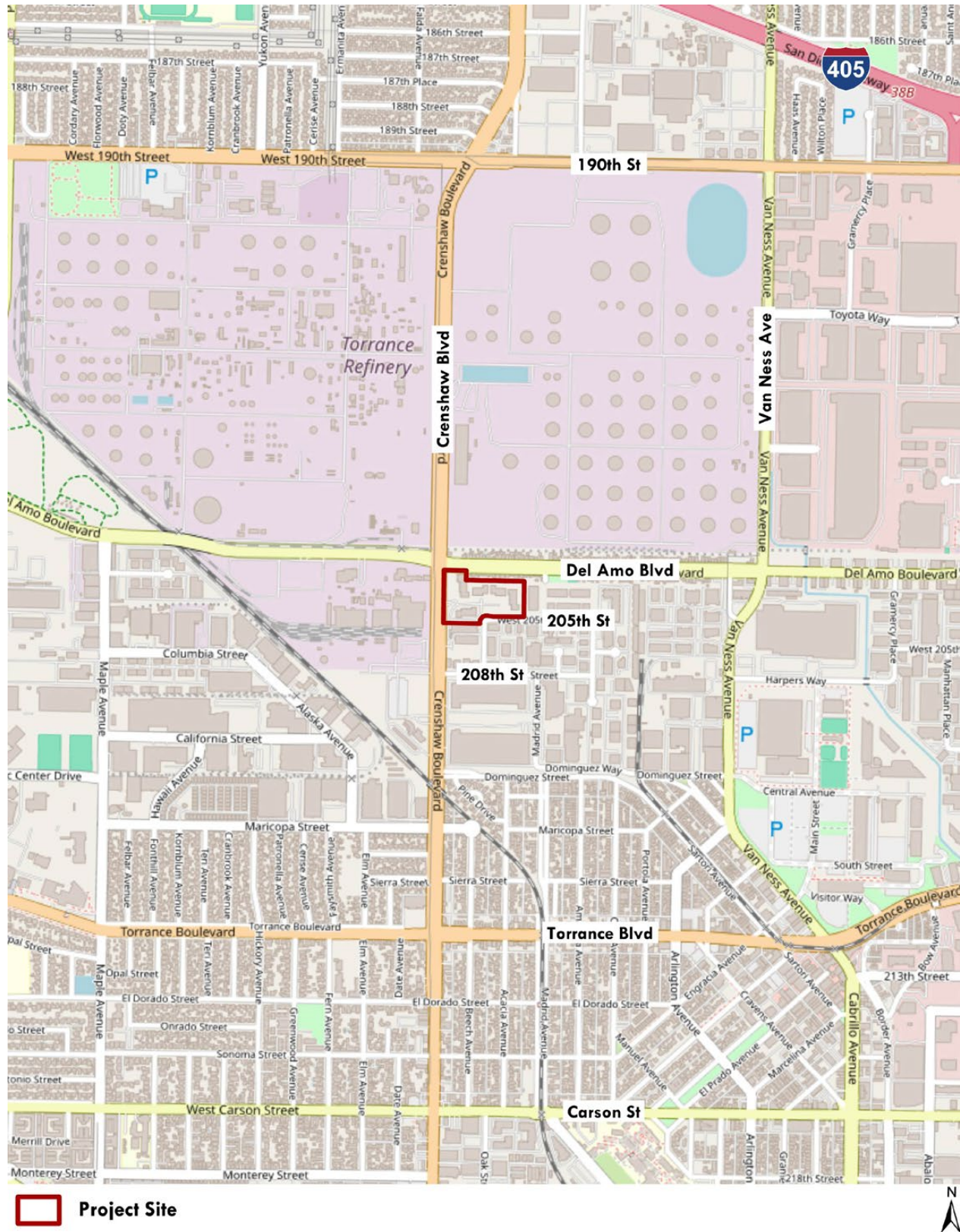
- Conditional Use Permit (Site Development Review)
- Division of Lot (Lot Line Adjustment)
- Approvals and permits necessary to execute the proposed Project, including but not limited to, grading permit, building permit, etc.

Regional Location



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Local Vicinity



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Aerial View



Brisbane Crossing Industrial Project
City of Torrance

Figure 3

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Existing Site Photos



Existing driveway on Crenshaw Blvd on the west side of the project site.



Driveway at Beech Ave and 205th St.

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Existing Site Photos



View of the north lot in the northeast corner of the project site.



Looking north at the lot in the northwest corner of the site.

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Existing Site Photos



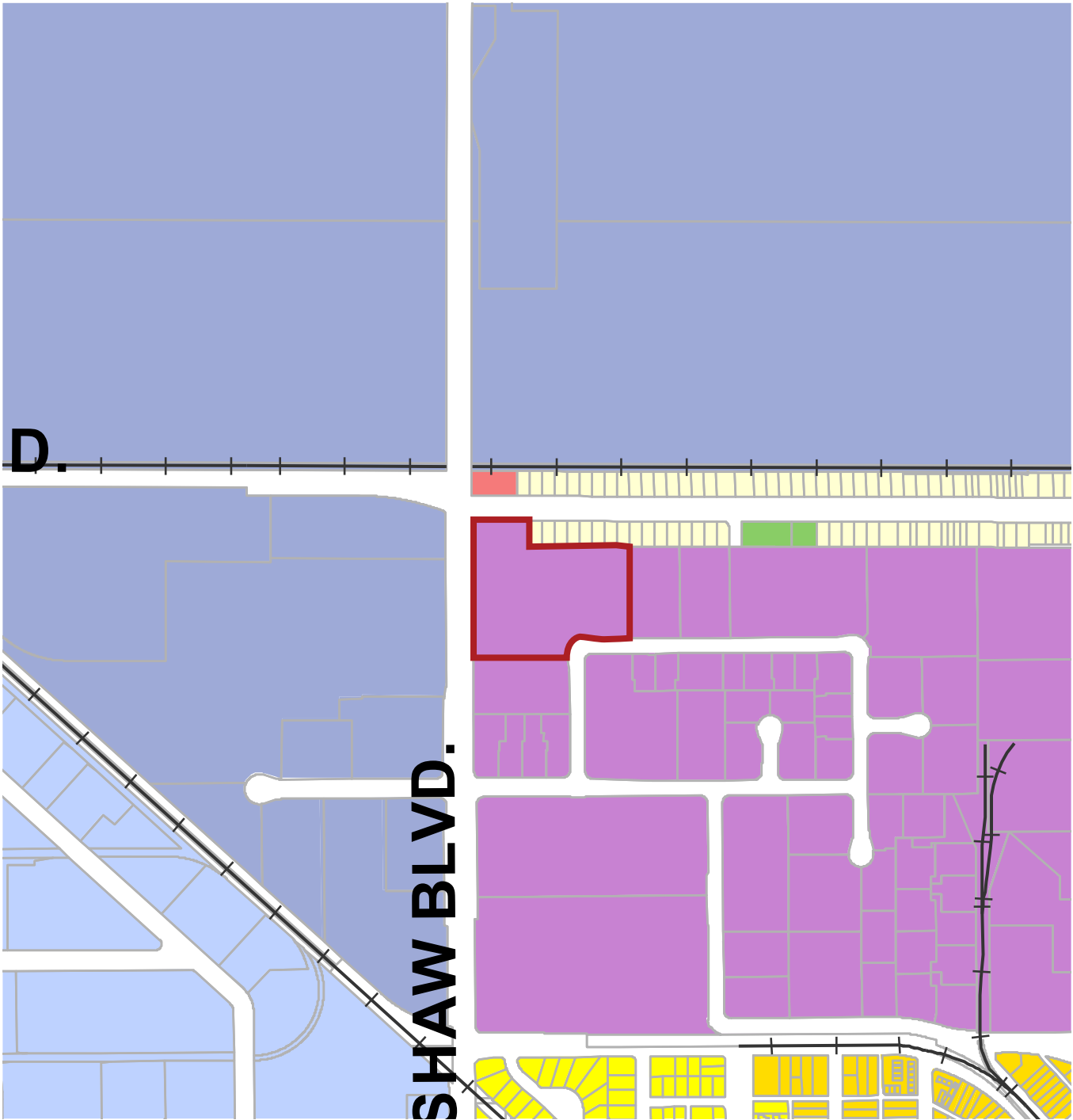
Parking area at the south side of the lot facing northwest.



Existing building and parking on the southwest area of the project site.

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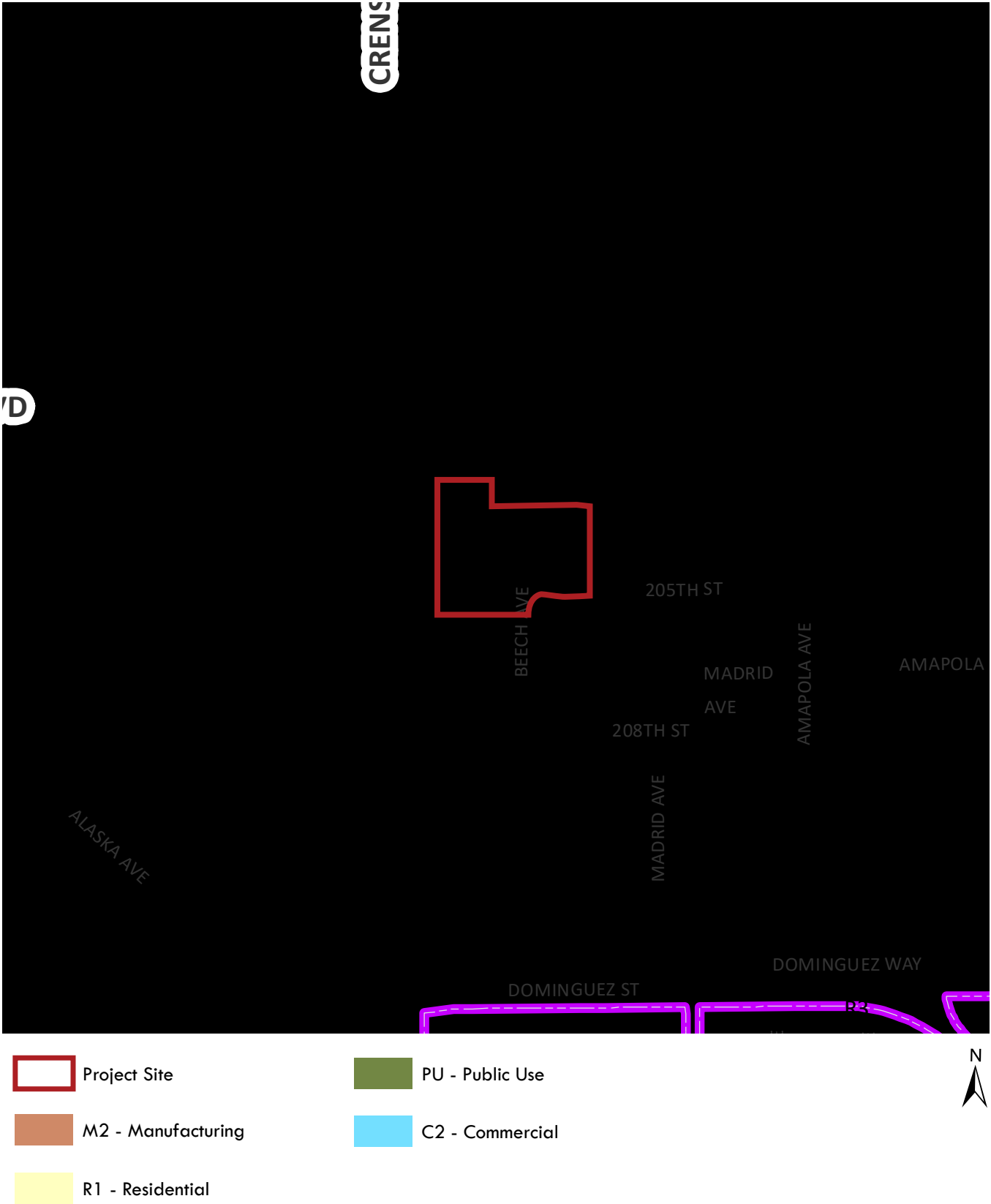
Existing Land Use



- | | |
|---|--|
|  Project Site |  Heavy Industrial (max 0.6 FAR) |
|  Business Park (max 0.6 FAR) |  General Commercial (max 0.6 FAR) |
|  Low Density Residential (0-9 du/ac) |  Public/Quasi-Public/Open Space |
|  Light Industrial (max 0.6 FAR) | |

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Existing Zoning



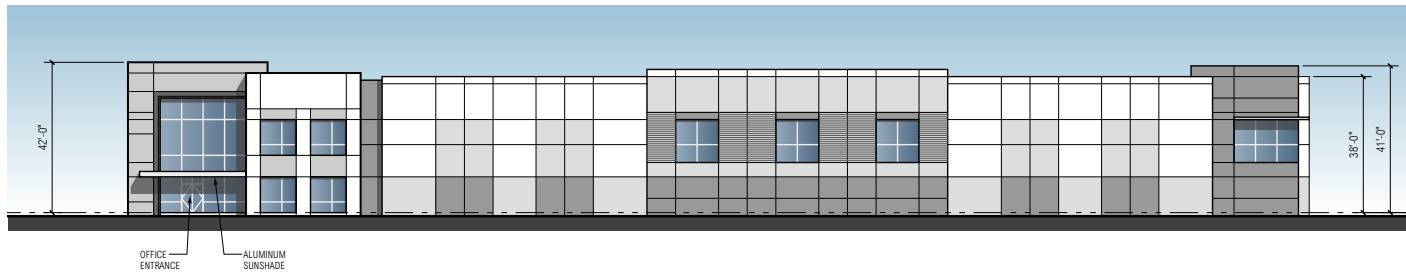
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DEL AMO BLVD



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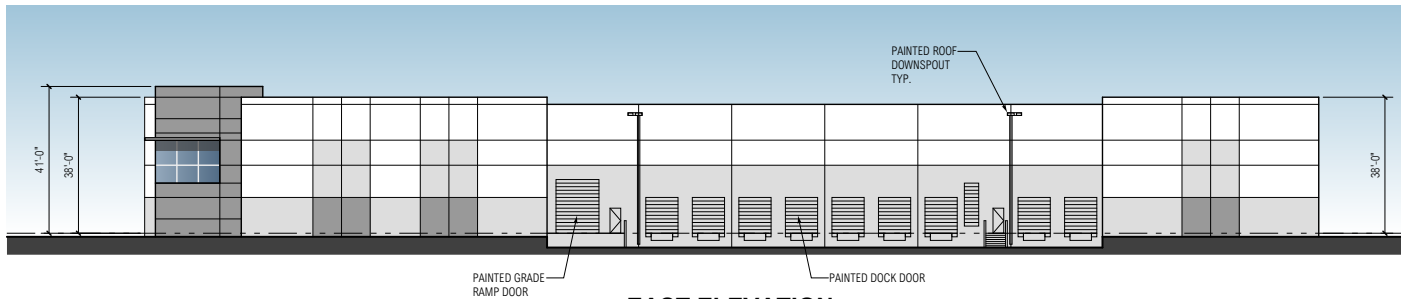
Building 1 Elevations



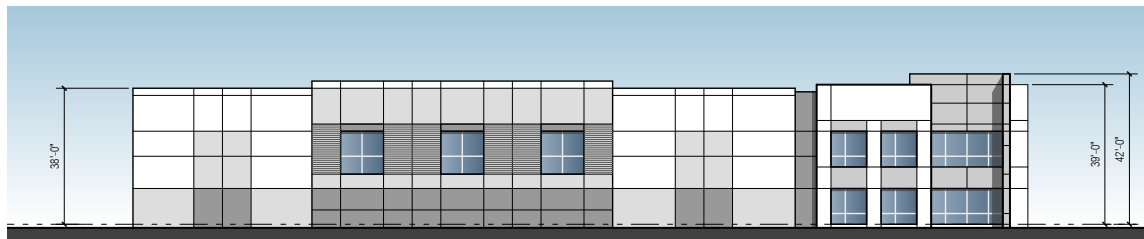
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



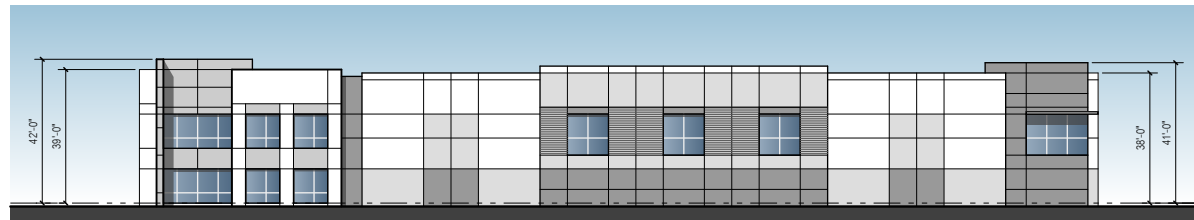
NORTH ELEVATION

FINISH SCHEDULE:

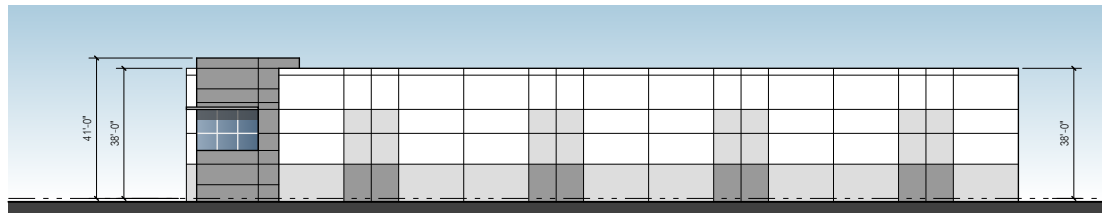
	1. FIELD COLOR SW 7636 - ORIGAMI WHITE
	2. LIGHT ACCENT COLOR SW 6002 - ESSENTIAL GRAY
	3. DARK ACCENT COLOR SW 2819 - DOWNING SLATE
	5. CANOPIES - ALUCOBOND: CLEAR ANODIZED
	6. GLAZING PPG SOLARCOOL PACIFICA CLEAR ANODIZED STOREFRONT
	7. FORM-LINER PANEL TEXTURE: FITZGERALD FORMLINER PRODUCT XXXXX

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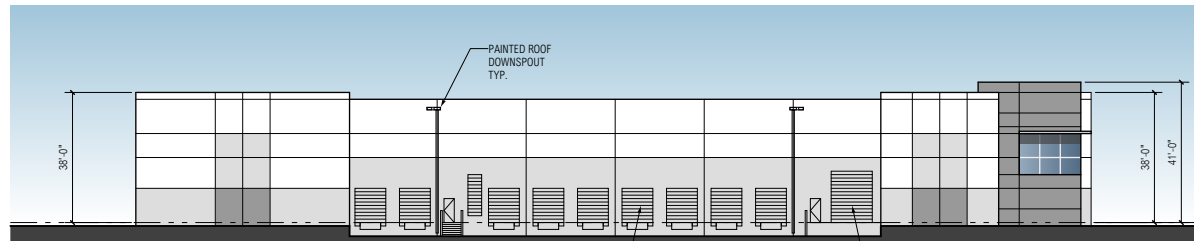
Building 2 Elevations



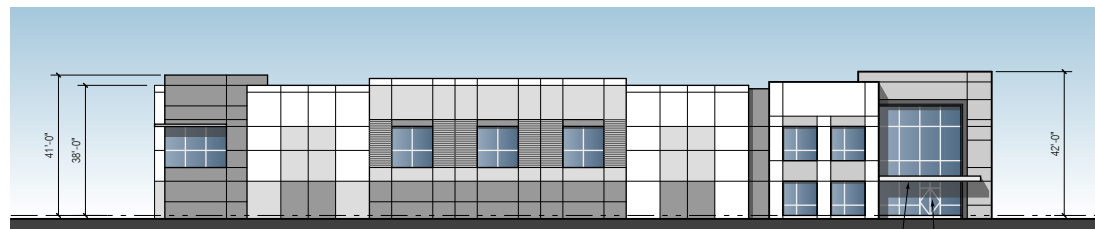
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



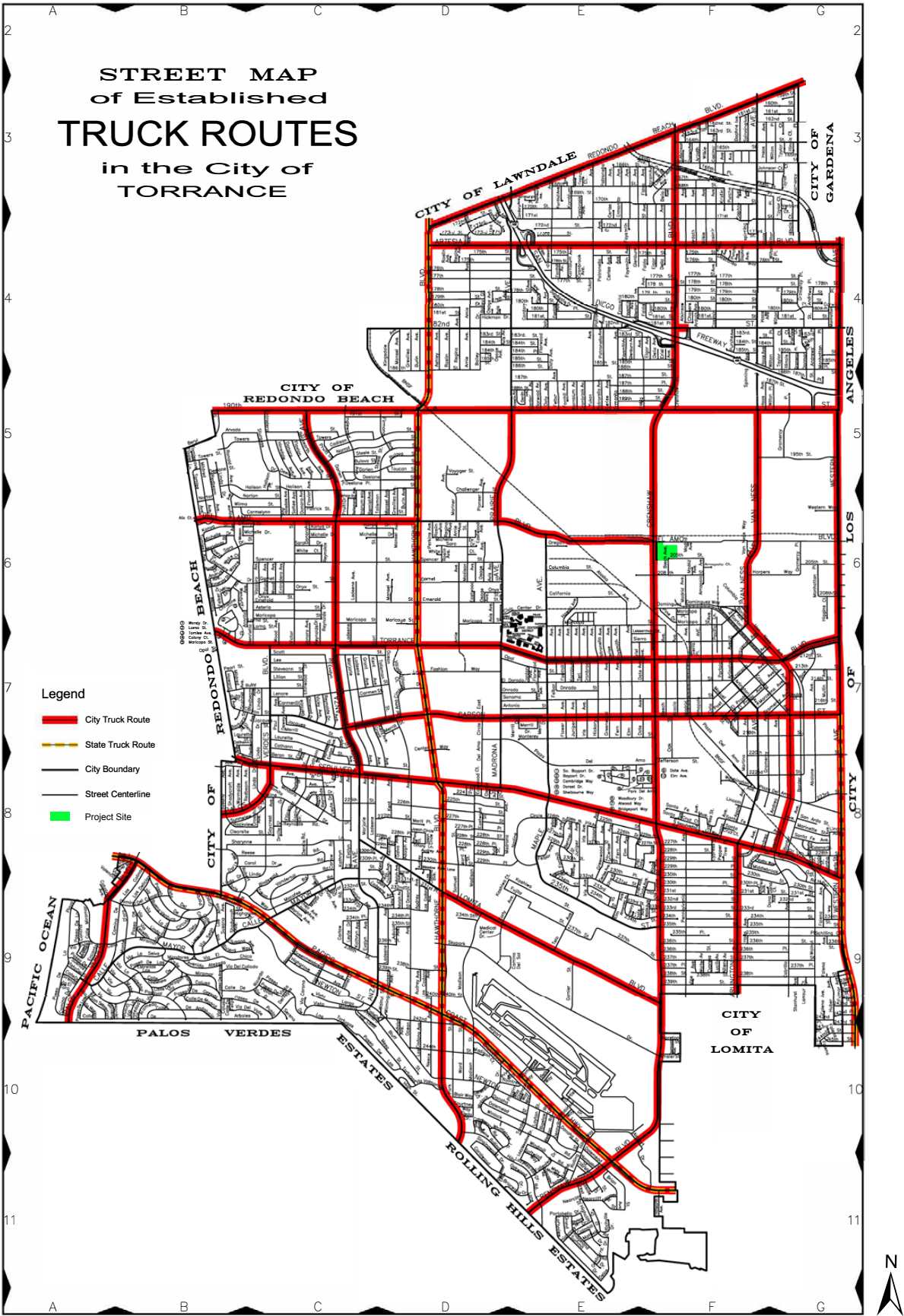
SOUTH ELEVATION

FINISH SCHEDULE:

- | | |
|---|---|
|  | 1. FIELD COLOR
SW 7636 - ORIGAMI WHITE |
|  | 2. LIGHT ACCENT COLOR
SW 6002 - ESSENTIAL GRAY |
|  | 3. DARK ACCENT COLOR
SW 2819 - DOWNING SLATE |
|  | 5. CANOPIES - ALUCOBOND:
CLEAR ANODIZED |
|  | 6. GLAZING
PPG SOLARCOOL PACIFICA
CLEAR ANODIZED STOREFRONT |
|  | 7. FORM-LINER PANEL TEXTURE:
FITZGERALD FORMLINER
PRODUCT XXXXX |

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Truck Circulation



Brisbane Crossing Industrial Project
City of Torrance

Figure 10

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Landscape Plan



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ENVIRONMENTAL 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" or "Less than Significant with Mitigation" 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 and 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 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 Assessment By:

Leo Oorts, Senior Planner

Date

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

(a) Have a substantial adverse effect on a scenic vista? 13 ☐ ☐ ☒ ☐

Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project's proposed height, mass, and location relative to surrounding land uses and travel corridors.

According to the Community Resources Element of the City of Torrance General Plan, the San Gabriel Mountains and Pacific Ocean are considered scenic vistas. Recognizing the value of these scenic views, the City has adopted policies for hillside areas, which typically offer scenic vistas of these resources. These features contribute to the city's identity and are considered valuable resources to be protected against obstruction by new developments. There are no existing views of the San Gabriel Mountains or Pacific Ocean from the Project site, and views from public vantage points on surrounding streets would not be impaired by the proposed Project as existing structures already obscure available views. Furthermore, the single-family residences north of the Project site are obstructed by a dividing wall and have no views of any scenic vistas. Therefore, impacts to scenic vistas would be less than significant 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? 11 ☐ ☐ ☐ ☒

The property is currently developed with five two-story office and commercial buildings, ornamental landscaping, associated parking, and infrastructure. The Project site is not located near any State scenic highway. The nearest State eligible scenic highway is Route 1, located approximately 12 miles southeast of the Project site (CalTrans, 2024). The nearest State designated scenic highway is State Route (SR) 27, located approximately 23 miles northwest of the Project site (CalTrans, 2024). Additionally, no rock outcroppings or historic buildings would be removed as part of the proposed Project, and no areas with special street tree designations would be impacted or damaged. Thus, the proposed Project would not damage any scenic resources or historic buildings within a State scenic highway. 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? 13, 23 ☐ ☐ ☒ ☐

The Project site is located within a developed urban environment, surrounded by single-family residential development to the north, Business Park development to the south and east, and industrial development to the west. As described previously, the Project site has an existing General Plan land use designation of Business Park and zoning designation of Heavy Manufacturing. The proposed Project has been designed to comply with the minimum development standards outlined in Section 91.31 (Article 31) of the Torrance Municipal Code. Furthermore, as detailed in Table AES-1, the Project aligns with the requirements of the existing Heavy Manufacturing zoning designation and does not present any conflicts. The proposed FAR of 0.403 would be below the 0.6 FAR limit for the Business Park and General Plan land use designation and Heavy Manufacturing zoning designation. The proposed Project would not degrade the existing character or quality of the site and its surroundings. All final designs of the proposed Project, including but not limited to the proposed buildings, signage, and landscape/hardscape features, would be required to conform to all applicable City design standards and would be subject to City review and approval, which would ensure that the proposed Project would not substantially degrade the existing visual character and quality of the Project site and its surroundings. Therefore, impacts would be less than significant, and no mitigation measures would be required.

Table AES-1: Consistency with Site Development Standards

Development Feature	M-2 Zoning Requirement	Project Consistency
Setbacks: Front Side – Street Side Side – Interior	0 ft. 0 ft. 0 ft.	Consistent. Buildings 1 and 2 would have a minimum building setback of 72.7 feet from the western property boundary (Crenshaw Boulevard), 44.4 feet from the northern property, 45.4 feet from the southern property, and a minimum of 86.6 feet from the eastern property.
Floor Area Ratio (FAR)	0.60 ¹	Consistent. The Project would result in an FAR of 0.403.
Lot Coverage	No minimum requirement	Consistent. The Project would result in a lot coverage of 38.28 percent.
Maximum Height	55 ft. ²	Consistent. The general light industrial warehouse would have a maximum height of 42 feet.
Landscaping	5 percent of parking lot ³	Consistent. The Project would include 61,500 SF of landscaping, or 17.21 percent of the Project site.
Parking	1 for each 1,500 sq. ft. of general light industrial warehouse; 1 for each 400 sq. ft. of manufacturing space; and 1 for each 250 sq. ft. of office space = 245 Spaces ³	Consistent. The Project would provide a total of 251 auto parking spaces.

Source: City of Torrance Municipal Code

¹ Maximum FAR for the Business Park General Plan land use designation

² Per the California Building Code

³ Per the Torrance Municipal Code

(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? 1, 23

☐
☐
☒
☐

As described above, the Project site is currently developed with five two-story office and commercial buildings. Additionally, the Project site is surrounded by sources of nighttime lighting that includes illumination from vehicle headlights along Crenshaw Boulevard, security lighting from adjacent uses and parking lots, and from interior illumination of nearby buildings passing through windows. Sensitive receptors relative to lighting and glare include motorists, pedestrians, and the residents to the north.

The proposed Project involves the removal of existing structures and onsite lighting, followed by the installation of new lighting for security purposes around and within the proposed warehouse buildings. This could result in an overall increase in onsite lighting levels. However, the proposed Project would be required to meet the requirements of City's Municipal Code. Light emanating from the Project is required by Torrance Municipal Code Section 92.30.5 to be shielded and directed downward and away from adjoining residential uses. With compliance with the City's Municipal Code, which is checked through the City's plan check and Project permitting process, impacts related to increased sources of light would be less than significant.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the Project site that presently generate substantial glare since most of the buildings are one or two-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

As described previously, the proposed building materials do not consist of highly reflective materials that would create substantial glare. Additionally, lights would be shielded consistent with Municipal Code requirements and the proposed landscaping along Project boundaries would reduce sources of light and the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanizing environment. With implementation of the regulatory requirements per Municipal Code Section 92.30.5, impacts related to light and glare would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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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 Forestland 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?	6, 13	☐	☐	☐	☒
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The State of California Department of Conservation's Farmland Mapping and Monitoring Program is charged with producing maps for analyzing impacts on the state's agricultural resources. California's agricultural lands are rated based on soil quality and irrigation status. Per the Farmland Mapping and Monitoring Program, the Project is located in an area designated as Urban and Built-Up Land (California Department of Conservation, 2022). The Project site is currently occupied by five two-story office and commercial buildings. There are no agricultural resources or operations located at the Project site or in the surrounding area. Therefore, no impacts to farmlands would occur and no mitigation measures would be required.

(b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	6, 13	☐	☐	☐	☒
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The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments. As identified above, the Project site has a General Plan land use designation of Business Park and zoning designation of Heavy Manufacturing. In addition, per the Farmland Mapping and Monitoring Program and the City of Torrance Zoning Map, the Project site is not located within a zone designated for agricultural uses or an area that is designated as Williamson Act contract land. Therefore, no impacts or conflicts with 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))?	6, 13	☐	☐	☐	☒
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"Forest land" is defined as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." "Timberland" is defined as "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees." "Timberland Production Zone" (TPZ) is defined as "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)."

As noted above, the Project site is currently developed with five two-story office and commercial buildings. The Project site has a General Plan land use designation of Business Park and a zoning designation of Heavy Manufacturing. The Project site is located within an urbanized environment in an area that is not designated as forest land, timberland, or timber. There are no forests, timberland or timber resources or operations located at the Project site or in the immediate area. Therefore, no impacts to forest land zoning or timberland or timber would occur and no mitigation measures would be required.

(d) Result in the loss of forest land or conversion of forest land to non-forest use?	13	☐	☐	☐	☒
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As stated above, the Project site is located within an urban 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?	6, 13	☐	☐	☐	☒
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There are no Farmland/agricultural or forestry resources or operations located at, adjacent to, or near the Project site. The proposed 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.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or Air pollution control district may be relied upon to make the following determinations. Would the project:

(a) Conflict with or obstruct implementation of the applicable air quality plan? 13, 24, 35 ☐ ☐ ☒ ☐

The Project site is located in the South Coast Air Basin (SoCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and State Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. The current AQMP is the 2022 AQMP, adopted in December 2022.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). SCAQMD's CEQA Handbook provides the following two criteria to determine whether a project would be consistent or in conflict with the AQMP:

- 1. The Project would not generate population and employment growth that would be inconsistent with Southern California Association of Governments (SCAG)'s growth forecasts.*
- 2. The Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

Consistency Criterion No. 1 refers to the SCAG's growth forecasts, and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, if the level of housing and employment growth related to the proposed Project is consistent with the applicable assumptions used in the development of the AQMP, the proposed Project would not jeopardize attainment of the air quality levels identified in the AQMP.

The Project site has a General Plan land use designation of Business Park and is zoned as Heavy Manufacturing. The Project proposes to demolish the five two-story office and commercial buildings and to construct two new industrial warehouse buildings totaling 143,933 SF. The General Plan and General Plan EIR assumed that the Project site would be developed with uses pursuant to the Business Park designation. The General Plan EIR analyzed the site at a maximum FAR of 0.60 and the proposed Project would be consistent with this analysis with an FAR of 0.403. Additionally, as stated in Section 14, Population and Housing, it is anticipated that the employment base for both the construction and operational phases of the proposed Project would come from the existing population in the region. Thus, the proposed Project would not induce population growth or growth in the area. Therefore, implementation of the proposed Project would not exceed the growth assumptions for the Project site. The proposed general light industrial warehouse is consistent with the existing Business Park designation. The Business Park land use assumptions were included in the development projections of both the General Plan EIR and the 2022 AQMP. Therefore, the emissions generated from the Project would be consistent with land use assumptions of the AQMP, and a conflict would not occur.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. Furthermore, the SoCAB is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and State and federal particulate matter standards. Any development in the SoCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the Project exceed these thresholds a significant impact could occur. However, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

As presented in Table AQ-3 below, operation of the proposed Project would result in emissions that do not exceed any SCAQMD thresholds. Therefore, because the proposed Project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. The proposed Project would be consistent with Criterion No. 2. As the proposed Project would be consistent with both Criterion No. 1 and 2, impacts related to consistency with the AQMP would be less than significant.

(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? 13, 24, 25, 35 ☐ ☐ ☒ ☐

The SoCAB is in non-attainment status for federal ozone standards, and State and federal particulate matter standards. The SoCAB is designated as a maintenance area for federal PM₁₀ standards. Any development in the SoCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Evaluation of the cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD's cumulative air quality impact methodology. SCAQMD states that if an individual project results in

air emissions of criteria pollutants (ROG, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. SCAQMD has established daily mass construction and operations thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NO _x	100	55
ROG	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550

NO_x = nitrogen dioxides, ROG = reactive organic gases, PM₁₀ = particulate matter 10 microns in diameter, PM_{2.5} = particulate matter 2.5 microns in diameter, SO_x = sulfur dioxides, CO = carbon monoxide

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following construction phases: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) architectural coating. The number of emissions generated on a daily basis would vary, depending on the intensity and type of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including SCAQMD Rule 402, Rule 403, and Rule 1113. Rule 402, Public Nuisance, prohibits the discharge of air contaminants that cause injury, nuisance, or annoyance to the public or damage to property and is included as PPP AQ-2. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403, included as PPP AQ-2, was accounted for in the construction emissions modeling. Implementation of SCAQMD Rule 1113, included as PPP AQ-3, which governs the volatile organic compound (VOC) content in architectural coating, paint, thinners, and solvents, was also accounted for in construction emissions modeling. While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. As shown in Table AQ-2, the California Emissions Estimator Model (CalEEMod) results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less-than-significant impact.

Table AQ-2: Construction Related Criteria Pollutant Emissions

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2025						
Demolition	0.7	16.3	10.3	0.1	11.3	2.2
Site Prep	4.1	37.5	33.2	0.1	7.7	4.5
Grading	2.4	20.7	20.3	0.0	3.5	2.0
Building Construction	1.5	12.3	17.1	0.0	1.2	0.6
2026						
Building Construction	1.4	11.6	17.2	0.0	1.1	0.5
Paving	1.5	7.2	10.5	0.0	0.5	0.3
Architectural Coating	69.9	1.2	2.0	0.0	0.1	0.1
Maximum Daily Emissions	69.9	37.5	33.2	0.1	11.3	4.5
Maximum Daily Construction Emissions 2025-2026	69.9	37.5	33.2	0.1	11.3	4.5
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gases, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter, PM_{2.5} = particulate matter 2.5 microns in diameter

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

Operation

Operational activities associated with the two proposed speculative industrial warehouse buildings would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Operational related emissions are expected from the following primary sources: area source, energy source, and mobile source emissions. Implementation of the proposed Project would result in new long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as landscaping and applications of architectural coatings. Operational vehicular emissions would generate a majority of the emissions from implementation of the proposed Project.

Operational emissions associated with the proposed Project were modeled using CalEEMod 2022.1 and are presented in Table AQ-3. As shown, the emissions generated from the proposed Project would not exceed the SCAQMD's applicable thresholds and, in the case of CO, SO₂, PM₁₀, and PM_{2.5} emissions, would be less than the emissions from the existing commercial buildings onsite. Therefore, impacts would be less than significant.

Table AQ-3: Operational Regional Criteria Pollutant Emissions

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	1.1	7.9	12.2	0.1	4.2	1.2
Area	4.5	0.1	6.3	<0.1	0.0	0.0
Energy	0.1	1.0	0.9	<0.1	0.1	0.1
Total Project Operational Emissions	5.7	9.0	19.4	0.1	4.3	1.3
Existing Use Operational Emissions	5.1	3.5	29.9	0.1	5.9	1.6
Net New Emissions	0.6	5.5	-10.5	<0.1	-1.6	-0.3
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gases, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter, PM_{2.5} = particulate matter 2.5 microns in diameter

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

(c) Expose sensitive receptors to substantial pollutant concentrations? 33 ☐ ☒ ☐ ☐

Localized Significance Threshold

The daily construction emissions generated onsite by the proposed Project have been evaluated against SCAQMD's localized significance thresholds (LSTs) to determine whether the emissions would cause or contribute to adverse localized air quality impacts. These thresholds set the maximum rates of daily construction or operational emissions from a project site that would not exceed a national or State ambient air quality standard. LSTs are developed based on the ambient concentrations of NO_x, CO, PM₁₀, and PM_{2.5} pollutants for each of the 38 air-monitoring areas in the SoCAB. The Project site is located in Air Monitoring Area 3, the coastal portion of Southwest Los Angeles County. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

Residential Receptors – Air quality sensitive receptors can include uses such as residences, long-term health care facilities, rehabilitation centers, and retirement homes. They generally include locations where an individual can remain for 24 hours. The sensitive receptors closest to the Project site include residential homes about 6 meters (20 feet) north of the Project's northern boundary.

SCAQMD provides screening tables (Appendix C of the SCAQMD 2008 Final Localized Significance Threshold Methodology) for projects that disturb less than or equal to five acres in a day. These tables were created to easily determine if the daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from a project could result in a significant impact to the local air quality. The phase with the most ground disturbance would be the grading phase, with a maximum of 3.5 acres of ground disturbance per day. Distance to the nearest sensitive receptor also determines the emission thresholds. As described above, the sensitive receptors closest to the Project site include residential homes about 6 meters north of the Project's northern boundary; therefore, the construction and operation emission thresholds for 25 meters was used, as the lowest threshold provided. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Consistent with SCAQMD guidance, the thresholds presented in Appendix A were calculated by interpolating the threshold values for the Project's disturbed acreage and nearest sensitive receptor distance (Appendix A).

Construction

Construction of the proposed Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance offsite (PPP AQ-2). Rule 403 requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not

remain visible in the atmosphere beyond the property line of the emission source (PPP AQ-1). As shown above in Table AQ-4 below, criteria pollutants from construction of the Project would not exceed SCAQMD LSTs and impacts would be less than significant.

Table AQ-4: Operations-Related Localized Criteria Pollutant Emissions

Construction Activity	Pollutant Emissions (pounds/day)			
	NOx	CO	PM ₁₀	PM _{2.5}
2025				
Demolition	4.0	4.9	8.3	1.4
Site Prep	37.5	32.4	7.6	4.5
Grading	20.6	19.6	3.4	2.0
Building Construction	11.3	14.1	0.5	0.4
Maximum Daily Emissions	37.5	32.4	8.3	4.5
2026				
Building Construction	10.7	14.1	0.4	0.4
Paving	7.1	9.9	0.3	0.3
Architectural Coating	1.1	1.5	0.0	0.0
Maximum Daily Emissions	10.7	14.1	0.4	0.4
Maximum Daily Emission 2025-2026	37.5	32.4	8.3	4.5
SCAQMD Significance Thresholds	164	1,381.5	11.5	6.5
Threshold Exceeded?	No	No	No	No

Notes: ROG = reactive organic gases, NOx = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter, PM_{2.5} = particulate matter 2.5 microns in diameter

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

Operation

The proposed development would consist of two concrete tilt-up buildings with a combined total building area of 143,933 SF. The buildings would support warehousing, manufacturing and office uses. Additional improvements to the site would include landscaping, utility connections, stormwater facilities, street improvements, and pavement of parking areas and drive aisles. As described above, operational related emissions are expected from the following primary sources: area source, energy source, and mobile source emissions.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources (vehicles such as trucks) that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The localized significance thresholds for operation are determined by the size of the Project site and the distance to the nearest sensitive receptor as well as the maximum trip length possible within the Project site. As the Project's site is 8.20 acres, the threshold for 5 acres was utilized to yield a conservative analysis. Table AQ-5 below indicates the localized operational emissions would not exceed the LSTs at nearby residences. Impacts would be less than significant

Table AQ-5: Operations-Related Localized Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM ₁₀	PM _{2.5}
Mobile	1.1	3.0	0.1	0.0
Area	0.1	6.3	0.0	0.0
Energy	1.0	0.9	0.1	0.1
Total	2.1	9.8	0.2	0.1
SCAQMD Significance Thresholds	197	1,796	4	2
Threshold Exceeded?	No	No	No	No

Notes: ROG = reactive organic gases, NOx = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter, PM_{2.5} = particulate matter 2.5 microns in diameter

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

Diesel Mobile Source Health Risk Analysis

A construction and operational Health Risk Assessment (HRA) (Appendix B) was completed for the proposed Project to assess the potential mobile source health risk impacts to the nearest sensitive receptors (which are residents) and nearest workers to the proposed Project. Health risk impacts are a result of exposure to diesel particulate matter (DPM) emitted from construction equipment and heavy-duty diesel trucks accessing the site. The HRA was completed using USEPA AERMOD air dispersion model to determine how the toxic air contaminants would move through the atmosphere after release from sources both on site and on surrounding airways. The air dispersion model uses emissions from various emission sources and meteorological data such as wind speed and direction, air temperature, and atmospheric mixing rates to estimate the air pollutant impacts at various geographic locations (referred to as receptor locations). The sensitive receptors closest to the Project site includes residential homes about 7.4 meters (24 feet) north of the Project site's southern boundary, while the nearest worker receptor was located at a general light industrial warehouse 6.4 meters (21 feet) to the north of the Project site's boundary line.

The City of Torrance has not adopted a numerical significance threshold for cancer risk or non-cancer hazards. Therefore, the significance thresholds recommended by the SCAQMD were used for this assessment. The relevant significance thresholds include the following:

- Cancer Risk: ten (10) persons per million population as the maximum acceptable incremental cancer risk due to exposure to TACs
- Non-Cancer Hazard Index (HI): 1.0

The cancer risk methodology for a HRA evaluates the potential for long-term exposure to carcinogenic substances to result in an increased risk of cancer. Cancer risks are estimated as the upper-bound incremental probability that an individual would develop cancer due to exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a probability since there is no level below which some level of impact may occur. A risk level of 10 in one million implies a likelihood that up to 10 people in a population of one million equally exposed people could contract cancer if exposed continuously (24 hours per day) to the levels of TACs over a specified duration.

Construction and Operation

Construction emissions were calculated using the latest CalEEMod Version 2022.1. DPM construction emissions were based on the CalEEMod construction runs for the proposed construction schedule and equipment inventory, using exhaust PM₁₀ construction emissions to represent DPM emissions. Construction-related DPM emissions are expected to primarily occur as a function of heavy-duty equipment that would operate on-site during the construction phase. Additional DPM emissions would occur from the operation of construction vehicles that travel to/from the Project during construction (haul trucks and vendor trucks). As shown in Tables AQ-6 and AQ-7, the estimated maximum cancer risks for construction and operation are 12.55 and 0.76 in one million, respectively, for sensitive/residential receptors. The estimated maximum cancer risks for worker receptors during construction and operation are 0.28 and 0.12 in one million, respectively. In addition, the Project's maximum estimated construction and operational results for non-cancer health risk are 0.02 and 0.02 (for the maximum impacted sensitive receptor), respectively, both below the significance threshold of 1.0. As shown in Table AQ-6, emissions would exceed the SCAQMD health risk threshold of 10 in one million at multiple receptors.

Table AQ-6: Summary of Proposed Project Construction Health Risk

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	12.55	10	Yes
Maximum Impacted Sensitive Receptor – Child	12.55	10	Yes
Maximum Impacted Sensitive Receptor – Adult	0.33	10	No
Maximum Impacted Worker Receptor	0.28	10	No
Receptor	Chronic Non-Cancer Hazard Index		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	<0.01	1.0	No
Maximum Impacted Sensitive Receptor – Adult	<0.01	1.0	No
Maximum Impacted Worker Receptor	0.02	1.0	No

Source: Health Risk Assessment (Appendix B)

Table AQ-7: Summary of Proposed Project Operational Health Risk

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	0.76	10	No
Maximum Impacted Sensitive Receptor – Child	0.53	10	No
Maximum Impacted Sensitive Receptor – Adult	0.12	10	No

Maximum Impacted Worker Receptor	0.11	10	No
Receptor	Chronic Non-Cancer Hazard Index		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	<0.01	1.0	No
Maximum Impacted Sensitive Receptor – Child	<0.01	1.0	No
Maximum Impacted Sensitive Receptor – Adult	<0.01	1.0	No
Maximum Impacted Worker Receptor	0.02	1.0	No

Source: Health Risk Assessment (Appendix B)

Table AQ-8 presents the combined construction and operational cancer risk for the proposed Project. The proposed Project would result in a maximum cancer risk impact of 13.37 in one million at the nearest sensitive/residential receptor and a maximum cancer risk impact of 0.69 in one million for the nearest worker receptor. While the operational maximum cancer risk would not exceed SCAQMD's cancer health risk significance threshold of 10 in one million, as seen in Table AQ-7, the proposed Project's construction, as well as the combined construction and operational cancer health risks would exceed the SCAQMD threshold and result in a significant impact without mitigation.

Table AQ-8: Summary of Combined Project Construction and Cumulative Operational Health Risk

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	13.37	10	Yes
Maximum Impacted Worker Receptor (25 years)	0.69	10	No

Source: Health Risk Assessment (Appendix B)

The updated cancer risk for the combined construction and combined construction and operation, with the implementation of Tier 4 Final or superior equipment (mitigation measure [MM] AQ-1) was calculated and is shown in Table AQ-9 and Table AQ-10. Since the cancer risk and non-cancer HI for the unmitigated operational results are below the SCAQMD significance threshold, these calculations were intentionally omitted as they are compliant without mitigation. As these results show, all health risk levels to nearby residents from construction and operation-related emissions of TACs would be well below the SCAQMD's HRA thresholds. Therefore, with the implementation of MM AQ-1, impacts related to the exposure of sensitive receptors to substantial pollution concentrations would be less than significant.

Table AQ-9: Summary of Mitigated Project Construction

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	2.94	10	No

Note: Modeling and calculations of Table AQ-9 utilizes mitigation measures, which requires and makes use of AQ-1 Tier 4 equipment for engines 50 horsepower and higher.

Source: Health Risk Assessment (Appendix B)

Table AQ-10: Summary of Combined Mitigated Project Construction and Operational Health Risk

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	3.76	10	No

Note: Modeling and calculations of Table AQ-10 utilizes mitigation measures, which requires and makes use of AQ-1 Tier 4 equipment for engines 50 horsepower and higher.

Source: Health Risk Assessment (Appendix B)

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

24



The proposed Project does not include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding, or other land uses that typically result in emissions associated with odor complaints, based on the SCAQMD CEQA Air Quality Handbook. Potential odor sources associated with the proposed Project may result from construction equipment exhaust, 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. For example, the proposed Project would be required to comply with the provisions of SCAQMD Rule 1113, as described above. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, the Project would result in less-than-significant impacts on other emissions affecting a substantial number of people.

Plans, Programs, or Policies (PPPs)

PPP AQ-1: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury, or damage to business or property.

PPP AQ-2: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-3: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

Project Design Features (PDFs)

None.

Mitigation Measures

Mitigation Measure AQ-1: The project applicant shall require that construction contractor only utilize off-road equipment on the Project site that has been registered with CARB and all off-road equipment that is greater than 50 horsepower (hp) shall meet the US EPA Tier 4 final emission standards, in order to achieve the same reduction of diesel particulate matter emissions.¹ If construction equipment cannot meet Tier 4 Final engine certification standards, the Project representative or contractor must provide a future study with written findings, backed by substantial evidence, for approval by SCAG before resorting to alternative technologies or strategies. Potential alternative strategies may encompass the use of Tier 4 Interim equipment, reducing the number and/or horsepower rating of construction equipment, utilizing filters on lesser Teir equipment, or limiting simultaneous equipment operation. All equipment must undergo tuning and adhere to the manufacturer's recommended maintenance schedule and specifications. Maintenance records for each piece of equipment, along with those of their contractors, must be available for inspection and kept on-site for a minimum of two years following construction completion. An exception to this requirement may be considered if a project can demonstrate that Tier 4 engines are unnecessary to reduce emissions below significance thresholds.

¹ Southern California Association of Governments (SCAG). (2020). Connect SoCal PEIR Addendum. https://scag.ca.gov/sites/main/files/file-attachments/peir_connectsocial_addendum_4_mitigationmeasures.pdf?1606004420

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

13, 29

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The Community Resources Element of the Torrance General Plan does not identify any candidate, sensitive, or special status species that occupies the Project site. The Project site, currently developed with five two-story office and commercial buildings, is situated in a predominantly urbanized area surrounded by a mix of residential and industrial developments.

A Biological Records Search was prepared for the Project site by Hernandez Environmental Services in September 2024, and is included as Appendix C. The Biological Records Search included a literature review and review of aerial photographs and topographic maps of the Project site and the surrounding area. The literature review was based on the review of the following to obtain species information for the Project area: California Natural Diversity Database (CNDDDB), United States Fish and Wildlife Service (USFWS) Endangered Species Lists, and the California Native Plant Society (CNPS) Rare Plant Inventory.

According to the CNDDDB, a total of 36 sensitive species of plants and 48 sensitive species of wildlife have the potential to occur on or within the vicinity of the site (Appendix C). These include those species listed or candidates for listing by the USFWS, California Department of Fish and Wildlife (CDFW), and CNPS. Based upon the fact that the site is currently developed with industrial uses and is surrounded by heavy urban development in all directions, none of these species were determined to have the potential to be present within or surrounding the Project site (Appendix C).

However, the existing ornamental landscaping trees on the site have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed during construction. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season (generally between February 1 and September 15). Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. However, implementation of MM BIO-1 would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less-than-significant level. Therefore, with implementation of MM BIO-1, impacts would be reduced to a less-than-significant level.

(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?

13, 29

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Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

As stated above, the entire property has been developed with five two-story office and commercial buildings surrounded by parking, various hardscape, and various landscaping features. Therefore, the Project site does not contain any drainage, riparian, or riverine features. In addition, there are no sensitive natural communities on site. The Project site is not located within any designated critical habitat areas according to the Community Resources section in the Torrance General Plan. Therefore, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from Project implementation, and no mitigation is required.

(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

13, 29

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The Project site is located in a largely urbanized area. As discussed previously, the Project site is fully developed with five two-story office and commercial buildings. There are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries (Appendix C). Therefore, no impacts to federally protected wetlands would occur and 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? | 13, 29 | ☐ | ☒ | ☐ | ☐ |
|---|--------|--------------------------|-------------------------------------|--------------------------|--------------------------|

Wildlife movement corridors can be local or regional in scale. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. The Project site does not contain, and is not adjacent to, any wildlife corridors (Appendix C). The site consists of flat, developed land surrounded by heavy urban development such as industrial uses and roadways. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

The Project site contains ornamental trees, shrubs, and groundcover that can be utilized by nesting birds and raptors during the nesting bird season of February 1 through September 15. Therefore, if vegetation is required to be removed during nesting bird season, MM BIO-1 has been included to require a nesting bird survey to be conducted prior to initiating vegetation clearing. With the implementation of MM BIO-1, impacts related to nesting birds would be reduced to a less than significant level.

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|--|--------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | 13, 29 | ☐ | ☐ | ☐ | ☒ |
|--|--------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Project site is fully developed and located in a largely urbanized area. There are no biologically significant resources within the Project site; nor are there any local ordinance or area-wide preservation or conservation plans or policies such as a tree preservation policy, applicable to the Project site. The Project site is not located on or near any street designated as a special area for street trees. Therefore, there is no potential for the proposed Project to conflict with any local ordinances or area-wide preservation or conservation plans or policies, such a tree preservation policy, and no mitigation measure would be required.

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|---|--------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (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? | 13, 29 | ☐ | ☐ | ☐ | ☒ |
|---|--------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Project site is located in a largely urbanized area and is not located in an environmentally sensitive area. The General Plan does not identify any wildlife habitats nor any threatened or endangered species on or near the Project site. There are no wetlands or sensitive natural habitats on the site. The Project site does not contain biological resources that are managed under any conservation plan. The proposed Project does not conflict with any conservation or preservation plans. Therefore, no impacts to conservation plans would occur and no mitigation measures would be required.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

Mitigation Measure BIO-1: Nesting Bird Survey. Vegetation removal shall occur outside of the nesting bird season (generally between February 1 and September 15). If vegetation removal is required during the nesting bird season, the applicant must conduct avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s), as approved by the lead agency, within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur. The surveys shall be documented with a biological resources survey log and at the conclusion of monitoring shall be submitted to the City of Torrance for recordkeeping.

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

(a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? 2, 13 ☐ ☐ ☐ ☒

CEQA defines a historical resource as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and CEQA Guidelines Section 15064.5[a]).

The Torrance Historic Preservation Plan defines a "historical resource" as a resource if they: (1) Meet one or more of the following criteria: (a) associated with important persons or events or patterns in history; (b) architectural distinction as the work of a master designer or having a high artistic value; (c) the potential to yield important information about history; OR (d) are among the last, best remaining examples of a type. (2) Retain enough integrity, i.e. has not been changed so much as to be unrecognizable, AND (3) Have the support and consent of the property owners.

An archaeological resources records search was completed for the proposed Project (included as Appendix D), in September 2024. Based upon the records search results, eight resources have been previously recorded within one mile of the project area, all of which are historic resources. However, no resources are recorded within the project area. Additionally, according to the Phase I Environmental Site Assessment (Appendix G), the existing subject property buildings were constructed in 1985. These structures do not meet the minimum age threshold of 50 years to be considered historic resources according to CEQA Guidelines Section §15064.5 and the Torrance Historic Preservation Plan Guidelines. As a result, the proposed Project would not cause an adverse effect to a historic resource and no mitigation is necessary. Therefore, the proposed Project would not result in any impact related to an adverse change in the significance of a historic resource.

(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? 1, 2, 13 ☐ ☒ ☐ ☐

The proposed Project includes demolition, site preparation, grading, and other ground disturbance activities. The Project site has been previously disturbed during construction of the existing structures. As such, there is reduced potential for the proposed Project to impact archeological resources. As described above, an archaeological resources records search was completed for the proposed Project (included as Appendix D), in September 2024. Based upon the records search results, eight resources have been previously recorded within one mile of the project area, all of which are historic resources. However, no resources are recorded within the project area. In addition, the records search identified 22 previous studies within the one-mile search radius. One previous study was mapped on the subject property. This study was a historic context overview of the city of Torrance and does not directly address the subject property.

Historic aerial photographs and maps indicate that the subject property was identified to consist of agricultural land in at least 1928. By 1938 the subject property was vacant land. From at least 1947 to 1983 the subject property was developed with buildings of unknown use and occupancy. In 1985 the existing subject property buildings were constructed. Since that time the buildings have been occupied by various commercial office occupants (Appendix G). Since the site was developed after the establishment of environmental regulations requiring the appropriate identification, recordation, and evaluation of cultural resource (i.e. National Historic Preservation Act, CEQA, and Assembly Bill 52), it is unlikely the development has impacted and removed evidence of prehistoric and historic resources. However, there is still a possibility that undiscovered archaeological resources or cultural sites may exist beneath or around the current development. Therefore, out of an abundance of caution, the proposed Project would be required to comply with MM CUL-1, for the inadvertent discovery of archeological resources. If cultural resources are inadvertently discovered during ground-disturbing activities, all work within 50 feet of the discovery shall be halted until a qualified archaeologist can assess the significance of the finding. The archaeologist shall evaluate the discovery and recommend appropriate treatment measures in accordance with CEQA Guidelines and applicable local, State, and federal regulations. Thus, implementation of a MM CUL-1 would ensure that if buried features are present, they would be handled in a timely and proper manner. The proposed Project would result in a less-than-significant impact related to archaeological resources with the implementation of the MM CUL-1.

(c) Disturb any human remains, including those interred outside of formal cemeteries? 2, 13 ☐ ☐ ☒ ☐

The Project site does not contain a cemetery, and no known formal cemeteries are located within the immediate vicinity of the Project site. It is not expected that implementation of the proposed Project would result in the disturbance of human remains. However, implementation of the proposed Project would require grading of the Project site which could potentially impact previously uncovered human remains. Thus, should human remains be unearthed during grading and excavation activities associated with Project development, the construction contractor would be required by California law to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and 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, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

Thus, Plan, Program or Policy (PPP) CUL-1 has been included to ensure impacts to human remains would not be significant. With implementation of PPP CUL-1, listed below, impacts related to buried human remains would be less than significant.

Plans, Programs, or Policies (PPPs)

PPP CUL-1: Human Remains. In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Los Angeles County Coroner and the City of Torrance Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Central Coastal Information Center (SCCIC).

Project Design Features (PDFs)

None.

Mitigation Measures

Mitigation Measure CUL-1: Inadvertent Discovery of Archeological Resources. If cultural resources are inadvertently discovered during ground-disturbing activities, all work within 50 feet of the discovery shall be halted until a qualified archaeologist, who meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, can assess the significance of the find. The archaeologist shall evaluate the discovery and recommend appropriate treatment measures in accordance with CEQA Guidelines and applicable local, state, and federal regulations.

If the find is determined to be significant, the archaeologist shall develop a treatment plan in consultation with the lead agency and, if applicable, consulting Native American tribes. Treatment measures may include preservation in place, data recovery, or other appropriate actions.

Work in the affected area shall not resume until the resources are appropriately treated and the lead agency provides authorization to proceed.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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6. ENERGY. Would the project:

(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? 8, 9, 24 ☐ ☐ ☒ ☐

An Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A) was prepared for the proposed Project that analyzed the Project's energy use during construction and operation. The analysis was based on CalEEMod modeling, which quantifies energy use for Project operations. Based on the information provided by the Applicant, construction of the proposed Project is anticipated to begin in September 2025 and occur for 15 months. The fuel consumption (diesel fuel and gasoline) from vehicle trips during operation was estimated for the opening year (2025) of the Project based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB's EMFAC2021 model. Estimates of fuel consumption (diesel fuel and gasoline) from construction trucks and construction worker vehicles were based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB EMFAC2021 model. For the purposes of this analysis, the amount of electricity, natural gas, construction fuel, and fuel use from operations are quantified and compared to that consumed in Los Angeles County. Energy use of the proposed Project was analyzed as a whole on an annual basis.

Construction

During construction, the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed industrial development and the associated infrastructure are not expected to result in demand for fuel greater on a per-development basis than other development projects within Los Angeles County. Table E-1 below details the construction fuel and gasoline usage over the Project's construction period.

Table E-1: Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	15,328	13,602
Off-Road Construction Equipment	36,955	0
Total	52,283	13,602

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

As shown in Table E-1, the Project would consume approximately 52,283 gallons of diesel fuel and approximately 13,602 gallons of gasoline during construction. Approximately 3,039 million gallons of gasoline and approximately 290 million gallons of diesel fuel was sold in Los Angeles County in 2023 (California Energy Commission, 2024). Therefore, construction of the proposed Project would increase the annual construction generated fuel use in Los Angeles County by less than approximately 0.002 percent for diesel fuel usage and less than 0.0004 percent for gasoline fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies.

Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Los Angeles County's overall use of the State's available energy resources. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not expected to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by the construction contractors who would conserve the use of their supplies to minimize their costs on the proposed Project. The proposed Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. Therefore, fuel consumption during construction would not be inefficient, wasteful, or unnecessary and impacts would be less than significant.

Operation

Once operational, the proposed Project would generate demand for electricity, natural gas, and petroleum. Operational use of energy includes the heating, cooling, and lighting of the buildings, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use

of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occur during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation, and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the proposed Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-2, operation of the proposed Project is estimated to result in the annual use of approximately 118,051 gallons of diesel fuel, approximately 3,790,317 mega-British thermal units (MBTU) of natural gas, and approximately 971,975 kilowatt-hours (kWh) of electricity. Additionally, the Project would result in 35,306 gallons of gasoline used annually.

Table E-2: Project Annual Operational Energy Demand Summary

Electricity (Kilowatt-Hours)		
Proposed Project	971,975	
Existing Use	1,406,446	
Natural Gas (Thousands British Thermal Units)		
Proposed Project	3,790,317	
Existing Use	1,756,206	
Petroleum (Gasoline) Consumption		
	Annual VMT	Gallons of Gasoline Fuel
Proposed Project	1,018,773	35,306
Existing Use	2,239,232	83,667
Petroleum (Diesel) Consumption		
	Annual VMT	Gallons of Diesel Fuel
Proposed Project	891,896	118,051
Existing Use	0	0
Net Total Energy Use		
Net Electricity (Kilowatt-Hours)		-434,470
Net Natural Gas (Thousands British thermal Units)		2,034,111
Net Gasoline Consumption (Gallons)		-48,361
Net Diesel Consumption (Gallons)		118,051

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

As shown in Table E-2, the proposed Project is anticipated to result in a decrease in electricity usage of 434,470 kWh and a decrease in gasoline consumption of 48,361 gallons. While the proposed Project is expected to require less electricity and gasoline fuel than the existing use on-site, it is expected to require more natural gas and diesel fuel than the existing use on-site. The total natural gas demand in Los Angeles County in 2023 was approximately 2,820 million therms (282 billion thousand thermal British units) (California Energy Commission, 2024b). Therefore, operation of the proposed Project would increase the annual electricity consumption in Los Angeles County by a nominal amount. Additionally, as described above, Los Angeles County consumed 290 million gallons of diesel fuel in 2023. Therefore, operation of the proposed Project would nominally increase the annual consumption by 0.04 percent.

Electrical and natural gas demand associated with Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As previously stated, the Project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. In addition, the proposed Project would include interior and exterior LED light fixtures as well as solar-ready roofs per CALGreen Code requirements.

Therefore, construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

(b) Conflict with or obstruct a state or local plan for 8, 9, 24 ☐ ☐ ☒ ☐
renewable energy or energy efficiency?

In 2002, the Legislature passed SB 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for Zero Emission Vehicles (ZEVs) and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC's 2021 Integrated Energy Policy Report and 2022 Integrated Energy Policy Report Update provides the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with operation of the Project would be relatively small in comparison to the overall use in the County of Los Angeles, and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the Project's total impact on regional energy supplies would be minor, the Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above, the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy and the increases in energy demand would be minimal compared to the energy demands of the County. Therefore, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. The California Energy Commission is responsible for adopting, implementing, and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency. The proposed Project would be required to meet the California Code of Regulations (CCR) Title 24 energy efficiency standards in effect during permitting of the proposed Project. Therefore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the proposed Project would have less than significant impacts related to energy.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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7. GEOLOGY AND SOILS. Would the project:

(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	13, 22, 36	☐	☐	☒	☐
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.		☐	☐	☒	☐

As stated in the Safety Element of the Torrance General Plan, there are several fault zones near the City of Torrance. However, according to the General Plan and the project-specific Geotechnical Investigation, there are no active faults in the immediate vicinity of the site and the site is not located in an Alquist-Priolo Earthquake Fault Zone (Appendix E). The nearest active fault zone is the Palos Verdes fault zone, located approximately 4.5 miles southwest from the Project site. Therefore, the possibility of significant fault rupture on the site is considered to be low. Impacts would be less than significant after compliance with the Alquist-Priolo Earthquake Fault Zoning Act and compliance with the City Municipal Code. In addition, the proposed Project would not result in habitable structures on the Project site. Therefore, the proposed Project would result in a less-than-significant related to rupture of a known fault.

ii) Strong seismic ground shaking?	13, 22, 36	☐	☐	☒	☐
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The Project site is located in a seismically active region, as is all of Southern California. The Project site could be subject to seismically related strong ground shaking. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consist of poorly consolidated material such as alluvium located near the source, and in response to an earthquake of great magnitude.

The Project site is likely to be subject to strong seismic ground shaking during the life of the proposed Project due to the numerous faults in the region. According to the Safety Element of the City of Torrance General Plan, the highest risks from earthquake fault zones come from the Palos Verdes Fault Zone, the Puente Hills Fault, the Newport-Inglewood fault zone, the Elysian Park fault zone, the Malibu Coast-Santa Monica-Hollywood fault zone, and the Whittier fault zone. However, the proposed Project would not result in habitable structures on the Project site and the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]) includes provisions for earthquake resistant design that include considerations for geologic hazard and onsite soil conditions. The City of Torrance has adopted the CBC in Section 81.1.1 of the Municipal Code and the proposed Project would be required to adhere to the provisions of the CBC as part of the plan check and development review process. Additionally, the proposed Project would be required to comply with other seismic safety requirements as well as State and local seismic and structural regulations (i.e., Alquist-Priolo Earthquake Fault Zoning Act, California Seismic Hazards Mapping Act, and RCMC). Compliance with the requirements of the CBC and the City's Municipal Code would reduce hazards from strong seismic ground shaking to a less than significant level. Therefore, the proposed Project would result in less than significant impacts on people or structures due to strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?	6, 7, 13, 22, 36	☐	☐	☒	☐
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Liquefaction occurs when soils are transformed from a solid state into a liquefied state due to increased pressure. Liquefaction is most likely to occur when soils of higher porosity (i.e., clay) become saturated and subjected to seismic activity. Areas where the groundwater table is within approximately 50 feet below ground surface are also more susceptible to liquefaction. Additionally, seismic settlement (otherwise known as subsidence) occurs when loose to medium dense granular soils densify during seismic events. Liquefaction occurring beneath buildings and other structures can cause major damage during earthquakes.

The Geotechnical Investigation (Appendix E) prepared for the proposed Project described that groundwater was not encountered during the drilling of any borings. Additionally, according to the California Department of Conservation Mapping, Liquefaction Zones defined under the Seismic Hazards Mapping Act of 1990, the Project site is not within an area mapped for high susceptibility to liquefaction (California Department of Conservation, 2022). Based on the mapping, the medium-dense to dense soil, and the lack of a historic high ground water table within the upper 50± feet of the ground surface, liquefaction is not expected to be a risk for construction of the

Project site (Appendix E). Additionally, the proposed Project would be required to be constructed in compliance with the CBC, the City's Municipal Code, and development standards which would be verified through the City's plan check and permitting process. Therefore, the proposed Project would not result in any new impacts on people or structures due to ground failure or liquefaction.

iv) Landslides?	5, 13, 22, 36	☐	☐	☐	☒
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Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Project site is relatively flat and is not located near substantial slopes or hillsides. There are no landslides known to have occurred near the site, nor is the site in the path of any potential landslides. Additionally, according to the California Department of Conservation, the Project site is not within an area mapped for susceptibility to landslides (California Department of Conservation, 2015). Therefore, the proposed Project would not expose people or structures to slope instability or seismically induced landslides, and no impacts would occur.

(b) Result in substantial soil erosion or the loss of topsoil?	13, 21	☐	☐	☒	☐
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During construction activities, soil would be exposed and there would be an increase in potential for soil erosion compared to existing conditions. However, development greater than one acre in size is required to comply with the provisions of the Construction General Permit (CGP) adopted by the State Water Resources Control Board (SWRCB), which includes implementation of standard erosion control practices and best management practices (BMPs), as required by a Stormwater Pollution Prevention Plan (SWPPP) and included as PPP WQ-1. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. After completion of construction, the Project site would be developed with two industrial warehouse buildings, new paved parking lot, and landscape improvements, and would not contain exposed soil. Thus, the potential for soil erosion or the loss of topsoil would be low during construction and operation of the proposed Project. Construction of the Project would have a less than significant impact related to potential soil erosion. With adherence to PPP WQ-1, impacts would be less than significant.

(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?	13, 22, 36	☐	☐	☒	☐
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As described above, the Project site does not contain nor is adjacent to any significant slope or hillside area. The proposed Project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the proposed Project.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. Groundwater was not discovered in the field evaluation to a maximum explored depth of 30 feet below existing grade. Records indicate historic high groundwater levels recorded in the area are at depths of approximately 36 feet below existing ground surface. The site contains approximately two and a half to eight and a half feet of artificial fill that is underlain by native alluvium. Therefore, the Project site is not susceptible to liquefaction (Appendix E). Similarly, the site is not susceptible to lateral spreading. Impacts would be less than significant with compliance with the mandatory CBC requirements.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of earthquake motion in an area where groundwater in a basin is lowered. According to the Geotechnical Investigation, the risk for subsidence at the Project site is low due to the subsurface conditions encountered at the boring locations, specifically the near-surface alluvium soils encountered (Appendix E). Impacts would be less than significant with compliance with mandatory CBC requirements.

Overall, compliance with the requirements of the CBC as ensured by the City through the permitting process would reduce potential impacts related to lateral spreading, subsidence, liquefaction, and collapse to a less than significant level.

(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?	13, 22, 36	☐	☐	☒	☐
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Expansive soils contain clay particles that swell when wet and shrink when dry. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils and could result in heaving and cracking of buildings and foundations. According to the Geotechnical Investigation of the Project site, the near-surface site soil consists of clayey sands, sandy clays and silty clays with occasional silty sands and sandy silts. As such, the near-surface soils have been determined to possess low to high expansion potential (Expansion Index = 22, and 120) (Appendix E). The Expansion Potential Index score system is a framework

for quantifying the potential for growth or expansion in a specific area or context. The score typically ranges from low to high, with higher scores indicating greater potential for expansion and lower scores indicating limited potential.

Due to the presence of expansive soils at this site, the Geotechnical Investigation recommended that provisions should be made to limit the potential for surface water to penetrate the soils immediately adjacent to the structures. Specifically, the Geotechnical Investigation includes structural design considerations such as proper moisture conditioning all building pad subgrade soils. Consistent with PPP GEO-1, prior to the issuance of grading or building permits, the Project Applicant shall ensure that all recommendations contained in the site-specific Geotechnical Investigation Report are incorporated into the Project's final design and construction plans. The City shall review and approve these provisions prior to construction to ensure compliance. As such, the proposed Project would require compliance with the CBC requirements and any recommendations in the Geotechnical Report, as implemented by the City's Municipal Code and through the plan check and permitting process. Impacts related to expansive soils would be less than significant.

(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? ☐ ☐ ☐ ☒

The proposed Project would connect to the City's sanitary sewer system. No septic tanks or other alternative wastewater disposal systems are proposed. Therefore, no impact 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? 3, 13 ☐ ☒ ☐ ☐

A Paleontological Records Search Report (Appendix F) was completed for the Project site that included review of existing records regarding recorded fossil localities within and adjacent to the property and review of the Project's geologic setting. The records search identified two fossil localities are within one mile of the project, both consisting of Pleistocene-aged invertebrates (molluscan shells) from unknown or unrecorded depths. The Project site is mapped as late to middle Pleistocene old alluvium, which is known to be fossiliferous. Pleistocene old alluvium has a high potential to yield significant paleontological resources. Implementation of the proposed Project would require grading and soil excavation on the Project site. Due to the existence of old alluvial deposits on the Project site and the presence of previously recorded fossil specimens less than one mile from the site, it is possible that there are fossils underlying the Project site. Therefore, MM GEO-1 requires the proposed Project to implement a Paleontological Resources Impact Mitigation Program (PRIMP) that would mitigate any adverse impacts to potential nonrenewable paleontological resources to a level below significant. Any significant adverse impacts related to buried paleontological resources or geographic features would be reduced to less than significant with the incorporation of MM GEO-1.

Plans, Programs, or Policies (PPPs)

PPP GEO-1: General Construction Permit. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a qualified SWPPP developer pursuant to the Municipal Code Division 4, Chapter 10. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff or its designee to confirm compliance.

PPP GEO-2: Geotechnical Recommendations. Prior to the issuance of grading or building permits, the Project Applicant shall ensure that all recommendations contained in the site-specific Geotechnical Investigation Report are incorporated into the Project's final design and construction plans. The Project Applicant shall provide written verification from a qualified geotechnical engineer or licensed civil engineer to the City of Torrance that all applicable recommendations have been implemented. The City shall review and approve these measures prior to construction to ensure compliance.

Project Design Features (PDFs)

None.

Mitigation Measures

Mitigation Measure GEO-1: Paleontological Resource Impact Mitigation Program (PRIMP). The Paleontological Resource Impact Mitigation Program (PRIMP) is required prior to approval of the grading permit. A PRIMP is outlined below. When implemented with the provisions of CEQA and the guidelines of the Society of Vertebrate Paleontology (2010), this PRIMP would mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources (fossils), if present, to a level below significant.

- 1. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. A qualified paleontologist is a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for

Qualified Professional Paleontologist, which is defined as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California (preferably southern California), and who has worked as a paleontological mitigation Project supervisor for a least one year. Periodic spot checks should be performed from the surface to a depth of five feet to determine the potential presence of Pleistocene strata or fossils. Once Pleistocene strata are recognized or fossils are discovered, or excavation depths proceed beyond five feet deep, full-time monitoring for paleontological resources is warranted. Monitoring will be conducted in areas where grading, excavation, or drilling activities occur at five feet or deeper in order to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources. Monitoring of artificial fill and disturbed soil is not warranted.

2. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. The monitor shall notify the City of Torrance Community Development Department and the Project paleontologist, who will then notify the concerned parties of the discovery. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if they are present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

3. Preparation of recovered specimens to a point of identification and permanent preservation will be conducted, including screen-washing sediments to recover small vertebrates and invertebrates if indicated by the results of test sampling. Preparation of any individual vertebrate fossils is often more time-consuming than accumulation of invertebrate fossils.

4. All fossils must be deposited in an accredited institution (university or museum, such as the LACM) that maintains collections of paleontological materials. The property owner shall relinquish ownership of all paleontological resources to the local institution or designated museum. All costs of the paleontological monitoring and mitigation program, including any one-time charges by the receiving institution, are the responsibility of the developer. Final disposition and location of the paleontological resources shall be determined by the City.

5. Preparation of a final monitoring and mitigation report of findings and significance will be completed, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). A letter documenting receipt and acceptance of all fossil collections by the receiving institution must be included in the final report. Work in the area of the discovery shall resume once the find is properly documented and the qualified paleontologist authorizes resumption of construction work. The report, when submitted to and accepted by the appropriate lead agency (e.g., the City of Torrance), will signify satisfactory completion of the Project program to mitigate impacts to any nonrenewable paleontological resources.

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

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MTCO₂e per year
 - Based on land use type:
 - Residential: 3,500 MTCO₂e per year
 - Commercial: 1,400 MTCO₂e per year
 - Mixed use: 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 MTCO₂e /SP/year for projects and 6.6 MTCO₂e /SP/year for plans.
 - Option 3, 2035 Target: 3.0 MTCO₂e /SP/year for projects and 4.1 MTCO₂e /SP/year for plans.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

Based on the foregoing guidance, the City of Torrance has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 MTCO₂e/yr threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The City understands that the 3,000 MTCO₂e/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO₂e/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use in 2022. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of analysis in this analysis, if Project-related GHG emissions do not exceed the 3,000 MTCO₂e/yr threshold, then Project-related GHG emissions would clearly have a less than significant impact.

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

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Construction

During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. Construction GHG emissions associated with the proposed Project were modeled using CalEEMod version 2022.1 and are presented in Table GHG-1. As shown on Table GHG-1, the proposed Project has the potential to generate a total of approximately 21 MTCO₂e per year from construction emissions amortized over 30 years per SCAQMD methodology.

Table GHG-1: Project Related Construction Greenhouse Gas Emissions

Activity	Annual GHG Emissions (MTCO _{2e})
2025	273
2026	371
Total Emissions	645
Total Emissions Amortized Over 30 Years	21

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

Operation

Operation of the proposed Project would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. The CalEEMod modeled operational and total GHG emissions that would be generated from implementation of the proposed Project are shown in Table GHG-2. In accordance with SCAQMD's methodology, the proposed Project's construction-related GHG emissions are amortized over 30 years and added to the operational emissions estimate in order to determine the proposed Project's total annual GHG emissions. As shown in Table GHG-2, the proposed Project would increase emissions over existing conditions by 2,030 MTCO_{2e} per year. According to the SCAQMD, a cumulative global climate change impact would occur if the GHG emissions created from the ongoing operation of the project exceeded 3,000 MTCO_{2e}. The proposed Project would be required to meet the 2022 Title 24 building standards for energy efficient lighting and appliances as well as CALGreen Standards which requires sustainable measures be taken such as the inclusion of bike racks, efficient lighting, and using trees as shade in parking lots. With the implementation of these standards, impacts related to the generation of greenhouse gas emissions through Project construction and operation would be less than significant.

Table GHG-2: Project Related Construction Greenhouse Gas Emissions

Activity	Annual GHG Emissions (MTCO _{2e})
Mobile	1,521
Area	3
Energy	355
Water	82
Waste	46
Refrigerant	2
Total Project Gross Operation Emissions	2,009
Project Construction Emissions	21
Total Project Emissions	2,030
Existing Emissions	1,153
Net New Emissions	877
Significance Threshold	3,000
Threshold Exceeded?	No
Source: CalEEMod Output Sheets (see Attachment B).	

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? 24

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City of Torrance General Plan and Climate Action Plan

The City of Torrance has not adopted a Climate Action Plan; thus, Table GHG-3 provides a consistency summary that outlines the City of Torrance General Plan (adopted in 2010) policies related to reducing GHG emissions. As shown in Table GHG-3, the proposed Project would not conflict with applicable plans and programs of the Torrance General Plan intended to reduce GHG emissions.

Table GHG-3: City of Torrance General Plan Consistency Summary

Action	Consistency
Community Resources Element	
Policy CR.14.1: Support the California Air Resources Board in its ongoing plans to implement AB32, and fully follow any new AB32-related regulations.	Not Applicable, Not Project Specific. The proposed Project would not interfere with this policy.
Policy CR.14.2: Develop and implement GHG emissions reduction measures, including discrete, early action greenhouse gas reducing measures that are technologically feasible and cost-effective.	Not Applicable, Not Project Specific. The proposed Project would not interfere with this policy.
Policy CR 14.3: Pursue actions recommended in the U.S. Mayors Climate Protection Agreement to meet AB32 requirements.	Not Applicable, Not Project Specific. The proposed Project would not interfere with this policy.
Policy CR 14.4: Act as a leader and example in sustainability and reduction in greenhouse gas emissions by conducting City business in the most greenhouse gas-sensitive way.	Not Applicable, Not Project Specific. The proposed Project would not interfere with this policy.

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

2022 Scoping Plan

The 2022 CARB Scoping Plan Update sets the GHG emission reduction target for 2045 at 85% below 1990 levels, which was codified by SB 32. Table GHG-4 shows consistency with CARB's 2022 Scoping Plan. As seen in Table GHG-4, the Project would be consistent with the 2022 Scoping Plan. The proposed Project would not conflict with any plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs within the City of Torrance and the 2022 CARB Scoping Plan.

Table GHG-4: City of Torrance General Plan Consistency Summary

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40% Below 1990 levels by 2030.	Consistent. The proposed Project would comply with the 2022 Title 24, Part 6 building energy requirements along with other local and State initiatives that aim to achieve the 40% below 1990 levels by 2030 goal.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	Consistent. The proposed Project would provide bicycle racks and bicycle parking spaces to encourage alternative modes of transportation. The proposed Project would also reduce passenger vehicle trips compared to the site's existing use. The proposed Project is consistent with the growth and land use assumptions in the 2022 Connect SoCal (SCAG, 2020), so the Project would not interfere with the analysis completed for the Connect SoCal report outlining VMT reduction targets and measures.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100% of LDV sales are ZEV by 2035.	Not Applicable. The proposed Project does not propose the sale of vehicles.
Truck ZEVs	
100% of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	Not Applicable. The proposed Project does not propose the sale of trucks.
Aviation	
20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the	Not Applicable. The proposed Project would not utilize aviation fuel.

Action	Consistency
aviation fuel demand that has not already transitioned to hydrogen or batteries.	
Ocean-Going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	Not Applicable. The proposed Project would not utilize any OGVs.
Port Operations	
100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	Not Applicable. The proposed Project would not impact any operations at any ports.
Freight and Passenger Rail	
100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	Not Applicable. The proposed Project would not involve any freight or passenger rail operations.
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	Not Applicable. The proposed Project would not involve oil and gas extraction operations.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	Not Applicable. The proposed Project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO ₂ e) in 2030 and 30 MMTCO ₂ e in 2035. Retail sales load coverage 13420 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	Not Applicable. The proposed Project would not generate electricity.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed Project proposes an industrial use and does not include any residential or commercial uses.
Existing Residential Buildings	
80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed Project would not involve any existing residential buildings.
Existing Commercial Buildings	
80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045.	Not Applicable. The five existing office buildings on-site would be demolished for the development of two new industrial buildings.

Action	Consistency
Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	
Food Products	
7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.	Not Applicable. The proposed Project does not propose cold storage and would not involve mass food production.
Construction Equipment	
25% of energy demand electrified by 2030 and 75% electrified by 2045.	Consistent. The proposed Project would be required to use construction equipment that is registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25% in 2030 and 75% in 2045.
Chemicals and Allied Products; Pulp and Paper	
Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045. Electrify 100% of other energy demand by 2045.	Consistent. As the proposed Project proposes speculative industrial buildings, there is a potential for the proposed Project to involve the production and/or storage of chemicals and allied products like pulp and paper. The proposed Project would comply with the energy demands of the 2022 Title 24 Section 6 Building Codes and would comply with the electricity and hydrogen requirement by 2045 for the production of chemicals and allied products.
Stone, Clay, Glass, and Cement	
CCS on 40% of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	Consistent. As the proposed Project proposes speculative industrial buildings, there is a potential for the proposed Project to involve the production and/or storage of stone, clay, glass and/or cement. The proposed Project would comply with the energy demands of the 2022 Title 24 Section 6 Building Codes and would promote the implementation and use of CCS for operations by 2035 and on all operations and facilities by 2045. .
Other Industrial Manufacturing	
0% energy demand electrified by 2030 and 50% by 2045.	Consistent. The proposed Project would comply with Title 24, Part 6 Building energy requirements, including increases in onsite energy generation requirements and improved insulation reducing energy consumption in industrial manufacturing operations.
Combined Heat and Power	
Facilities retire by 2040.	Not Applicable. The proposed Project would not involve any existing combined heat and power facilities.
Agriculture Energy Use	
25% energy demand electrified by 2030 and 75% by 2045.	Not Applicable. The proposed Project would not involve any agricultural uses.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	Not Applicable. The proposed Project would not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	
In 2030s, biomethane ¹³⁵ blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040.	Not Applicable. The proposed Project would not involve any production of fuels for buildings and industry.

Action	Consistency
In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	
Non-Combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75% of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	Not Applicable. The proposed Project would not involve any production of non-combustion methane emissions or organic waste.
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	Consistent. The proposed Project includes refrigeration and would be consistent with the 2022 Title 24 Section 6 Building Codes for 2022 and would be required to meet increasing standards set by the State. Therefore, the proposed Project would be consistent with meeting current and future policies concerning the use of low GWP refrigerants.

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

Overall, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The proposed Project would be implemented in compliance with State energy standards provided in Title 24, in addition to provision of sustainable design features. The proposed Project would not interfere with the State's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it would be consistent with the CARB 2022 Scoping Plan, which is intended to achieve the reduction targets required by the State. In addition, the proposed Project would be consistent with the relevant General Plan goals and policies. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	1, 13, 23	☐	☐	☒	☐
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In June 13, 2022, a Phase I Environmental Site Assessment (ESA) was conducted for the Project site by AEI Consultants (Appendix G). The site is fully developed with five two-story office and commercial buildings that total approximately 69,288 SF. The Phase I assessment for the Project site did not identify any recognized environmental conditions (RECs), historical recognized environmental conditions (HRECs) or Controlled Recognized Environmental Conditions (CRECs).

A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the proposed Project. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the proposed Project would not cause greater risks than would occur on other similar construction sites. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit (PPP GEO-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage, refueling, and construction dewatering activities that includes secondary containment protection measures and spill control supplies;*
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;*
- Avoiding overtopping construction equipment fuel tanks;*
- Properly containing and removing grease and oils during routine maintenance of equipment; and*
- Properly disposing of discarded containers of fuels and other chemicals.*

With implementation of construction BMPs, impacts related to the use of hazardous materials would be less than significant.

Operation

Once operational, the proposed Project would be used for industrial uses under the existing M-2 zoning designation. This zoning classification allows certain uses which might utilize hazardous materials. These types of activities involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the proposed Project.

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 (TFD). Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (California Health & Safety Code, Division 20, Chapter 6.95). The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from the release or threatened release of 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. With adherence to existing regulations, impacts related to hazards resulting from 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?	1, 13, 23	☐	☐	☒	☐
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As discussed above, the Phase I ESA for the Project site did not identify any REC's, HREC's, or CREC's (Appendix G).

Construction

Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit (PPP GEO-1). Implementation of a SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict onsite handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

With implementation of construction BMPs, impacts related to the reasonably foreseeable upset or accident conditions related to hazardous materials would be less than significant.

Recognized Environmental Conditions & Business Environmental Risks. A Phase I Environmental Assessment (ESA) was completed for the proposed Project (Appendix G) to determine the presence or absence of hazardous materials pertaining to the release of hazardous materials into the soil, surface water, and/or groundwater. The Phase I ESA did not identify evidence of any recognized RECs, HRECs, or CRECs associated with the Project site.

Operation

Operation of the proposed Project and associated areas involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. Normal routine use of these typical commercially used products pursuant to existing regulations would not result in a significant hazard to the environment or workers in the vicinity of the proposed Project. Should future uses of the proposed Project utilize or store substantial amounts or acute types of hazardous materials, both federal and State governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. Additionally, businesses are required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses are also required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. As a result, operation of the proposed Project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment during operation, and 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?	13, 17	☐	☐	☒	☐
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The Graceway Korean School is located approximately 600 feet south of the Project site. Additionally, the Switzer Learning Center is located 1,000 feet to the southeast.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be used for construction at the Project site. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous materials and may also generate hazardous emissions. As discussed in Impact (a), use of the hazardous materials would be regulated by the California Department of Toxic Substances Control, Regional Water Quality Control Board, and the Torrance Fire Department. Additionally, as discussed in Section 3, Air Quality, construction-related emissions would be regulated by SCAQMD Rules 402 and 403 (PPP AQ-1 and PPP AQ-2). Furthermore, to the extent possible, construction vehicles accessing the sites would use designated truck routes on Crenshaw Boulevard to West 205th Street, and would turn north on Beech Ave, so trucks would not drive past the schools nearby. Therefore, potential construction-related impacts to the schools caused by hazardous emissions and materials would be less than significant.

Operation

Although the future occupants of the proposed Project are unknown, hazardous materials typically used at warehousing and light manufacturing facilities may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These materials would be handled in accordance with applicable laws and regulations. If business operations exceed certain thresholds, the businesses would also be required to comply with CUPA permitting requirements and create a Business Emergency/Contingency Plan that addresses the safe handling, storage, and disposal of hazardous materials and actions to be taken in the event of hazardous materials spills, releases, and emergencies. The businesses would be required to install and maintain equipment and supplies for containing and cleaning up spills of hazardous materials. Workers would be trained to contain and cleanup spills and notify the Torrance Fire Department and/or other appropriate emergency response agencies, as needed. Additionally, the proposed buildings would be designed to allow all operations to be conducted within the buildings, except for traffic movement, parking, trailer connection and disconnection, and the loading and unloading of trailers at the loading bays. Therefore, potential hazards would be contained within the proposed buildings.

Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Section 3, Air Quality, operational emissions of pollutant emissions or diesel particulate matter from the proposed development would not exceed established localized significance thresholds. Therefore, the use of hazardous materials and the generation of hazardous emissions would not pose a significant hazard at nearby schools, and impacts would be less than significant.

(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? 1, 13 ☐ ☐ ☐ ☒

The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, nor are any of the adjacent properties. Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

The Phase I ESA conducted for the Project site included a review of federal, State, and local regulatory databases to evaluate the Project site and known or suspected sites of environmental contamination pursuant to American Society for Testing and Materials (ASTM) Standard E 1527-21. As concluded in the Phase I ESA, the Project site is not listed on any federal, State, or local regulatory databases (Appendix G), and therefore, no impact would occur.

(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? 13 ☐ ☐ ☐ ☒

The Torrance Municipal Airport is approximately 3 miles south of the Project site. The Project site is outside of areas surrounding the airport where land uses are regulated to minimize air crash hazards to persons on the ground and is not located within the Torrance Municipal Airport land use plan. Aircraft operations are subject to Federal regulations regarding flight altitudes and aircraft noise. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and there would be no impact, and no mitigation measures would be required.

(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? 13, 17 ☐ ☐ ☒ ☐

Emergency response and evacuation planning in the City of Torrance is overseen by the Torrance Fire Department, which coordinates services such as fire suppression, disaster preparedness, and evacuation protocols as part of its broader public safety and disaster response initiatives. In addition, the City of Torrance utilizes the Local Hazard Mitigation Plan (LHMP) which was approved by City Council June 2024. The LHMP identifies both natural and human-caused hazards local to Torrance that may impact the City. The LHMP summarizes vulnerabilities of the community and assess ways in which the City can reduce the impacts of these threats through long-term hazard mitigation projects. The City of Torrance has also designated official emergency evacuation routes as part of its disaster preparedness planning, as identified in Figure 7, Emergency Evacuation Routes, of the LHMP (City of Torrance, 2024). These routes are established to facilitate the safe and efficient movement of residents and visitors during emergencies.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. According to Figure 7, Torrance Evacuation Routes, from the LHMP, the Project site is located adjacent to Crenshaw Boulevard, which is designated as an emergency route (City of Torrance, 2024). However, any temporary lane closures needed for utility connections, driveway, or intersection construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the proposed Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

Operation

Direct access to the Project site would be provided via three driveways: one on Crenshaw Boulevard and two on 205th Street. The Project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Torrance Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included as Municipal Code 81.1.1. As such, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

4, 13, 22

The Project site is within a developed area in the City of Torrance. The Project site is bound by residences to the north, business park structures to the south and east, and industrial to the west. The Project site is not adjacent to any wildland areas. According to the CAL FIRE Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area or State Responsibility Area (SRA) that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE, 2024). Implementation of the proposed Project would be required to adhere to the California Fire Code, as adopted by the City of Torrance in Municipal Code Section 85.1.010 and would be reviewed by the City's Building and Safety Division during the permitting process to ensure that the Project plans meet the fire protection requirements. The Project site does not include any slopes or prevailing winds that would exacerbate fire risks. As a result, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Plans, Programs, or Policies (PPPs)

PPP GEO-1: As listed previously.

PPP AQ-1: As listed previously.

PPP AQ-2: As listed previously.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

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

(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	13, 21, 39	☐	☐	☒	☐
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Construction

Construction of the proposed Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute waters.

These types of water quality impacts during construction of the proposed Project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP). Construction of the proposed Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (PPP GEO-1). Municipal Code Section 410.1.040(b) also requires the preparation of a SWPPP. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs.

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's plan check and permitting process are included as PPP GEO-1, which would ensure that the proposed Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The proposed Project would operate two new industrial warehouse buildings, which would introduce the potential for pollutants such as, chemicals from household cleaners, nutrients from fertilizer, pesticides and sediments from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. Thus, the proposed Project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the site.

The proposed Project would be exempt from preparing a Standard Urban Stormwater Mitigation Plan (SUSMP) under Municipal Code Division 4, Chapter 11 (Low Impact Development Strategies for Development and Redevelopment). However, the proposed Project would still be required to comply with applicable regulations in the City of Torrance Municipal Code Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control). These regulations ensure that development and redevelopment projects comply with the municipal NPDES permit, reduce the effects of development on water quality, and integrate low-impact development (LID) principles to mimic predevelopment hydrologic patterns through infiltration, evapotranspiration, rainfall harvesting, and reuse. LID strategies aim to reduce impervious surfaces and promote stormwater infiltration and other controls to minimize runoff. While the proposed Project is exempt from SUSMP preparation, the proposed Project has incorporated specific best management practices (BMPs) during its design and operation phases to minimize stormwater pollution. The proposed Project has been developed in order to comply with the City's NPDES permit (PPP WQ-1).

Compliance with the NPDES Construction General Permit and applicable regulations in the City of Torrance Municipal Code would ensure that the proposed Project would not violate any water quality standards or any waste discharge requirements during construction. Therefore, impacts to water quality or waste discharge requirements would be 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?	13, 16	☐	☐	☒	☐
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Groundwater recharge is facilitated by percolation of stormwater through pervious surface areas to groundwater resources. Increasing the imperviousness of an area could interfere with groundwater recharge capabilities of an area. The Project site is currently largely pervious. The proposed Project would demolish the existing buildings onsite and would develop two industrial warehouse buildings that

is consistent with the land use and zoning designation for the site. Therefore, the Project site is currently developed with impervious surfaces and the proposed Project would not result in an overall increase of impervious surfaces onsite. The proposed Project would install new onsite water lines that would be connected to the City's existing water and would not deplete groundwater supplies. Building 1 would be served by a proposed 3-inch onsite water line that would connect to the existing 24-inch water line in Crenshaw Boulevard. Building 1 would also be served by a proposed 10-inch onsite fire water line that would connect to the existing 24-inch water line in Crenshaw Boulevard. Building 2 would be served by a proposed 3-inch onsite water line that would connect to the existing 3-inch water line in 205th Street. Building 2 would also be served by a 10-inch onsite fire water line that would connect to the existing 8-inch fire water line in 205th Street. In addition, the proposed Project would not extract groundwater.

The Project site currently receives water from the Torrance Municipal Water District (TMWD). TMWD serves approximately 105,000 residents and businesses, covering 78 percent of the City of Torrance. The department is responsible for local water supply, monitoring and maintaining water quality, planning preventive maintenance, operating and repairing the water system, and coordinating with State health departments and other agencies regarding water quality matters. TMWD operates groundwater wells within Torrance as well as imports groundwater pumped from the Metropolitan Water District. The Basin is managed by the Water District, which regulates the amount of groundwater pumped from the Basin and sets the Basin Production Percentage for all pumpers. According to the 2020 Urban Water Management Plan (UWMP) for TMWD, the district has sufficient water supply to meet current and projected demand through the 25-year planning horizon (City of Torrance, 2021). Thus, the proposed Project would not result in the lowering of the local groundwater table, and impacts would be less than significant.

(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:	13, 21, 39	☐	☐	☒	☐
i) Result in substantial erosion or siltation on- or off-site;		☐	☐	☒	☐

The Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. The Project site is relatively flat and would drain into the internal stormwater system proposed.

Construction

Construction of the proposed Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer (PPP GEO-1). The SWPPP is required during the City's plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous response above, under Impact a)). Adherence to the existing requirements and implementation of the required BMPs per the plan check and permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The Project site is currently developed with five two-story office and commercial buildings and paved with impervious surfaces. Development of the proposed Project would include two new industrial warehouse buildings and would not introduce an overall increase to the amount of impervious surfaces onsite. As described previously, the proposed Project would be exempt from preparing a SUSMP under Municipal Code Division 4, Chapter 11. However, the proposed Project would still be required to comply with applicable regulations in the City of Torrance Municipal Code Division 4, Chapter 10. These regulations ensure that development and redevelopment projects comply with the municipal NPDES permit, reduce the effects of development on water quality, and integrate LID principles to mimic predevelopment hydrologic patterns through infiltration, evapotranspiration, rainfall harvesting, and reuse. In addition, the development would comply with the City of Torrance LID ordinance requirements that would minimize off-site erosion and siltation. The proposed Project has been developed in order to comply with the City's NPDES permit (PPP WQ-1).

As shown in Appendix G, Preliminary Hydrology Report, the proposed project includes an on-site storm drain system designed to collect and manage runoff from various low spots across the site. Stormwater runoff from the western portion of Building 1 would be collected by three catch basins located in the parking areas. Runoff would then be conveyed northward through a proposed storm drain, connecting to an existing storm drain lateral that leads to the storm drain on Del Amo Boulevard. For the eastern portion of Building 1, runoff would be collected by a single catch basin located in the truck yard. Flows would be directed northward into the existing 2-inch city storm drain located near the project's northern property line. Runoff from the western portion of Building 2 would be collected by a single catch basin in the truck yard and conveyed in a northeasterly direction. Meanwhile, flows from the eastern portion of Building 2 would be captured by catch basins located in the eastern drive aisle. The unpaved approximately 61,500 SF of landscape area may initially temporarily cause erosion and siltation, but once the vegetation is established, erosion and siltation would not be substantial, as vegetation would stabilize the soil. Therefore, impacts to the existing drainage pattern of the site that would result in erosion or siltation would be less than significant on- or off-site.

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	13, 21, 39	☐	☐	☒	☐
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As described in the previous response, the Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. In addition, the proposed Project would be required to implement a SWPPP (included as PPP GEO-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur.

Also, as described above, the proposed Project would implement low impact development design that would install drainage infrastructure that would direct runoff from the Project to drainage inlets and gutters that would convey runoff to existing storm drain systems that would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) (Appendix G). The Project proposes 61,500 SF of landscaping area that would further decrease surface runoff. Additionally, per the State Water Resources Control Board Municipal Separate Storm Sewer System (MS4) permit requirements, post development peak stormwater runoff discharge rates are not allowed to exceed the estimated pre-development water discharge rate. Although the proposed Project would be exempt from preparing a SUSMP under Municipal Code Division 4, Chapter, the proposed Project would still be required to comply with applicable regulations in the City of Torrance Municipal Code Division 4, Chapter 10 (PPP WQ-1). With installation of an onsite storm drain system, the rate of stormwater runoff would not substantially increase in a manner that would result in additional on-site flooding and would not result in off-site flooding. Therefore, impacts associated with changes to the existing drainage pattern that could result in flooding would be less than significant, and 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	13, 21, 39	☐	☐	☒	☐
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As described in the previous responses, the Project would be required to comply with all federal, State, and local regulations related to water quality standards and wastewater discharge, including Torrance Municipal Code Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control) and Division 4, Chapter 11 (Low Impact Development Strategies for Development and Redevelopment). Municipal Code Division 4, Chapter 10 requires the preparation of a SWPPP. Construction contractors would be required to obtain coverage under the NPDES Construction General Permit. A SWPPP would be prepared for the Project and would include BMPs that would limit the amount of polluted runoff entering the stormwater drainage system. Compliance with applicable regulations and requirements in the SWPPP would ensure that during construction, pollutants would not discharge from the Project site, and impacts related to drainage systems and water quality would be less than significant.

Per the State Water Resources Control Board Municipal Separate Storm Sewer System (MS4) permit requirements, post development peak stormwater runoff discharge rates are not allowed to exceed the estimated pre-development water discharge rate. Although the proposed Project would be exempt from preparing a SUSMP under Municipal Code Division 4, Chapter, the proposed Project would still be required to comply with applicable regulations in the City of Torrance Municipal Code Division 4, Chapter 10 (PPP WQ-1). The proposed Project would implement low impact development design that would install drainage infrastructure that would direct runoff from the Project to drainage inlets and gutters that would convey runoff to existing storm drain systems that would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) (Appendix G). Thus, operation of the Project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the plan check and permitting process.

iv) Impede or redirect flood flows?	13, 27	☐	☐	☒	☐
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The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for the Project area (06037C1930F) is identified as: Flood Zone X, an area of 0.2 percent annual chance of flood; an area of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, or areas protected by levees from 1 percent annual chance flood (FEMA, 2024). The City would review the proposed Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed. Thus, the proposed Project would not impede or redirect flood flows, and impacts related to flood flows would be less than significant.

(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	13, 27, 39	☐	☐	☒	☐
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As discussed above, the Project site is classified as Flood Zone X which is an area of 0.2 percent annual chance flood; area of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood. In addition, a SWPPP and low impact development design would be prepared and implemented as part of the Project to ensure pollutants are contained and would not be released from the Project site during construction as included in PPP GEO-1. Post construction stormwater infrastructure would ensure capture and treatment of

storm flows. Therefore, implementation of the proposed Project would not risk the release of pollutants due to Project inundation in a flood hazard zone.

Tsunamis are tidal waves generally caused by earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The Project site is approximately 4.2 miles from the Pacific Ocean shoreline. Based on the inland location of the site, the Project site is not within a tsunami zone.

A seiche is the sloshing of a closed body of water from earthquake shaking. 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. The Project site is not within vicinity of any impounded bodies of water. As such, the proposed Project is not at risk of a seiche and impacts would be less than significant.

(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? 13, 16 ☐ ☐ ☒ ☐

The Project site is located in the Dominguez watershed, which is regulated by the Los Angeles Regional Water Quality Control Board (LARWQCB). 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, LARWQCB established total maximum daily loads, which are implemented through stormwater permits. As discussed in Response to Question 10(a), the proposed Project would be required to comply with applicable regulations associated with water quality. Compliance with these regulations would ensure that the proposed Project would be consistent with the Basin Plan.

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

Therefore, the proposed Project would not conflict with or obstruct implementation of the Basin Plan. Impact related to water quality control plans or sustainable groundwater management plans would be less than significant, and no mitigation measures would be required.

Plans, Programs, or Policies (PPPs)

PPP GEO-1: General Construction Permit. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a qualified SWPPP developer pursuant to the Municipal Code Division 4, Chapter 10. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff or its designee to confirm compliance.

PPP WQ-2: Municipal Code Division 4, Chapter 10: Stormwater and Urban Runoff Pollution Control. The proposed Project shall comply with the City of Torrance Municipal Code Division 4. These requirements ensure adherence to the MS4 permit by implementing best management practices, reducing pollutant loads, and managing stormwater runoff to the maximum extent practicable. The City of Torrance will monitor compliance with the MS4 permit through plan reviews, site inspections, and enforcement actions as necessary.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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11. LAND USE AND PLANNING. Would the project:

(a) Physically divide an established community? 13, 23 ☐ ☐ ☐ ☒

The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood or if a major development was built which was inconsistent with the land uses in the community, such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas. It might also include the creation of blighted buildings or areas due to the division of the community.

The Project site currently contains five two-story office and commercial buildings which would be demolished as part of the proposed Project. The proposed Project would construct two industrial warehouse buildings that are consistent with the land use and zoning for the site, M-2 zoning, as shown in Table AES-1. The site is surrounded by existing roadways, existing industrial uses, existing commercial uses, and residences. The proposed Project would be consistent with the land use and zoning designations for the site. In addition, the proposed Project does not involve development of roadways or other infrastructure that could divide a community. Therefore, implementation of the proposed Project would not physically divide an established community.

(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? 13, 23 ☐ ☐ ☒ ☐

The Project site has an existing General Plan land use designation of I-BP and zoning designation of M-2. The M-2 zone is intended to allow a range of medium to high intensity industrial uses such as manufacturing and warehousing. According to the General Plan, the Business Park land use designation has a maximum FAR of 0.60. The proposed Project has a FAR of 0.403 and therefore would be within the density allowed under the General Plan. Table LU-1 lists applicable policies from the General Plan that were adopted to avoid or mitigate environmental effects of new development projects and includes a discussion of whether the proposed Project is consistent with those policies. As shown, the proposed Project would be consistent with the applicable General Plan policies. Therefore, impacts associated with General Plan policy consistency would be less than significant.

Table LU-1: Project Consistency with Applicable General Plan Policies

General Plan Policy	Project Consistency
Land Use Element	
Policy LU.2.1: Require that new development be visually and functionally compatible with existing residential neighborhoods and industrial and commercial areas.	The proposed Project is consistent with the General Plan land use designation and zoning. As shown in Table AES-1, the proposed Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy LU.2.6: To the extent possible, preserve the balance between jobs and housing in Torrance through land use decisions	The proposed Project would contribute to job growth by developing a general light industrial warehouse, increasing the available jobs within a housing-rich area. As discussed in Section 14, <i>Population and Housing</i> , the proposed Project would provide approximately 121 jobs which would allow for shorter commutes for employees within the vicinity.
Policy LU.3.1: Require new development to be consistent in scale, mass, and character with structures in the surrounding area. For distinct neighborhoods and districts, consider developing design guidelines that suit their unique characteristics. Create guidelines that offer a wide spectrum of choices and that respect the right to develop within the context of existing regulations.	The proposed Project is consistent with the General Plan land use designation and zoning. As shown in Table AES-1, the Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy LU.4.2: Encourage the use of development design and amenities that support transit and other alternative forms of transportation, including bicycling and walking.	The proposed Project would include bike racks on-site as well as improved sidewalks on West 205 th Street with non-vehicular onsite circulation.

General Plan Policy	Project Consistency
Policy LU.4.3: Require that new development projects provide their full fair share of the improvements necessary to mitigate project generated impacts on the circulation and infrastructure systems.	As discussed in Section 15, <i>Public Services</i> , the proposed Project would not conflict with the City's Development Impact Fee Program and would contribute any applicable fees.
Policy LU.11.5: Require that commercial and industrial developments establish a high-quality visual environment through the use of design elements such as landscape, hardscape, signage, and lighting.	The proposed Project is consistent with the General Plan land use designation and zoning for the site. As shown in Table AES-1, the proposed Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy LU.11.10: Encourage site and building design that integrates low-impact development Principles.	The proposed Project would include Low Impact Design features such as drought tolerant landscaping to reduce water use and hydrologic features to reduce the impacts of soil erosion.
Policy LU.12.2: Require the equitable sharing of the full fair-share cost of public improvements between the public and private sector. Require that business- or development-specific improvements be paid for by those entities.	The proposed Project would contribute to applicable fair share contributions.
Policy LU.12.4: Maintain a strong economic base by targeting and attracting new uses that provide high quality development and meet important economic goals such as employment and revenue generation.	The proposed Project would contribute to job growth by developing a general light industrial warehouse, increasing the available jobs within a housing-rich area. As discussed in Section 14, <i>Population and Housing</i> , the Project would provide approximately 121 jobs which would allow for shorter commutes for employees within the vicinity.
Circulation Element	
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.	The proposed Project does not propose any on-site truck trailer parking. All trucks accessing the site would use the truck route on Crenshaw Boulevard to minimize impacts.
Policy CI.3.4: Encourage the use of regional rail, buses, bicycling, carpools, and vanpools for work trips to relieve regional traffic congestion.	The Project site is adjacent to two Torrance Transit System Bus stops at Crenshaw Boulevard and Del Amo Blvd.
Policy CI.3.5: Encourage site and building design that reduces automobile trips and parking space demand.	The Project site is adjacent to two Torrance Transit System Bus stops at Crenshaw Boulevard and Del Amo Blvd. The proposed Project would include 251 parking spaces that exceeds the requirement of 245.
Policy CI.4.6: Require the equitable sharing between the public and private sector of the full fair-share cost of improvements needed to mitigate traffic impacts.	As discussed in Section 15, <i>Public Services</i> , the proposed Project would contribute development impact fees required by the city.
Policy CI.5.1: Require new development to accommodate project-generated parking demand on site.	As shown in Table AES-1, the proposed Project would provide 251 parking spaces that would exceed the requirement of 245 spaces.
Policy CI.6.2: Provide for the consistent use of street trees along all sidewalks, parkways, and property frontages	The proposed Project would include street trees adjacent to the sidewalk along West 205 th Street and Crenshaw Boulevard.
Policy CI.9.1: Require that developers, prior to issuance of building permits, demonstrate that adequate infrastructure exists or will be provided to serve proposed development and not diminish services to existing uses.	As discussed in Section 19, <i>Utilities and Service Systems</i> , the proposed Project would be adequately served by the existing infrastructure on site.
Policy CI.9.4: Require that new development assume the full fair-share costs of construction and expansion of water, sewer, and storm drain system improvements necessitated by that development.	The proposed Project would pay applicable development impact fees that would contribute to needed infrastructure improvements.
Policy CI.9.5: Require that private infrastructure be built to public standards, including water lines, sewers, storm drains, and paving materials, and that private maintenance programs comply with City standards and schedules	The proposed Project would develop all onsite private infrastructure consistent with City standards and would be subject to review by the City's permitting process.

General Plan Policy	Project Consistency
Policy CI.9.9: Require that developers address the City's Total Maximum Daily Load as required by a project's watershed.	As discussed in Section 10, <i>Hydrology and Water Quality</i> , the proposed Project would include a SWPPP that develops Best Management Practices for reducing pollution in stormwater during construction (PPP GEO-1). The proposed Project would also comply with the City of Torrance Municipal Code Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control) (PPP WQ-1).
Community Resources Element	
Policy IIA. Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	As discussed in Section 4, <i>Biological Resources</i> , the proposed Project is fully developed with five two-story office and commercial buildings and is not a source of biological resources.
Policy CR.4.2: Require that developers and property owners improve their properties by providing landscaping and similar aesthetic treatments along roadways.	The proposed Project is consistent with the General Plan land use and zoning designation. As shown in Table AES-1, the Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy CR.6.3: Require developers to dedicate land or pay sufficient in-lieu fees to meet established public recreational open space standards.	As discussed in Section 15, <i>Public Services</i> , the proposed Project would contribute applicable development impact fees and would not conflict with the City's Development Impact Fee Program.
Policy CR.12.1: Encourage the preservation of public and private buildings which are of local, historical, or cultural importance.	As discussed in Section 5, <i>Cultural Resources</i> , there are no historic structures onsite.
Policy CR.13.1: Continue to participate in the efforts of the State Air Resources Board and the South Coast Air Quality Management District to meet State and federal air quality standards.	As discussed in Section 3, <i>Air Quality</i> , the proposed Project would be below applicable thresholds and would be consistent with all SCAQMD and CARB air quality standards.
Policy CR.13.5: Support air quality and energy and resource conservation by encouraging alternative modes of transportation such as walking, bicycling, transit, and carpooling	The Project site is adjacent to two Torrance Transit System Bus stops at Crenshaw Blvd and Del Amo Blvd. Bike racks would also be provided on-site.
Policy CR.13.8: Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.	As discussed in Section 3, <i>Air Quality</i> , the proposed Project would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants. The proposed Project would include bike racks.
Policy CR.14.1: Support the California Air Resources Board in its ongoing plans to implement AB32, and fully follow any new AB32-related regulations.	As discussed in Section 8, <i>Greenhouse Gas Emissions</i> , the proposed Project would be below the SCAQMD thresholds and would be consistent with the CARB Scoping Plan.
Policy CR.14.2: Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas reducing measures that are technologically feasible and cost effective	As discussed in Section 8, <i>Greenhouse Gas Emissions</i> , the proposed Project would be below the applicable SCAQMD thresholds for GHG emissions.
Policy CR.14.3: Pursue actions recommended in the U.S. Mayors Climate Protection Agreement to meet AB32 requirements	As discussed in section 8, <i>Greenhouse Gas Emissions</i> , the proposed Project would be consistent with AB32 requirements.
Policy CR.15.6: Reduce the amount of water used for landscaping through such practices as the planting of native and drought-tolerant plants, use of efficient irrigation systems, and collection and recycling of runoff.	The proposed Project would utilize native and drought resistant landscaping to reduce the amount of water used.
Policy CR.20.1: Establish regulations for private lighting that minimize or eliminate light pollution, light trespass, and glare (obtrusive light).	As discussed in Section 1, <i>Aesthetics</i> , the proposed project would be consistent with the City of Torrance Municipal Code Section 92.30.5 which requires lighting to be shielded and directed downward and away from adjoining residential uses.
Policy CR.20.2: Require that nonresidential uses adjacent or near residential neighborhoods provide shielding or other protections from outdoor lighting and lighted signage.	As discussed in Section 1, <i>Aesthetics</i> , the proposed Project would be consistent with the City of Torrance Municipal Code Section 92.30.5 which requires lighting to be shielded and directed downward and away from adjoining residential uses.
Safety Element	
Policy S.1.1: Adopt and strictly enforce the most recent State regulations governing seismic safety and structural design to minimize	As discussed in Section 7, <i>Geology and Soils</i> , the proposed Project would adhere CBC building guidelines regarding

General Plan Policy	Project Consistency
damage to structures from seismic or geologic hazards.	seismic hazards, which was adopted into City Municipal Code in Article 81.1.1.
Policy S.4.1: Adopt and strictly enforce the most current regulations governing hazardous waste management.	As discussed in Section 9, <i>Hazards and Hazardous Materials</i> , the proposed Project would be consistent with all applicable regulations regarding hazardous materials including those from HMBP, NPDES, and the Torrance Fire Department.
Policy S.6.5: Maintain sufficient and adequate police stations and substations, facilities, services, and staffing to meet high public safety standards.	As discussed in Section 15, <i>Public Services</i> , the proposed Project is not expected to bring new residents to the area and is not expected to generate additional need for police services.
Noise Element	
Policy N.1.1: Continue to strictly enforce the provisions of the City's Noise Ordinance to ensure that stationary noise, traffic-related noise, railroad noise, airport-related noise, and noise emanating from construction activities and special events are minimized.	As discussed in Section 13, <i>Noise</i> , noise levels of up to 70 dBA CNEL are identified in the Perris GP as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. The proposed Project would be below the applicable City thresholds.
Policy N.1.4: Minimize unnecessary outdoor noise through enforcement of the noise ordinance and through permit processes that regulate noise-producing activities.	As discussed in Section 13, <i>Noise</i> , noise impacts on nearby sensitive receptors were found to be less than significant.
Policy N.2.3: Require developers and business owners to minimize noise impacts associated with on-site motor vehicle activity through the use of noise-reduction features (e.g., berms, walls, well designed site plans).	As discussed in Section 13, <i>Noise</i> , noise impacts on nearby sensitive receptors were found to be less than significant. The proposed Project would include an 8-foot-high screening wall between the proposed Project and the sensitive receptors to the north.
Policy N.3.1: Review industrial, commercial, or other noise-generating land use proposals for compatibility with nearby noise-sensitive land uses, and require that appropriate mitigation be provided.	As discussed in Section 13, <i>Noise</i> , noise impacts on nearby sensitive receptors were found to be less than significant. The proposed Project would include an 8-foot-high screening wall between the proposed Project and the sensitive receptors to the north.
Policy N.3.3: Encourage dense, attractive landscape planting along roadways and adjacent to other noise sources to increase absorption of noise.	As discussed in Section 13, <i>Noise</i> , noise impacts on nearby sensitive receptors were found to be less than significant. The proposed Project would include an 8-foot-high screening wall between the proposed Project and the sensitive receptors to the north as well and landscaping throughout the parking areas.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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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?	13, 23	☐	☐	☐	☒
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The State Mining and Geology Board classifies lands in California based on the availability of mineral resources. Four Mineral Resources Zone (MRZ) designations have been established for the classification of sand, gravel, and crushed rock resources. The MRZ designations are classifications developed by the California Geological Survey to identify areas with varying levels of mineral resource significance. These zones help guide land-use planning to balance development and resource conservation. Below is a summary of the four MRZ designations:

MRZ-1: No Significant Mineral Deposits. Areas where adequate geologic information indicates no significant mineral resources are present, or it is unlikely that significant resources exist.

MRZ-2: Significant Mineral Deposits. Areas where well-documented geologic studies confirm the presence of significant mineral resources.

MRZ-3: Undetermined Mineral Resource Significance. Areas where mineral resources may exist, but the significance of these resources cannot be determined due to insufficient data.

MRZ-4: Unknown Mineral Resource Potential. Areas where geologic information is inadequate to assign any other MRZ designation.

According to the City of Torrance General Plan, the Project site is identified as MRZ-1, which means no significant mineral resources are present or likely to be present on the Project site. The Project site has a land use designation of business Park and zoning designation of Heavy Manufacturing; thus, the site is not currently being used or planned to be used for mineral extraction. Additionally, the Project site is fully surrounded by commercial, residential, and industrial land uses, and these existing land uses generally are incompatible with mining operations. Accordingly, no impact to availability of valuable mineral resources would occur.

(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?	13, 23	☐	☐	☐	☒
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As stated above, the Project site does not include a mineral resource recovery site delineated by the City of Torrance General Plan. Therefore, impacts related to known mineral resources that are delineated on a land use plan would not occur from implementation of the proposed Project.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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13. NOISE. Would the project:

(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?

12, 13, 18, 28, 33

☐ ☐ ☒ ☐

Federal Transit Administration (FTA) Manual

The Transit Noise and Vibration Assessment Manual (FTA Manual), prepared by the FTA, September 2018, is the only guidance document from a government agency that defines what constitutes a significant noise impact from implementing a project. The FTA Manual also provides guidance on construction noise and recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances usually relate to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects from noise.

As previously stated, the City does not have construction noise level limits for activities that occur within the specified hours listed in the Municipal Code, thereby construction noise was assessed using criteria from the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) (FTA Manual). Table N-1 below shows the FTA's Detailed Analysis Construction Noise Criteria based on the composite noise levels per construction phase.

Table N-1: Detailed Assessment Construction Noise Criteria (FTA)

Land Use	Daytime 1-hour Leq (dBA)	Nighttime 1-hour Leq (dBA)
Residential	80	80
Commercial	85	85
Industrial	90	90

Source: Noise and Vibration Impact Analysis (Appendix I)

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

City of Torrance General Plan

The City establishes land use compatibility standards in the Noise Element of the City General Plan (2010). Under the industrial land use designation, up to 75 dBA CNEL is considered to be the "normally acceptable" noise level for this type of new land use development. Additionally, noise levels of up to 70 dBA CNEL require that noise insulation features are included in the Project design. The Noise Element requires an interior level no higher than 55 dBA CNEL for industrial uses.

The following General Plan Noise Element goals and policies are applicable to the Project.

Policy N-1.1: Mitigate transportation equipment impacts at construction sites.

Policy N-1.2: Ensure noise mitigation measures are included in the design of new developments.

Policy N-2.3: Ensure noise mitigation techniques are incorporated into all construction-related activities.

Policy N-3.2: Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.

City of Torrance Municipal Code

Operational Noise Standards. Section 46.7.2 of the Torrance Municipal Code sets the noise limits at different regions based off of the land use in each region. The City has established 4 regions based on land use that have different maximum allowable noise standards. The Project is located within Region 1, which applies to Industrial and Commercial uses and the limits are summarized in Table N-2 below. These standards are designed to protect noise sensitive land uses adjacent to stationary sources from excessive noise and represent the acceptable exterior noise levels at the sensitive receptor.

Table N-2: Maximum Allowable Noise Exposure- Stationary Noise Sources

Region	Daytime (7:00 AM to 10:00 PM) L _{eq}	Nighttime (10:00 PM to 7:00 AM) L _{eq}
1	70 dBA	65 dBA

Source: Noise and Vibration Impact Analysis (Appendix I)

¹ Region 1 includes the predominantly industrial areas in and around the refineries and industrial uses on the northern edge of the City

dBA = A-weighted decibels

Construction Noise Standards. Section 46.3.1 of the Torrance Municipal Code prohibits stationary noise sources to exceed 50 dBA as measured at property lines, except for between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall.

The City has not adopted any thresholds for construction noise impacts and the Torrance Municipal Code primarily regulates construction noise through construction hour limitations. However, Section 46.3.1 of the Municipal Code exempts noise levels generated by construction activities as long as a valid building permit has been issued and the activities occur between the hours specified above.

Existing Noise Levels

Long term noise level measurements were taken at two locations in the Project study area: both in the northern portion of the site near the residences. The Noise Impact Analysis describes that the background ambient noise levels in the Project area are dominated by traffic on Del Amo Boulevard and Crenshaw Boulevard, industrial uses in the vicinity of the project site, and infrequent parking lot activities. The existing long-term ambient noise levels measured adjacent to the Project site are provided in Table N-3.

Table N-3: Long-Term 24-Hour Ambient Noise Monitoring Results

Site Location	Description	Daytime Noise Levels ¹ (dBA L _{eq})	Evening Noise Levels ² (dBA L _{eq})	Nighttime Noise Levels ³ (dBA L _{eq})	Daily Noise Levels ¹ (dBA CNEL)
LT-1	2461 West 205th Street, at the north edge of the parking lot, on a tree south of 2422 Del Amo Boulevard, approximately 155 feet away from the centerline of Del Amo Boulevard.	53.2 – 60.3	58.2 – 59.4	49.1 – 57.2	62.5
LT-2	2421 West 205th Street, near the northeast corner of the parking lot, on a tree south of 2368 Del Amo Boulevard, approximately 155 feet away from the centerline of Del Amo Boulevard.	52.9 – 57.8	55.7 – 56.8	47.7 – 54.9	59.5

Source: Noise and Vibration Impact Analysis (Appendix I)

Note: Noise measurements were conducted from September 17 to September 18, 2024, starting at 11:00 AM.

¹ Daytime Noise Levels = noise levels during the hours from 7:00 AM to 7:00 PM.

² Evening Noise Levels = noise levels during the hours from 7:00 PM to 10:00 PM.

³ Nighttime Noise Levels = noise levels during the hours from 10:00 PM to 7:00 AM.

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

L_{eq} = equivalent continuous sound level

Construction

Two types of short-term noise impacts could occur during the construction of the Project including construction crew commutes and construction activities. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. According to the Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A), during grading, approximately 1,926 passenger car equivalent (PCE) vehicles would be added to the adjacent roadway to the project site. When compared to the estimated 2,900 vehicles on 205th Street, the main construction access street, based on volumes in the City's General Plan, an increase of less than 2.2 dBA CNEL is expected. A noise level increase of less than 3 dBA would not be perceptible to the human ear. Therefore, short-term construction-related roadway noise impacts associated with worker commute and equipment transport to the Project site would be less than significant.

Construction activities are temporary and would result in temporary increases in ambient noise levels in the Project area on an intermittent basis. Such short-term construction activities include demolition, site preparation, grading, building construction, paving, and architectural coating. Noise levels from these activities would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Table N-4, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, taken from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (FHWA, 2006)

Table N-4: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%) ¹	Maximum Noise Level (Lmax) at 50 Feet ²
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: Noise and Vibration Impact Analysis (Appendix I).

Notes: FHWA Roadway Construction Noise Model User's Guide, Table 1 (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

² Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

Lmax = maximum instantaneous sound level

As stated above, Section 46.3.1 of the Torrance Municipal Code prohibits stationary noise sources to exceed 50 dBA as measured at property lines, except for between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall. Section 46.3.1 also requires that use of heavy construction equipment such as pile drivers, mechanical shovels, pneumatic hammers, compressors, or similar devices shall not be operated at any time, within or adjacent to a residential area, without first obtaining from the Community Development Director permission to do so.

As seen in Table N-5, the closest off-site sensitive residential receiver to the Project site is the existing adjacent development to the north, which is located as near as 195 feet from the Project boundary. There are also sensitive industrial receivers located as near as 195 feet to the south of the Project site. These noise level projections do not take into account intervening topography or barriers. Construction equipment calculations are provided in the Noise and Vibration Impact Analysis (Appendix I).

Table N-5: Potential Construction Impacts at Nearest Receivers

Receptor (Location)	Composite Noise Level (dBA Leq) at 50 Feet ¹	Distance (Feet)	Composite Noise Level (dBA Leq)
Residence (North)	88	195	77
Light Industrial Uses (South)		275	73
Light Industrial Uses (East)		455	69
Light Industrial Uses (West)		550	67

Source: Noise and Vibration Impact Analysis (Appendix I)

The composite construction noise level represents the site preparation phase which is expected to result in the greatest noise level as compared to other phases.

dBA Leq = average A-weighted hourly noise level

As mentioned above, construction noise would vary, and it is expected that composite noise levels during construction at the nearest off-site industrial uses directly south of the Project would reach 73 dBA Leq while construction noise levels would approach 76 dBA Leq at the nearest sensitive residential use to the north during daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously; and therefore, are assumed to be rather conservative in nature. While construction-

related short-term noise levels have the potential to be higher than existing ambient noise levels in the Project area under existing conditions, it would be temporary in nature until Project construction is completed. Therefore, impacts would be less than significant.

As stated in the Noise and Vibration Impact Analysis (Appendix I), construction-related noise impacts would remain below the 80 dBA Leq and 90 dBA Leq 1-hour construction noise level criteria for daytime construction noise level criteria as established by the FTA for residential and industrial land uses, respectively; therefore, the impact would be considered less than significant.

The City's Noise Ordinance regulates noise impacts associated with construction activities. The Project would comply with the construction hours specified in the City's Noise ordinance, which states that construction activities are allowed between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Therefore, construction related noise impacts would be less than significant.

Operation

Onsite Operational Noise. Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site heating, ventilation, and air conditioning (HVAC) equipment and truck deliveries and loading and unloading activities. The potential noise impacts to off-site sensitive land uses from the proposed HVAC equipment and truck delivery activities are discussed below.

The Noise and Vibration Impact Analysis, Applicant provided information, and the Trip Generation and VMT Screening Analysis were utilized to determine that within any given hour, up to nine heavy trucks would maneuver to park near or back into one of the proposed loading docks. The 3-D noise model software, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed building on-site and the existing eight foot wall at the northern boundary of the Project site. Noise levels generated by delivery trucks would be similar to noise readings from truck loading and unloading activities, which generate a noise level of 75 dBA Leq at 20 feet based on field measurements (Appendix I). Delivery trucks would arrive on site and maneuver the trailer to the loading dock. During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur for a shorter period of time (less than 5 minutes). After a truck enters the loading dock, the dock doors would be closed and the remainder of the truck loading activities would be enclosed and much less perceptible. To present a conservative assessment, it is assumed that truck arrivals and departure activities could take place at five spaces at the West Building and four spaces at the East Building for a period of less than five minutes each. Based on prior analysis experience, it is reasonable to assume that unloading activities could occur at half of the total docks (10 docks) simultaneously for a period of 30 minutes in a given hour.

In addition to the loading dock noise, the proposed Project has four rooftop HVAC units between the two proposed building to provide ventilation to the proposed office spaces. The HVAC equipment could operate 24 hours per day and would generate sound power levels (SPL) of up to 87 dBA SPL or 72 dBA Leq at five feet, based on manufacturer data (Appendix I).

Figures N-1 and N-2 below shows the combined hourly noise levels generated by HVAC equipment, trash bin emptying activities, and truck delivery activities at the closest off-site land uses. As shown in Figures N-1 and N-2, levels at the closest sensitive uses (single-family residences) to the north of the Project site would experience noise level impact that would not exceed the residential use daytime noise standard of 70 dBA Leq and the residential use nighttime noise standard of 65 dBA Leq. Therefore, Project noise levels would not exceed the permissible noise levels as set by the Torrance Municipal Code, therefore operational impacts would be less than significant, and no noise reduction measures are required.

Figure N-1: Project Operational Noise Levels – Daytime

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Figure N-2 Project Operational Noise Levels – Nighttime

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Offsite Traffic Noise Levels. As a result of the implementation of the proposed Project, off-site traffic volumes on surrounding roadways have the potential to increase. The proposed Project trips generated were obtained from the Vehicle Miles Traveled (VMT) Screening Analysis (Appendix J). The proposed Project would generate a net decrease of 485 daily trips compared to the existing use. Due to the daily decrease in traffic volumes associated with the proposed Project, there would be no traffic noise impacts from Project-related traffic to off-site sensitive receptors. No noise reduction measures are required.

(b) Generation of excessive groundborne vibration or groundborne noise levels? 12, 13, 18, 28, 33 ☐ ☐ ☒ ☐

Construction

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts.

Although there are no adopted State or City ground-borne vibration standards, vibration standards included in the FTA Manual were used to analyze the Project's ground-borne vibration impacts on human annoyance. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for newer residential structures and modern industrial or commercial buildings and would not result in any construction vibration damage. For older residential structures, the construction building vibration damage criterion is 0.3 in/sec in PPV (Appendix I).

The Noise and Vibration Impact Analysis prepared for the proposed Project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-6, at approximately 25 feet, a pile driver would create a vibration level of 0.644 inch per second PPV.

Table N-6: Vibration Source Amplitudes for Construction Equipment

Equipment	Peak Particle Velocity (PPV) (inches/second)	Approximate Vibration Level (Lv) at 25 feet
Pile driver (impact)	0.644	104
Pile driver (sonic)	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment Manual (FTA, 2018).

1 RMS vibration velocity in decibels (VdB) is 1 μ in/sec.

μ in/sec = microinches per second

ft = foot/feet

FTA = Federal Transit Administration

in/sec = inch/inches per second

Lv = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

According to the FTA guidelines, the threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses and 84 VdB for office type uses. As previously stated, FTA guidelines indicate that, for older residential uses, the construction vibration criterion is 0.3 in/sec in PPV and for modern industrial or commercial buildings, the construction vibration damage criterion is 0.5 in/sec in PPV.

Tables N-7 and N-8 below provide a summary of off-site construction vibration levels.

Table N-7: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 feet ¹	Distance (Feet) ²	Vibration Level (VdB)
Residential Uses (North)	87	195	60
Industrial Uses (South)		275	56
Commercial Uses (East)		455	49
Industrial Uses (West)		550	47

Receptor (Location)	Reference Vibration Level (VdB) at 25 feet ¹	Distance (Feet) ²	Vibration Level (VdB)
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Source: Noise and Vibration Impact Analysis (Appendix I)

¹ The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.

² The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.

ft= foot/feet

VdB = vibration velocity decibels

Table N-8: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft ¹	Distance (Feet) ²	Vibration Level (PPV)
Residence (North)	87	15	0.191
Light industrial Uses (South)		15	0.191
Light industrial Uses (East)		50	0.031
Light industrial Uses (West)		120	0.008

Source: Noise and Vibration Impact Analysis (Appendix I)

¹ The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.

² The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.

ft= foot/feet

PPV= peak particle velocity

As indicated in Table N-7, vibration levels are expected to approach 60 VdB at the closest residence to the north and 56 VdB at the closest industrial use to the south, which is below the 78 VdB annoyance threshold for residential uses and 84 VdB for office uses. In addition, as indicated in Table N-8, vibration levels are expected to approach 0.191 PPV in/sec at the surrounding structures to the north which would exceed the Caltrans Manuel threshold of 0.3 in/sec PPV for building damage potential. Vibration levels at all other buildings would be lower. Although construction vibration levels at the nearest buildings would have the potential to result in an annoyance, these vibration levels would no longer occur once construction of the Project is completed. Because construction activities are regulated by the City's Municipal Code, which states that construction activities are allowed between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays, vibration impacts would not occur during the more sensitive nighttime hours. As such, construction would not result in any vibration damage, and impacts would be less than significant.

Operation

The proposed Project would not generate vibration levels related to on-site operations. In addition, vibration levels generated from Project-related traffic on the adjacent roadways are unusual for on road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Caltrans has done extensive research on vibration level created along freeways and State Routes and their vibration measurements of roads have never exceeded 0.08 inches per second PPV at 15 feet from the center of the nearest lane, with the worst combinations of heavy trucks. Truck activities would occur onsite as near as 25 feet from the nearest offsite receptor. Thus, vibration levels generated from Project-related traffic on the adjacent roadways would be less than significant.

(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?

☐
☐
☐
☒

13

The Project site is located approximately 8 miles north of Torrance Municipal Airport and is outside the boundaries of the Airport Environs Land Use Plan for Torrance Municipal Airport. Specifically, the Project site is well outside the 60 dBA CNEL noise contour based on Figure N-3 of the City's Noise Element (City of Torrance, 2010). Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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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)?	34, 37, 38	☐	☐	☒	☐
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The proposed Project would not directly result in unplanned population growth, as it does not include the construction of residential dwelling units. Additionally, the Project aligns with the site’s existing General Plan land use and zoning designations, which serve as a framework for local and regional agencies to anticipate and plan for growth within the area.

The proposed Project would demolish the existing 69,288 SF of office and commercial buildings onsite to construct a new industrial warehouse building. According to SCAG, the generation rate for employees required for operation of commercial land uses in 1 employee for every 424 SF (SCAG, 2001). Therefore, the Project site currently employs approximately 163 employees.

The Project site has a General Plan land use designation of Business Park. Development of the proposed Project would be consistent with the General Plan land use designation for the site. According to SCAG, the generation rate for employees required for operation is 1 employee for every 1,518 SF of warehouse land use, 1 employee for every 339 SF of office use, and 1 employee for every 829 SF for light manufacturing uses (SCAG, 2001). As the proposed Project would build and operate 143,933 SF of speculative industrial space, inclusive of 76,875 SF of warehouse space, 52,000 SF of warehouse use, and 15,058 SF of office space. Therefore, operation of the proposed Project would require approximately 158 employees. As such, development of the proposed Project would result in approximately five less employees than the current land use.

Furthermore, the employees that would fill these roles are anticipated to come from the region, as the unemployment rate of Los Angeles County in November 2024 was 6.1 percent, in the City of Torrance was 5.0 percent, in the City of Long Beach was 6.0 percent, and in the City of Los Angeles was 6.2 percent (State Employment Development Department, 2024). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate the need for any housing.

Should the proposed Project require employees to relocate to the area for work, there would be sufficient vacant housing available within the region. Los Angeles County has a vacancy rate of 4.8 percent, and the City of Torrance had a vacancy rate of 3.7 percent. Los Angeles County has a total of 3,696,408 housing units, 178,211 of which are unoccupied as of January 2024 (State Department of Finance, 2024).

In addition, indirect growth related to the expansion of infrastructure, such as water, sewer, or street systems would not occur, because the proposed Project would not install new or expand existing infrastructure systems. Therefore, impacts related to unplanned population growth from the Project would be less than significant.

(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
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The Project site currently includes five two-story office and commercial buildings as well as associated structures. The proposed Project would remove the existing structures and develop a new light industrial warehouse. The removal of the existing structures would not displace anyone as there are no residents on-site. Thus, the proposed Project would not necessitate the construction of replacement housing elsewhere, and no impacts would result.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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15. PUBLIC SERVICES. Would the project:

(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:

12, 13, 20, 41

(i) Fire protection? ☐ ☐ ☒ ☐

The Torrance Fire Department provides fire protection to the City of Torrance, which includes the Project site. The services provided include fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The Torrance Fire Department currently employs 144 sworn and 19.5 non-sworn personnel, for a total of 163.5 positions in the Department (Torrance Fire Department, 2024). The City of Torrance population as of January 2024 was approximately 142,910, equating to about 1 sworn officer per 1,000 residents.

Two fire stations are located within 3 miles of the Project site. The closest fire station to the site is Station 1, which is located at 1701 Crenshaw Boulevard, Torrance, CA 90503, 1.1 miles south from the site. In addition, Fire Station 3 is located 1.8 miles north from the site at 3940 Del Amo Boulevard, Torrance, CA 90503. The proposed Project would redevelop the site with industrial warehouse uses. Thus, no residents or habitable structures would be introduced to the site. In addition, as described above under the Population and Housing section, workers are anticipated to already live within the region. As a result, the proposed Project is not anticipated to cause a substantial population increase or generate additional demand for fire protection services, including an increase in calls for fire department response.

Implementation of the proposed Project would be required to adhere to the California Fire Code, as included in Section 85.1.010 of the Municipal Code and ensured through the Project permitting process. Additionally, since November 2005, the City of Torrance has collected a Development Impact Fee (DIF) at plan check. The DIF is a one-time cost, other than a tax or special assessment fee, that is charged by a local government agency. The DIF is applied to pay a portion of the costs identified for public facilities used for transportation services, undergrounding of utilities, sewer and storm drains. As of January 2007, the DIF fees were also extended to cover Police and fire facilities. Therefore, the proposed Project would not result in the need for new or expanded fire service facilities, and impacts related to fire protection services would be less than significant.

(ii) Police protection? ☐ ☐ ☒ ☐

12, 13, 20,
42

The Torrance Police Department provides policing services in the Project vicinity from the Sheriff's Department, which is approximately 1.40 miles northeast from the Project site. The Torrance Police Department currently employs 227 sworn officers and 128 civilian staff (Torrance Police Department, 2023). The City of Torrance population as of January 2024 was approximately 142,910, equating to about 1.58 sworn officers per 1,000 residents (State Department of Finance, 2024).

The proposed Project would not result in a large increase in additional onsite employees and goods that could create the need for police services. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the proposed Project may generate a typical range of police service calls such as burglaries, thefts, and employee disturbances. However, the proposed Project would include security lighting and other security measures. In addition, as described above under the Population and Housing section, workers are anticipated to already live within the region. As a result, the proposed Project is not anticipated to cause a substantial population increase or generate additional demand for police protection services, including an increase in calls for police department response. Therefore, the additional need for law enforcement services from the proposed Project would not result in the need for new or physically altered police facilities, since existing police personnel would be adequate to maintain existing response times and service ratios. Furthermore, the City of Torrance would collect a DIF, which contributes funding to public utilities and services including police facilities. Therefore, the proposed Project would have less than significant impact with regard to police protection and no mitigation measures would be required.

(iii) Schools? ☐ ☐ ☒ ☐

12, 13,
20

The proposed Project consists of construction and operation two industrial warehouse buildings that would not directly generate students. As described previously, the proposed Project is not anticipated to generate a new population, as the employees needed to operate the Project are anticipated to come from within the Project region and substantial in-migration of employees that could generate new students is not anticipated to occur. Thus, the proposed Project would not generate the need for new or physically altered school facilities and the impact would be less than significant.

Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a State school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. The Project would be required to contribute fees to the Torrance Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. Therefore, impacts related to school services would be less than significant.

(iv) Parks?

12, 13, 20

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☐

The proposed Project consists of construction and operation two industrial warehouse buildings on a site that is currently developed with five two-story office and commercial buildings. The proposed Project would not construct any residential facilities, nor create an additional need for housing. Additionally, the employees needed to operate the proposed Project are anticipated to come from the unemployed labor force in the region. The proposed Project would not generate an increase in use of the existing neighborhood or regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. The proposed Project does not include or require the construction or expansion of recreational facilities which could negatively impact the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project. As discussed above, the City of Torrance would collect a DIF which has been expanded to cover parks. Therefore, impacts related to parks would be less than significant.

(v) Other public facilities?

12, 13, 20

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As previously discussed, development of the proposed Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities. As described previously, the employees needed to operate the proposed Project are expected to come from the Project region and commute to the Project site. Substantial in-migration of employees that could generate substantial usage of other public facilities is not anticipated to occur. 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. The City of Torrance has expanded the DIF to cover parks, libraries, and general services. Therefore, impacts related to other public facilities would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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16. RECREATION. Would the project:

(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 previously discussed, the proposed Project does not propose any residential facilities and would not cause an increase in residential population. Additionally, the employees needed to operate the proposed Project are anticipated to come from the unemployed labor force in the region. Thus, there would be no increase in residents that could cause any increase in demand for existing parks or other recreational facilities, and the proposed Project would not cause nor accelerate physical deterioration of these facilities. Therefore, impacts to recreational facilities would be less than significant.

(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 proposed Project does not propose or necessitate the construction or expansion of recreational facilities. As discussed above, the proposed Project does not propose any residential facilities, and would not cause an increase in residential population as the employees needed to operate the proposed Project are anticipated to come from the unemployed labor force in the region. As such, there would be no increase in residents that could cause any increase in demand for construction or expansion of new recreational facilities. Therefore, impacts related to expansion of recreational facilities would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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17. TRANSPORTATION. Would the project:

(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	12, 13, 26	☐	☐	☒	☐
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Roadway Facilities

The Project site is located southeast of the intersection of Del Amo Boulevard and Crenshaw Boulevard and is bounded by West 205th Street to the south and Crenshaw Boulevard to the west. Vehicular access to the proposed Project would be provided via three driveways: one on Crenshaw Boulevard and two on 205th Street. All three driveways would allow access for both trucks and passenger vehicles. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project vicinity. The Project site’s primary connection to the nearest regional transportation corridor, the I-405 Freeway, is via Crenshaw Boulevard approximately 1.40 roadway miles north of the Project site.

A Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, dated May 2024, was prepared for the Project by EPD Solutions (Appendix J). As shown on Table T-1, the proposed Project would generate a total of 377 daily trips, 46 AM, and 50 PM peak hour trips. In comparison to the existing site, the proposed Project would generate a net 485 fewer daily trips, with net 48 fewer trips during AM peak hour and net 35 fewer trips during the PM peak hour trips.

Table T-1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
770 - Business Park ¹	TSF	12.44	1.15	0.20	1.35	0.32	0.90	1.22	
140 - Manufacturing ²	TSF	4.75	0.52	0.16	0.68	0.23	0.51	0.74	
150 - Warehouse ³	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18	
<u>Existing Project Trip Generation</u>									
Existing Business Park ¹	69.288	TSF	862	80	14	94	22	63	85
Total Existing Trip Generation			862	80	14	94	22	63	85
<u>Proposed Project Trip Generation</u>									
<u>West Building</u>	79.609	TSF							
Proposed Manufacturing ²	23.883	TSF	113	12	4	16	5	13	18
<u>Vehicle Mix⁴</u>		Percent							
Passenger Vehicles		90.50%	102	11	4	15	5	11	16
2-Axle Trucks		1.59%	2	0	0	0	0	0	0
3-Axle Trucks		1.97%	2	0	0	0	0	1	1
4+-Axle Trucks		5.94%	7	1	0	1	0	1	1
		100%	113	12	4	16	5	13	18
Proposed Warehouse ³	55.726	TSF	95	7	2	9	3	7	10
<u>Vehicle Mix⁵</u>		Percent							
Passenger Vehicles		64.90%	62	5	1	6	2	5	7
2-Axle Trucks		5.86%	6	0	0	0	0	0	0
3-Axle Trucks		7.27%	7	0	1	1	0	0	0
4+-Axle Trucks		21.94%	21	2	0	2	1	2	3
		100%	95	7	2	9	3	7	10
<u>East Building</u>	64.324	TSF							
Proposed Manufacturing ²	19.297	TSF	92	10	3	13	4	10	14
<u>Vehicle Mix⁴</u>		Percent							
Passenger Vehicles		90.50%	83	9	3	12	4	9	13
2-Axle Trucks		1.59%	1	0	0	0	0	0	0
3-Axle Trucks		1.97%	2	0	0	0	0	0	0
4+-Axle Trucks		5.94%	5	1	0	1	0	1	1
		100%	91	10	3	13	4	10	14
Proposed Warehouse ³	45.027	TSF	77	6	2	8	2	6	8
<u>Vehicle Mix⁵</u>		Percent							
Passenger Vehicles		64.90%	50	4	1	5	1	4	5
2-Axle Trucks		5.86%	5	0	0	0	0	0	0
3-Axle Trucks		7.27%	6	1	0	1	0	1	1
4+-Axle Trucks		21.94%	17	1	1	2	1	1	2
		100%	78	6	2	8	2	6	8
Total New Trip Generation			377	35	11	46	14	36	50
Total New Passenger Vehicle Trip Generation			297	29	9	38	12	29	41
Net New Trip Generation			-485	-45	-3	-48	-8	-27	-35
Net New Passenger Vehicle Trip Generation			-565	-51	-5	-56	-10	-34	-44

TSF = Thousand Square Feet

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 770 - Business Park.² Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 140 - Manufacturing.³ Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 150 - Warehouse.⁴ Passenger Vehicle and Truck Rate from ITE Land Use 140 - Manufacturing. Note that Daily Truck Rates were used for analysis. Truck Rates were normalized using truck splits from SQAMD Warehouse Truck Trip Study, July 17, 2014. Without Cold Storage.⁵ Passenger Vehicle and Truck Rate from ITE Land Use 150 - Warehouse. Note that Daily Truck Rates were used for analysis. Truck Rates were normalized using truck splits from SQAMD Warehouse Truck Trip Study, July 17, 2014. Without Cold Storage.

* The table might contain minor rounding errors due to multiple rates and or percentages being applied. Priority was placed on the total trips and total PCE trips. The minor rounding errors would not impact the overall analysis.

The City’s guidelines state that projects that generate 500 or less net daily trips do not require a LOS-based Traffic Circulation Analysis report. The proposed Project would generate a net daily negative trip generation when compared to the existing uses on site and would therefore not require the preparation of a LOS-based Traffic Circulation Analysis.

Alternative Transportation

Transit: The City of Torrance operates its own public transit system, known as Torrance Transit, which provides bus services to residents, commuters, and visitors. Torrance Transit operates under the Transit Department, which oversees the planning, operation, and maintenance of the system. A total of twelve bus routes service the City of Torrance. Bus routes 6, Del Amo Fashion Center - Artesia Station, and 10, Downtown Inglewood Station, have existing stops on the intersection of Del Amo Boulevard and Crenshaw Boulevard, directly northwest of the Project site. This existing transit service would continue to serve its ridership in the area and may also serve employees of the proposed Project. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: The City of Torrance is part of the South Bay Bicycle Master Plan, a collaborative effort among seven South Bay cities to create an interconnected regional bicycle network. According to Figure CI-5 of the City of Torrance Circulation and Infrastructure Element, portions of Crenshaw Boulevard are designated as planned bicycle routes. However, the portion of Crenshaw Boulevard adjacent to the Project site is not designated as an existing or planned bicycle route. None of the roadways adjacent to or within the Project vicinity are planned as bicycle routes. The proposed Project would include on-site facilities for short-term bicycle storage, such as bike racks. Specifically, the proposed Project would provide bicycle racks on the northwest and southeast portions of the Project site. Therefore, the proposed Project would not alter or conflict with bicycle facilities, and impacts related to transit services would not occur

Pedestrian Facilities: Sidewalks are currently present along Crenshaw Boulevard and West 205th Street, adjacent to the Project site. The proposed Project would remove the existing curb, gutter, and sidewalk in front of the existing driveways and construct new 8-inch curb and gutter with 6-foot-wide sidewalks in front of the proposed driveways. The remaining existing curb, gutter, and sidewalks around the perimeter of the site are to remain. As a result, the proposed Project would not conflict with existing pedestrian facilities. Therefore, no impacts related to pedestrian infrastructure are anticipated.

Truck Route Facilities: The City of Torrance General Plan Circulation and Infrastructure Element designates truck routes and provides goals and policies aimed at meeting the transportation needs of the City. According to Figure CI-3 of the Circulation and Infrastructure Element the existing local truck routes that currently serve the Project vicinity include Crenshaw Boulevard and Torrance Boulevard. Additionally regional access to the site is provided via Interstate 405 and State Route 213. As discussed in the Project Description, vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project vicinity. No aspect of the proposed Project would require a change to the truck route network. Therefore, the Proposed Project is consistent with the truck routes identified in the City’s General Plan Circulation Element. Therefore, no impacts related to truck route infrastructure are anticipated.

Conclusion: As described above, the proposed Project would not conflict with existing pedestrian, bicycle, transit, or truck route, or roadway facilities. Therefore, the impacts would be less than significant.

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

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Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020. CEQA Guidelines Section 15064.3, Determining the Significance of Transportation Impacts, states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

The City of Torrance is the Lead Agency responsible for identifying potential impacts associated with development of the proposed project in accordance with CEQA requirements. Section 3.2 of the City’s Traffic Impact Analysis Guidelines provides VMT screening thresholds to identify projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis (City of Torrance, 2021). If a project meets one of the following criteria, then the VMT impact of the project would be considered less-than significant and no further analysis of VMT would be required:

1. The project is a small project (net increase of 110 or less daily trips).
2. The project is a residential or office project in a low VMT generating area.
3. The project is located within one-half mile of either an existing major transit stop or an existing stop along an existing high quality transit corridor.
4. The project has 100% affordable housing units.

5. The project contains a retail use of 50,000 SF or less.
6. The project is a locally serving public facility.

The applicability of each criterion to the project is discussed below.

Screening Criteria 1 – Small Projects: According to the City's guidelines, projects which would generate fewer than 110 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT. As shown in Table T-1 above, the proposed Project would generate a net of 565 fewer ADT (Passenger Car Equivalent (PCE)). Therefore, the proposed Project generates less than 110 average daily trips (ADT) and satisfies Screening Criteria 1.

Screening Criteria 2 – Map-Based Screening for Residential and Office Projects: The City's guidelines include maps showing locations of low VMT generating areas for residential and office projects. The proposed Project is not a residential or office development. Therefore, the proposed Project would not meet Screening Criteria 2 – Map-Based Screening for Residential and Office Projects.

Screening Criteria 3 – Proximity to Transit: According to the City's guidelines, projects within one-half mile of either an existing major transit stop or an existing stop along an existing high quality transit corridor may be presumed to have a less-than-significant impact. Based on Figure 2 – Transit Priority Area Map in the City's guidelines, the proposed Project is not within a High-Quality Transit area does not satisfy Screening Criteria 3 – Proximity to Transit.

Screening Criteria 4 – Affordable Residential Development: According to the City's guidelines, residential projects with 100% affordable housing units may be presumed to have a less-than-significant impact. The proposed Project is not a residential development; therefore, it does not satisfy Screening Criteria 4 – Affordable Residential Development.

Screening Criteria 5 – Local-Serving Retail: According to the City's guidelines, retail uses of 50,000 SF or less may be presumed to have a less than significant impact. The proposed Project is not a retail development; therefore, it does not satisfy Screening Criteria 5 – Local-Serving Retail.

Screening Criteria 6 – Local-Serving Public Facility: According to the City's guidelines, local-serving public facilities may be presumed to have a less than significant impact. The proposed Project is not a public facility; therefore, it does not satisfy Screening Criteria 6 – Local-Serving Public Facility.

As discussed above, the proposed Project would not meet Screening Criteria 2-6, as they are not applicable. However, the proposed Project has a daily trip generation of 565 fewer daily PCE trips than the existing land use and would, therefore, satisfy Screening Criteria 1, Small Projects. VMT impacts would be considered less than significant and further analysis of VMT would not be required. Therefore, impacts related to consistency with CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	12, 22	☐	☐	☒	☐
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Vehicular access to the proposed Project would be provided via three driveways: one on Crenshaw Boulevard and two on 205th Street. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. Onsite circulation would be provided via a 26 to 30-foot-wide drive aisle that would double as a fire lane. Internal circulation and access to the dock doors for each building would be controlled through four gates equipped with a Knox pad lock per fire department standards. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's development standards. For example, the design of the internal drive aisle would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant.

(d) Result in inadequate emergency access?	12, 22, 19	☐	☐	☒	☐
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Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways, and connections to existing infrastructure systems that would be implemented during construction of the Project could require the temporary closure of one side or portions of West 205th Street and Crenshaw Boulevard for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the proposed Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less-than-significant level.

Operation

As described previously, the Project area would be accessed via three proposed driveways: one on Crenshaw Boulevard and two on West 205th Street. The design of driveways and on-site circulation would be reviewed through the City's permitting process to confirm compliance with design standards, including adequate turning space for passenger vehicles, trucks, and fire trucks. Because the proposed Project is required to comply with all applicable City codes, as verified by the City potential impacts related to inadequate emergency access would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

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

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(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

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Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project's potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a Negative Declaration, Mitigated Negative Declaration, or EIR for a project.

To identify if any tribal cultural resources are potentially located within the Project site, the City sent notices on January 15, 2025, regarding the Project to the Native American tribes provided by the NAHC.

One response was received from the Gabrielino Tongva Indians of California tribe on January 29, 2025, which stated that the Project site lies within a culturally sensitive tribal area (the village of Amupubit) and requested Tribal Monitors to be onsite during all ground disturbing activities. The response also stated that if more than one tribe is interested, a rotation may be implemented. Consultation between the City of Torrance and the Gabrielino Tongva Indians of California tribe was conducted via email. In addition, a response was received from the Gabrieleno Band of Mission Indians – Kizh Nation on January 24, 2025, stating that the Project site is located within their Ancestral Tribal Territory. Consultation between the City of Torrance and the Gabrielino Band of Mission Indians – Kizh Nation was conducted via email. During the course of consultation, mitigation measures pertaining to Tribal Cultural Resources were coordinated between both tribes.

Over the course of the consultation, the City of Torrance made a good faith and reasonable effort to engage in meaningful dialogue and to understand the Tribe's concerns. This included the exchange of information, discussion of potential project impacts on tribal cultural resources, and exploration of potential mitigation measures. Despite these efforts, the City of Torrance and the Gabrieleño Band of Mission Indians – Kizh Nation have been unable to reach mutual agreement on the appropriate treatment of tribal cultural resources potentially affected by the proposed project. Pursuant to Section 21080.3.2(b)(2) of CEQA, if mutual agreement on the proposed mitigation measures or project conditions cannot be reached, and the City has acted in good faith and after a reasonable effort, consultation may be considered concluded. Based on the communication and documentation to date, the City considers consultation with the Gabrieleño Band of Mission Indians – Kizh Nation to be concluded. Consultation with the Gabrieleño Band of Mission Indians – Kizh Nation was formally concluded on June 4, 2025. A mutual agreement regarding the appropriate treatment of tribal cultural resources that may be affected by the proposed project was reached with the Gabrielino Tongva Indians of California, and consultation was formally concluded on June 6, 2025.

During the course of the tribal consultation process, no Native American tribe provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present on the Project site or have been found previously on the Project site. However, due to the Project site's location in an area where Native American tribes are known to have a cultural affiliation, there is the possibility that archaeological resources, including tribal cultural resources, could be encountered during ground disturbing construction activities. As such, MM TCR-1, TCR-2, and TCR-3 are included to allow a Native American monitor to monitor ground-disturbing activities and measures for the inadvertent discovery of Tribal Cultural Resource Objects, human remains and associated funerary or ceremonial objects. Additionally, MM CUL-1 is included to protect cultural resources in the event of an inadvertent discovery of archaeological resources during construction. With implementation of MM CUL-1, TCR-1, TCR-2, and TCR-3, impacts to tribal cultural resources would be less than significant.

(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

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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.

In accordance with Public Resource Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

- 1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;*
- 2. Associated with the lives of persons important to local, California or national history;*
- 3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or*
- 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.*

The Project site does not meet any of the criteria listed above from PRC Section 5024.1(c). As described in the previous response, there are no resources onsite that meet the criteria for the California Register of Historical Resources (CRHR). None of the Native American tribes contacted by the City provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present on the Project site or have been found previously on the Project site. The Project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. However, MM CUL-1 and TCR-1, TCR-2, and TCR-3 are included to allow an archaeological and Native American monitor to be present for all ground disturbing activities to monitor for any unexpected resources that may be unearthed during ground disturbing activities. With implementation of mitigation measures CUL-1, TCR-1, TCR-2, and TCR-3, impacts to tribal cultural resources would be less than significant.

As discussed in Section 5.5, Cultural Resources, in the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, included as PPP CUL-1) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

Mitigation Measure CUL-1: inadvertent discovery of archaeological resources. As discussed previously in Section 5, Cultural Resources.

Mitigation Measure TCR-1: Allow a Native American Monitor to monitor Ground-Disturbing Activities.

- A. The project applicant/lead agency shall allow a Native American Monitor to be present prior to the commencement of any "ground-disturbing activity", and during all ground disturbing activities, 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). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement shall be submitted to City of Torrance prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The tribal monitor shall be on-site during all initial ground-disturbing activities including, but not limited to, clearing, grubbing, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity ("Tribal Monitoring").
- D. The tribal monitor shall complete daily monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

- E. On-site tribal monitoring shall conclude upon the latter of the following: (1) confirmation is received from the project applicant, in writing, that all scheduled activities pertaining to tribal monitoring are complete. If the Project's scheduled activities require the tribal monitor to leave the Project for a period of time and return, confirmation shall be submitted to the tribal monitor by project applicant, in writing, upon completion of each set of scheduled activities and 5 days' notice (if possible) shall be submitted to the tribal monitor by project applicant, in writing, prior to the start of each set of scheduled activities; or (2) a determination and written notification by the tribal monitor to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact TCRs.

Mitigation Measure TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial). The Lead Agency and/or project applicant shall, in good faith, consult with the consulting tribes on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. In the event that any Tribal Cultural Resources (TCRs) are discovered during project activities, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet).

Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the consulting tribes Cultural Resources Departments shall be contacted regarding any pre-contact and/or historic-era finds and be provided information after the Tribal Monitor (s) make their initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the tribal monitor and consulting tribes and be submitted to the Lead Agency for review and approval.

Construction in the buffered areas may resume once the discovered TCR has been fully assessed by the tribal monitor. The tribal monitor will recover and retain all discovered TCRs in the form and/or manner the tribal monitor deems appropriate, in the monitor's sole discretion, and for any purpose the monitor deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.

- A. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. No photographs are to be taken except by the coroner, with written approval by the consulting Tribe(s).
- B. 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 Public Resources Code Section 5097.98, are also to be treated according to this statute.
- C. If Native American human remains and/or grave goods are discovered or recognized on the project site, then public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- D. Human remains and grave burial goods shall be treated alike per California Public Resources Code section 5079.98(d)(1) and (2).
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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19. UTILITIES AND SERVICE SYSTEMS. Would the project:

(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	12, 13, 14, 21	☐	☐	☒	☐
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Water Infrastructure

The Project applicant would develop the Project site and would install new water infrastructure at the site that would connect to existing water infrastructure within Crenshaw Boulevard and West 205th Street. The new onsite water system would convey water supplies to the proposed buildings and landscaping through plumbing/landscaping fixtures that are compliant with the CALGreen Code for efficient use of water.

Building 1 would be served by a proposed 3-inch onsite water line that would connect to the existing 24-inch water line in Crenshaw Boulevard. Building 1 would also be served by a proposed 10-inch onsite fire water line that would connect to the existing 24-inch water line in Crenshaw Boulevard. Building 2 would be served by a proposed 3-inch onsite water line that would connect to the existing 3-inch water line in West 205th Street. Building 2 would also be served by a 10-inch onsite fire water line that would connect to the existing 8-inch fire water line in West 205th Street.

The water lines within Crenshaw Boulevard and West 205th Street right-of-way have sufficient capacity to meet the increased water demand for the proposed Project. No expansion of the existing water pipelines serving the site are necessary. The installation of new water distribution lines would be dedicated solely to the proposed Project and would not supply water to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, construction emissions from excavation and installation of the water infrastructure are included in Sections 3, Air Quality and 8, Greenhouse Gas Emissions. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater

The Project would include the installation of onsite sewer lines that would connect to the existing sewer lines in Crenshaw Boulevard and West 205th Street. Building 1 would be served by a proposed 6-inch onsite sewer line that would connect to the existing 12-inch sewer line in West 205th Street. Building 2 would be served by a proposed 6-inch onsite sewer line that would connect to the existing 6-inch sewer line in West 205th Street.

The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary on-site installation of wastewater infrastructure is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this MND. Therefore, the proposed Project would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Storm Drainage

As discussed previously, the Project site is relatively flat and the proposed Project would install an onsite storm drainage system that would direct onsite stormwater runoff to an existing storm drain in Del Amo Boulevard. The proposed project includes an on-site storm drain system designed to collect and manage runoff from various low spots across the site. Stormwater runoff from the western portion of Building 1 would be collected by three catch basins located in the parking areas. Runoff would then be conveyed northward through a proposed storm drain, connecting to an existing storm drain lateral that leads to the storm drain on Del Amo Boulevard. For the eastern portion of Building 1, runoff would be collected by a single catch basin located in the truck yard. Flows would be directed northward into the existing 2-inch city storm drain located near the project's northern property line. Runoff from the western portion of Building 2 would be collected by a single catch basin in the truck yard and conveyed in a northeasterly direction. Meanwhile, flows from the eastern portion of Building 2 would be captured by catch basins located in the eastern drive aisle.

As such, the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities, the construction of which could cause significant environmental effects. The required installation of the proposed

drainage features is included as part of the Project and would not result in any physical environmental effects beyond those identified in other sections of this MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

Electric Power and Natural Gas

The proposed Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site and would not require the construction of new electrical facilities. Additionally, the proposed Project would be served by Southern California Gas and would connect to the existing gas lines adjacent to the Project site. The installation of the utilities at the locations as described above are evaluated throughout this MND and found to be less than significant.

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

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Water service would be provided to the Project site by the Torrance Municipal Water District (TMWD), which is operated by the City of Torrance. The TMWD is responsible for providing water services to the city of Torrance and surrounding areas. The TMWD develops and updates its Urban Water Management Plan (UWMP) every five years. The UWMP outlines the district's strategies for ensuring reliable water supplies to meet current and future demand. The 2020 City of Torrance Urban Water Management Plan (UWMP), adopted in June 2021, was prepared for the TMWD and therefore accounts for the water usage that would be attributed to the development of the Project site, consistent with its land use designation and zoning classification. According to the UWMP, the TMWD has three sources of water to provide to its service area: imported water from the Metropolitan Water District, local groundwater, and recycled water (City of Torrance, 2021).

The TMWD provides water supplies to the Project area. In addition to treated water that is delivered to the TMWD by the Metropolitan Water District, the TMWD purchases recycled water from the Torrance Refining Company (TRC) which saves the City 5,500 to 6,000 acre-feet per year (AFY) on average (City of Torrance, 2021, pp. ES - 2).

According to the TMWD's 2020 Urban Water Management Plan, water supply met water demand for the TMWD coverage area through 2020, with a total supply of 24,372 acre-feet (AF) and an actual demand of 24,372 AFY (City of Torrance, 2021). As shown in Table 6.4 of the UWMP, supply is forecasted to exceed demand through 2045 under normal year conditions (City of Torrance, 2021). In addition, according to Table 6.5 and 6.6 of the UWMP, the projected supply of water is expected to exceed demand through the year 2045 under a single dry-year scenario and multiple dry-year scenario (City of Torrance, 2021). Therefore, the UWMP determined that the city can expect to meet future water demands through 2045 for all climatologic classifications.

The Project proposes the development of two new industrial warehouses with office space which is not a water-intensive use. To further minimize any potential groundwater depletion, the proposed Project would include 61,500 SF of landscaping which would cover 17.21 percent of site area to assist with groundwater recharge. The proposed Project would include a total building area of 143,933 SF of industrial warehouse and manufacturing space with ancillary office space on an approximately 8.2 net acre site. According to 2020 UWMP, TMWD's water demand is 108 gallons per capita per day (City of Torrance, 2021, pp. ES - 2). As discussed in Section 14, Population and Housing, the proposed Project is estimated to generate 158 employees. Therefore, the Project would demand water at a rate of approximately 17,064 gallons per day or 19.11 AFY.

The site is currently fully developed with five two-story office and commercial buildings that total approximately 69,288 SF. As discussed in Section 14, Population and Housing, the current uses on site have approximately 168 employees. Therefore, the current land use has a water demand rate of approximately 18,144 gallons per day or 20.32 AFY. As a result, there would be an expected decrease in demand of 1.21 AFY. Thus, the proposed Project is well within the projected demands for the TMWD.

Additionally, water demand projections are based on population projections, which in turn are based on land use planning. The proposed Project is consistent with the City's land use and zoning designation; therefore, an increase in water usage as a result of Project buildout has been accounted for within the projected demand. The water supply available to TMWD would be sufficient to meet all present and future water supply requirements in TMWD's services area, which includes the Project site for at least the next 20 years. The supply would meet the demand of the proposed Project during normal, dry, and multiple dry years and impacts related to water supply would be less than significant.

(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?

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The Project site receives wastewater service from the City of Torrance. The Project would develop new onsite sewer infrastructure that would connect to sewer lines in Crenshaw Boulevard and West 205th Street. A Sewer System Management Plan (SSMP) was developed by the City of Torrance and was adopted in July 2021. The City of Torrance's wastewater collection system consists of approximately 340 miles of pipeline ranging from 6 inches to 27 inches in diameter. Wastewater generated within the City is conveyed to the Sanitation Districts of Los Angeles County (LACSD) A.K. Warren Water Resource Facility

(formerly known as the Joint Water Pollution Control Plant) in Carson, via LACSD interceptor sewers. In 2023, typical daily effluent flows at the facility were approximately 246 million gallons per day. In addition, the facility has capacity for 400 million gallons of wastewater per day (Los Angeles County Sanitation District, 2024). Thus, the existing excess capacity is approximately 156 million gallons of wastewater per day.

According to Table 5.16-7 of the City of Torrance General Plan Update EIR, Office/Industrial uses generate approximately 200 gallons of wastewater per day for every 1,000 SF (City of Torrance, 2009). Thus, the proposed Project would generate approximately 28,786 gallons of wastewater per day. The existing commercial uses on site have a generation rate of approximately 350 gallons of wastewater per day for every 1,000 SF (City of Torrance, 2009). Therefore, the existing uses onsite generate approximately 24,250 gallons of wastewater per day. Therefore, the proposed Project's wastewater generation increase of approximately 4,536 gallons per day and would be within the current capacity for the A.K. Warren Water Resource Facility. Under existing conditions, the facility has an excess treatment capacity of approximately 156 million gallons per day. Implementation of the proposed Project would utilize approximately 0.002 percent of daily excess treatment capacity. Therefore, the proposed Project's wastewater generation would be within the current capacity.

All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s), which contributes to funding for public utilities and services including wastewater infrastructure. The proposed Project would connect to and operate under capacity of the current water treatment facility, allowing for sufficient service to the Project area. As such, the A.K. Warren Water Resource Facility would have adequate capacity to serve the proposed Project. The proposed Project would not result in the wastewater treatment plant exceeding wastewater treatment requirements. Therefore, impacts related to wastewater generation are less than significant.

(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?

10, 12, 13

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The City of Torrance manages solid waste through a combination of municipal services and collaboration with external agencies. The closest active landfill that serves the Project site is Sunshine Canyon Landfill, located at 14747 San Fernando Road. Sunshine Canyon 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). The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 square feet. Thus, full buildout of the proposed Project would generate approximately 178.45 tons of solid waste per year, or approximately 0.49 tons of solid waste per day, which represents less than 0.01 percent of the permitted daily intake capacity at the Sunshine Canyon Landfill. Thus, the proposed Project can be adequately served by the City's solid waste provider.

Additionally, the proposed Project would be required to comply with PRC Section 41780.01(a), which states that it is California's policy goal to reduce, recycle, or compost at least 75 percent of solid waste generated by 2020, and annually thereafter. The proposed Project involves the demolition of paved surfaces and the existing vacant structure on the Project site. The applicant of the proposed Project would be required to comply with CALGreen Code Section 4.408, which requires that at least 65 percent of demolition and construction debris be diverted from landfills by recycling and/or salvage for reuse. Additionally, the city requires that 100 percent of excavated soil, land-clearing debris, and any universal waste that leaves the Project site be recycled or reused. The City requires the applicant to prepare a Waste Management Plan stating how these solid waste reductions would be achieved. The proposed Project would comply with all applicable solid waste standards and would not impair the attainment of solid waste reduction goals. Therefore, impacts related 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?

12, 13, 22, 24

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The proposed Project would result in two new industrial warehouse buildings that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2022 California Green Building Standards Code (CALGreen) which requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 which requires diversion of a minimum of 75 percent of operational solid waste.

The 2022 Green Building Standards Code also requires Projects to develop a Waste Management Plan which would be implemented by the proposed Project. In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during construction and operation. Therefore, the proposed Project is anticipated to result in less-than-significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste. Therefore, impacts related to federal, State, and local management and reduction statutes and regulations related to solid waste would be less than significant

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones (VHFHSZ), would the project:

(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	4, 12, 13, 19 27	☐	☐	☒	☐
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Emergency response and evacuation planning in the City of Torrance is overseen by the Torrance Fire Department, which coordinates services such as fire suppression, disaster preparedness, and evacuation protocols as part of its broader public safety and disaster response initiatives. In addition, the City of Torrance utilizes the LHMP which was approved by City Council June 2024. The LHMP identifies both natural and human-caused hazards local to Torrance that may impact the City. The LHMP summarizes vulnerabilities of the community and assess ways in which the City can reduce the impacts of these threats through long-term hazard mitigation projects. The City of Torrance has also designated official emergency evacuation routes as part of its disaster preparedness planning, as identified in Figure 7, Emergency Evacuation Routes, of the LHMP (City of Torrance, 2024). These routes are established to facilitate the safe and efficient movement of residents and visitors during emergencies.

According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within any Fire Hazard Severity Zone (FHSZ) or a State Responsibility Area (SRA) (CAL FIRE, 2024). The Project site does not contain any emergency facilities. According to Figure 7, Torrance Evacuation Routes, from the LHMP the Project site is adjacent Crenshaw Boulevard, which is an identified emergency route (City of Torrance, 2024). However, the City's Building and Safety Division would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9, included in the City's Municipal Code (Section 85.1.010, California Fire Code). During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles. Therefore, the proposed Project would not result in impairment of an emergency response plan, and impacts would be less than significant.

(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?	4, 12, 13, 19 27	☐	☐	☒	☐
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According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within any FHSZ or a SRA (CAL FIRE, 2024). Implementation of the Project would be required to adhere to the California Fire Code, as adopted by the City of Torrance in Municipal Code Section 85.1.010 and would be reviewed by the City's Building and Safety Division during the permitting process to ensure that the Project plans meet the fire protection requirements. The Project site does not include any slopes or prevailing winds that would exacerbate fire risks. Therefore, the proposed Project would not result in new impacts related to exposure of people or structures to significant risk involving wildland fires.

(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?	4, 12, 13, 19 27	☐	☐	☒	☐
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According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within any FHSZ or SRA (CAL FIRE, 2024). As described in the Project Description section, the proposed Project does not include 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. Therefore, the proposed Project would result in a less-than-significant impact.

(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?	4, 12, 13, 19 27	☐	☐	☒	☐
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According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within any FHSZ or SRA (CAL FIRE, 2024). The proposed Project would not result in changes to drainage and as discussed in Section 7, Geology and Soils, the Project site is not in an area susceptible to landslides. Likewise, the areas surrounding the Project site are relatively flat urban landscapes, devoid of hillsides or similar features that could pose risks of flooding or landslides due to runoff, post-fire slope instability, or altered drainage patterns.

The proposed Project itself would not create new slopes and would include drainage infrastructure, minimizing potential impacts related to slope instability or runoff. Therefore, the proposed Project would result in less than significant impacts related to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

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

(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?

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As described in the analysis above, the Project site is currently developed with commercial business structures with surface parking lot and ornamental landscaping. Because the proposed Project is located in a highly urbanized area and outside the natural environment, the proposed Project would not result in cumulative impacts to the quality of the area environment. The proposed Project has no potential to degrade the quality of the environment or affect any habitat. The proposed Project, based on the summary of findings in the analysis above, would not be obnoxious or detrimental to the welfare of the community, with the previously identified and incorporated mitigation measures. Therefore, with the incorporation of mitigation measures, the proposed Project would have no potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, and any such impacts would be reduced to less than significant with the incorporation of the identified measures.

(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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As demonstrated above, the proposed Project would have the potential to result in significant impacts; however, regulatory compliance and mitigation measures would reduce these potentially significant impacts to less-than-significant levels. With the implementation of MM AQ-1, BIO-1, CUL-1, GEO-1, and TCR-1 through TCR-3, the analysis above has determined that the proposed Project would not have any individually or cumulatively considerable impacts.

The long-term cumulative impacts of development in the City, pursuant to the Torrance General Plan (2009), were assessed in the General Plan Update Final EIR. The EIR identified certain cumulative impacts such as generation of air pollution, 100-year flood protection, traffic congestion, limited solid waste disposal facilities in Los Angeles County, and limited water supply for Southern California. These cumulative impacts have already been evaluated in prior assessments, and the development itself does not create significant impacts on its own or contribute meaningfully to larger cumulative impacts. Therefore, impacts are considered less than significant, and no additional mitigation measures would be required.

(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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

22. EARLIER ANALYSIS:

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

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21. City of Torrance Municipal Code Division 4, Chapter 10: Stormwater and Urban Runoff Pollution Control.
22. City of Torrance Municipal Code Division 8, Chapter 1: Building Code.
23. City of Torrance Municipal Code Division 9, Chapter 2: General Provisions
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24. APPENDICES:

- A. Air Quality, Energy, and Greenhouse Gas Impact Analysis- October 2024, EPD Solutions, Inc.
- B. Health Risk Assessment- October 2024, EPD Solutions inc.
- C. Biological Records Search- September 2024, Hernandez Environmental Services
- D. Archeological Records Search- September 2024, Brian F. Smith and Associates, Inc.
- E. Preliminary Geotechnical Evaluation- May 2023, Southern California Geotechnical, Inc.
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- G. Phase I Environmental Site Assessment- June 2022, AEI Consultants.
- H. Preliminary Hydrology Study- June 2023, Thienes Engineering
- I. Noise and Vibration Impact Analysis- September 2024, LSA
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