

# Sample Summary for Electronic Document Submittal

15 copies of this document may be included when a Lead Agency is submitting electronic copies of environmental impact reports, negative declarations, mitigated negative declarations, or notices of preparation to the SCH. The SCH will still accept other summaries, such as an EIR summary prepared pursuant to CEQA Guidelines Section 15123, attached to the electronic copies of the document.

SCH # \_\_\_\_\_

Lead Agency: County of Los Angeles Department of Regional Planning

Project Title: Bridge Point South Bay II

Project Location: LA County; West Carson/Torrance area Los Angeles  
*City* *County*

Please provide a Project Description (Proposed Actions, location, and/or consequences).

The proposed project ("Project") involves the redevelopment of an 8.98-acre industrial site with a new 203,877-square-foot concrete warehouse building, including approximately 10,000 square feet of ancillary office space, and various site improvements, including a 10-foot-tall pre-cast concrete wall along the eastern boundary, a parking lot composed of 219 parking spaces, and 39,790 square feet of landscaping. The warehouse building would be rectangular in shape, in a single level, with an average interior clear space from floor to ceiling of 32 feet, an average exterior height from finished grade-to-roof of approximately 44 feet, and a maximum height above finished grade of approximately 55 feet. At the rear (south side) of the building, there would be 21 truck loading bays that are 185 feet deep with 14 feet of vertical clearance. Truck access and interior loading and unloading activities would be permitted on-site 24 hours a day, seven days a week, however outdoor operations within 74 feet of the eastern property line would be prohibited during night and early morning hours, which are to be determined. The project site is located at 20850 Normandie Avenue at the southeast corner of the intersection of Torrance Boulevard and Normandie Avenue.

Please identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Based on the analyses presented in the Initial Study, the project would not result in potentially significant impacts. Impacts identified as Less Than Significant With Mitigation Incorporated include:

**Air Quality:** Impacts on local and regional air quality as a result of proposed operations and constructions would be less than significant. Construction-related local air quality impacts would be less than significant after incorporation of mitigation measures to control dust during construction. Additionally, to further reduce impacts, project design features are included to require Tier 4 construction equipment (which substantially reduce particulate matter and certain emissions relative to previous emissions standards), newer trucks during operations, and non-diesel off-road equipment (e.g. forklifts) during operations.

**Biological Resources:** Demolition activities could potentially impact nests and breeding activities if protected bird species are resident within remaining landscaping and buildings. Compliance with the provisions of the federal and state migratory bird treaty acts through construction monitoring and avoidance measures would result in less than significant impacts to nesting birds.

**Cultural and Paleontological Resources:** Impacts will be avoided through monitoring of excavation work by qualified archaeologists and paleontologists to ensure that potentially significant resources are properly identified and disposed of, while documenting the important scientific information associated with such resources.

If applicable, please describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

**Air Quality:** Potential area of controversy include truck generated diesel emissions, however a health risk assessment was conducted and determined that impacts would be below established health-protective significance thresholds.

**Hazards and Hazardous Materials:** Potential area of controversy includes construction impacts related to the disturbance of contaminated soils from contaminated runoff from the Montrose Superfund site. However all soil disturbance would be conducted in compliance with a Soil Management Plan approved by the USEPA in April 2019.

**Noise:** Potential area of controversy includes noise from project operations. However all operational noise impacts would be less than significant, and measures to further reduce noise impacts include restricting outdoor operations in the eastern portion of the site during nighttime hours and early morning hours, and erecting a 10-foot wall on the eastern edge of the project site.

**Transportation/Traffic:** Potential area of controversy includes truck traffic, including points of ingress/egress, however access to the site will be limited to Normandie Avenue, a designated truck route, and trucks would not use residential streets to access the project site. Further, only nine trucks are anticipated during the a.m. and p.m. peak hours.

Please provide a list of the responsible or trustee agencies for the project.

**Responsible Agencies:**

- Los Angeles Regional Water Quality Control Board
- U.S. Environmental Protection Agency