City of Torrance, Community Development Department
3031 Torrance Boulevard, Torrance, CA 90503 (310) 618-5990

Environmental Checklist Form

1.	**Project Title:**	190th Street & Western Avenue Commercial Center Project (CUP20-00002, DIV20-00003, EAS20-00002)
2.	**Lead Agency Name and Address:**	City of Torrance 3031 Torrance Boulevard Torrance, CA 90503
3.	**Contact Person and Phone Number:**	Oscar Martinez Planning and Environmental Manager (310) 618-5990
4.	**Project Location:**	Northwest corner of 190th Street and Western Avenue at 1805, 1875 190th Street and 18925, 18999 Western Avenue. Assessor Parcel Numbers (APNs): 4090-024-034, 4090-024-35, 4090-024-036, 4090-024-037, 4090-024-038, 4090-024-039. Torrance, CA 90504
5.	**Project Sponsor's Name & Address:**	CalBay Development, LLC 3770 Highland Avenue, Suite 208 Manhattan Beach, CA 90266
6.	**General Plan Designation:**	General Commercial (C-GEN)
7.	**Zoning:**	Conditional Commercial (C-5)
8.	**Description of the Project:**	The proposed project would develop a new commercial center that would compose of five one-story commercial buildings for retail and restaurant use, including three restaurant buildings with drive-thru lanes and a pylon sign, all situated on a 5.28-acre site. The proposed project would be located at the northwest corner of 190th Street and Western Avenue. Construction is proposed in two phases (Phase I and Phase II). Phase I involves the demolition of a vacant one-story restaurant building measuring 3,514 square feet, site preparation, surface improvements, grading, and the construction of Buildings 1, 2, and 3 and associated parking areas. Phase II involves the construction of Buildings 4A and 4B and associated parking areas. It is estimated that Phase I construction would commence in 2022 and be operational in 2023. Phase II construction is estimated to commence in 2023 and be operational in 2024. The proposed project would rearrange and consolidate the project site, which currently has six parcels, into four parcels. Buildings 1, 2, and 3 will each be situated on a separate parcel along 190th Street, and Buildings 4A and 4B would together be situated on one parcel to the rear near Interstate 405 (I-405). Restaurant uses are proposed for Buildings 1, 2, 3, and retail or restaurant uses are proposed for Buildings 4A and 4B. Building 1 would be approximately 3,495 square feet in size with an outdoor patio area measuring 853 square feet and would feature double drive-thru lanes that converge into a single drive-thru lane. Building 2 would be approximately 3,945 square feet in size with an outdoor patio area measuring 400 square feet and would feature a single drive-thru lane. Building 3 would be 4,099 square feet with an outdoor patio measuring

311 square feet and would feature double drive-thru lanes. Buildings 4A and 4B would each be approximately 5,700 square feet in size with up to three tenant separations, and each building would have an outdoor patio area measuring 800 square feet and 700 square feet, respectively. Combined, the building floor area for the proposed project would total 22,939 square feet and the outdoor patio areas would total 3,064 square feet, resulting in a 0.10 floor area ratio (FAR) for the project site, within the maximum 0.60 FAR analyzed in the 2009 General Plan Environmental Impact Report (SCH No. 2008111046).

The heights for each building would vary with Building 1 measuring 23' in height, Building 2 measuring 21' in height, Building 3 measuring 23' in height, and Buildings 4A and 4B measuring 35' in height. The proposed pylon sign would measure 75' in height and would be situated at the northeast corner of the project site adjacent to I-405.

Access to the project site is proposed from two new driveways and pedestrian pathways on 190th Street and one new driveway and pedestrian pathway on Western Avenue. Buildings 1 and 2 would be positioned along the frontage on 190th Street, Building 3 would be positioned at the northwest corner of 190th Street and Western Avenue, and Buildings 4A and 4B would be positioned to the rear near I-405, with surface parking areas, internal drive aisles, pedestrian pathways, and trash enclosures located in between the buildings. The parking area would provide 249 parking spaces, which include 21 electric vehicle (EV) spaces and 10 accessible (Americans with Disabilities Act compliant) spaces. The proposed project would also have 11 short-term bicycle parking spaces, eight long-term bicycle parking spaces that would be provided in four double bicycle lockers, and one bicycle storage space.

Landscaping would be provided along the project site perimeter and internally at the proposed plaza to the rear of the project site (between Buildings 4A and 4B), along the drive-thru lanes, and in the surface parking area.

The proposed project will require a Conditional Use Permit to allow the construction of the commercial buildings, and a Division of Lot to rearrange and consolidate six existing parcels into four parcels.

9. Surrounding Land Uses and Setting:

The 5.28-acre project site is located at the northwest corner of 190th Street and Western Avenue. The project site currently consists of a paved surface parking lot and a one-story 3,514-square-foot vacant building that was previously used as a restaurant. The westerly portion of the project site is unpaved. The southwestern and southeastern portions of the project site were formerly developed with gasoline service stations, and the north-central portion of the project site was previously developed with a furniture manufacturer. The two gasoline service stations and furniture manufacturer have been previously demolished.

The project site is relatively flat and gently slopes down in a southeasterly direction towards the intersection at 190th Street/ Western Avenue. Vegetation on the project site is generally limited to weeds and ornamental trees, shrubs, and bushes.

The project site is located within an urbanized environment and is bounded by Western Avenue to the east, 190th Street to the south, I-405 on- and off-ramp to the west, and I-405 to the north. I-405 is elevated above the project site by approximately 20 feet. The City of Los Angeles boundary is adjacent to the project site along Western Avenue.

The area surrounding the project site consists of commercial, light industrial, and residential uses. Specifically, a gasoline service station is located to the east (across Western Avenue), with an indoor trampoline park, office buildings, a public storage facility, retail uses, and restaurants located further east. Offices are located to the south (across 190th Street), with warehouses/distribution centers located further south. A hotel is situated on the west side of the project site (across the I-405 on- and off-ramps). Offices, a hydrogen fuel station, and single-family residential uses are located further west. Single-family residential uses are located to the north (across I-405).

10. Other public agencies whose approval is required:

California Department of Transportation (Caltrans) – access/ encroachment permits for State Route 213 (Western Avenue) and Outdoor Advertising Display permit for the proposed pylon sign adjacent to I-405; Los Angeles Regional Water Quality Control Board (LARWQCB) – pursuant to requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit; South Coast Air Quality Management District (SCAQMD) – permit to operate certain equipment or land uses; and Affected Utility Purveyors – utility construction and connection permits.

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

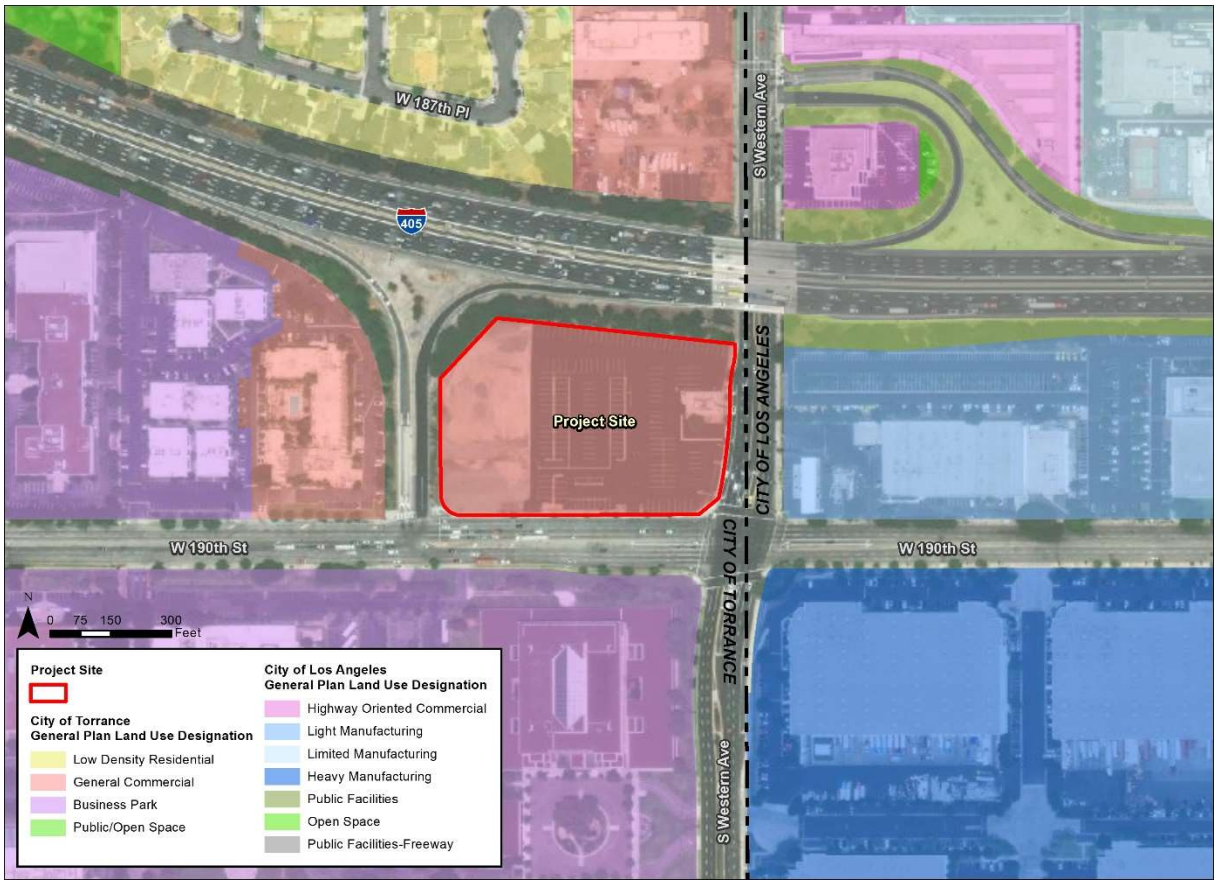
Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental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

The City of Torrance sent notification letters regarding the proposed project to tribes that have submitted to the City a formal request for notification. The following tribes were notified on November 3, 2020: Torres Martinez Desert Cahuilla Indians, Soboba Band of Luiseno Indians, and Gabrieleño Band of Mission Indians – Kizh Nation. None of the tribes have requested consultation.

On January 18, 2022, the City of Torrance submitted a request to the Native American Heritage Commission (NAHC) for a Sacred Lands File Search for the project site located within the United States Geological Survey Torrance, CA 7.5' Topographic Map. The NAHC provided the results of Sacred Lands File Search and a Tribal Consultation List of California Native American tribes traditionally and culturally affiliated with the project area. The Sacred Lands File Search results were "negative" which indicates there are no known tribal cultural resource at the project site nor located within the USGS Torrance, CA 7.5' Topographic Map.

A request was also submitted on March 16, 2022 to the South Central Coastal Information Center (SCCIC) for a record search of the California Historical Resources Information System (CHRIS) of Native American historical and archeological resources within the project site or located within the USGS Torrance, CA 7.5' Topographic Map. Results of the record search have not yet been received.

Aerial map of the project site and existing land uses surrounding the project site.



Aerial map showing the General Plan land use designations of the project site and the surrounding area.

Locations where photos of the project site were taken.

Staff Photographs

Photo 1: View of project site looking northwest from the southwestern corner of project site on 190th Street.

Photo 2: View of project site looking northeast from 190th Street.

Photo 3: View of project site looking northwest from 190th Street and Western Avenue intersection.

Photo 4: View of project site looking northwest from Western Avenue.

Photo 5: View of project site looking southwest from the northeastern corner of project site on Western Avenue.

ENVIROMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Leo Oorts, Senior Planning Associate — Date: 5-4-22

CONCUR:

Oscar Martinez, Planning and Environmental Manager, Secretary to the Planning Commission — Date: 5/5/22

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
1. AESTHETICS. Except as provide in Public Resources Code Section 21099, would the project:					
(a) Have a substantial adverse effect on a scenic vista?	1	☐	☐	☐	☒

A scenic vista is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. The Community Resources Element of the City's General Plan identifies views of the San Gabriel Mountains and Pacific Ocean as scenic. Recognizing the value of these scenic views, the City has adopted policies for hillside areas, which typically offer scenic vistas of these resources. The project site is not located within a hillside area. It is located within a developed urban area that is relatively flat. The nearest hillside area is approximately 4.5 miles southwest of the project site. No scenic vistas are available on the project site or within the surrounding area. Therefore, no impacts to scenic vistas would occur, and no mitigation measures would be required.

(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	2	☐	☐	☐	☒

The project site is not located along or within the vicinity of a scenic highway. The nearest state-designated scenic highway is Angeles Crest Highway (State Route 2), approximately 26 miles north of the project site. The nearest eligible scenic highway is Pacific Coast Highway southeast of Lakewood Boulevard, approximately 10.7 miles southeast of the project site. The project site is not within the viewshed of these state-designated and eligible scenic highways. Additionally, the project site does not contain any scenic resources, such as rock outcroppings and historic buildings. The project site has a limited number of mature trees and vegetation, which are proposed to be removed during construction; however, the vegetation is not considered a scenic resource within a state scenic highway. New landscaping consisting of trees, shrubs, vines, and groundcovers would be installed on the project site. The City Planning Division requires that the proposed project landscaping plan be submitted for approval prior to building permit issuance. Therefore, no impacts to scenic resources within a state scenic highway would occur, and no mitigation measures would be required.

(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	1, 3, 4, 5	☐	☐	☒	☐

The project site is located in an urbanized area and currently has a one-story vacant building and a surface parking lot. The properties to the west, south, and east of the project site consist of primarily commercial uses and distribution centers/warehouses. The structures generally range from one to four stories in height. One- and two-story single-family residential uses are located north of the project site, across I-405. These residences are not visible from the project site. The I-405 is elevated from the surrounding uses, and the existing landscaped berms and sound walls along the edge of the freeway obstruct views of the project site from these residences. The proposed project would introduce one-story commercial structures to the project site and would be consistent with the height of the surrounding uses. The proposed project would be designed to be consistent with the visual character and quality of the surrounding commercial and distribution center/warehouse uses. Landscaping would be provided within the surface parking lot, along the perimeter of the project site, and at the proposed plaza on the north side of the project site. The proposed landscaping would be visible from adjacent roadways and would enhance the visual perception of the project site.

A 75-foot tall pylon sign is proposed at the northeast corner of the project site. Two billboard signs are currently located within the viewshed of the project site. One billboard is located across the street from the project site on Western Avenue, and the second billboard is located approximately 280 feet east of the project site on 190th Street. The proposed pylon sign would be taller than the existing billboard signs within the viewshed of the project site. Additionally, Torrance Municipal Code (TMC) Section 911.4.020(c) limits pylon signs to a height of 50 feet. Signs can exceed this height limit with the approval by the City Planning Commission (TMC Section 911.3.040). The City Planning Commission would review the proposed pylon sign, along with other signs proposed on the project site, to determine whether the location, height, and other components of the proposed sign would maintain the visual quality and appearance of the project site and its surrounding area. If approved by the City Planning Commission, the proposed signs on the project site, including the pylon sign, would not degrade the existing visual character and quality of the project site and its surrounding area. In addition to review and approval by the City Planning Commission, Caltrans reviews and regulates the placement of outdoor advertising displays visible from freeways and highways under the federal Highway Beautification Act and the state's Outdoor Advertising Act. As the proposed pylon sign would be visible along I-405, an Outdoor Advertising Display permit from Caltrans would be required. The proposed pylon sign would be required to comply with the

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

Caltrans Outdoor Advertising Display permit requirements and the City's sign standards. The proposed project would not be visible from any residential areas and would be designed to be consistent with the visual character and quality of the surrounding commercial and distribution/warehouse uses. With approval by the City Planning Commission and Caltrans for the proposed pylon sign, the proposed project is not expected to degrade the existing visual character of the project site and its surrounding area.

The project site is zoned Conditional Commercial (C-5) and has a General Plan land use designation of General Commercial (C-GEN). The proposed retail and restaurant uses would be permitted in the C-5 zone and C-GEN General Plan land use designation. The C-GEN land use designation permits a maximum floor area ratio (FAR) of 0.6 for commercial development. The FAR for the proposed project would be 0.10 and would be below the FAR limit for the C-GEN land use designation. Additionally, the proposed project would be required to comply with all requirements of the C-5 zone. Per TMC Division 9, Section 91.24.3, all development plans in the C-5 zone are required to be reviewed and approved by the City Planning Commission. The Planning Commission must find that the proposed development would not adversely affect the orderly and harmonious development of the area and the general welfare of the City. 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.

(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	3, 6, 7, 8, 9	☐	☐	☒	☐

The proposed project would not introduce new sources of light or glare which would be incompatible with the surrounding area or which would pose a safety hazard to motorists using adjacent streets. The project site is located in an urbanized area that has a moderate level of ambient lighting. Existing nighttime lighting sources in the surrounding area include streetlights, vehicle headlights, security lighting, and interior and exterior building illumination from the surrounding uses. Lighting levels associated with the proposed project would be consistent with nighttime lighting levels of the surrounding commercial and light industrial uses.

The proposed project does not include elements that would be a major source of glare during the day and night. The proposed structures would be constructed with primarily non-reflective materials, such as stucco on the exterior façades. Although some of the proposed structures would have spandrel glass walls, the glass walls would be oriented in a manner that would prevent glare from affecting the surrounding area. Headlights from vehicles in the proposed surface parking lot and from vehicles entering and exiting the project site are also not expected to generate substantial amount of glare that would affect the surrounding area. TMC Section 92.30.5 requires lighting to be constructed in a manner that direct glare away from residential land uses. The design, configuration, and orientation of the proposed building materials and lighting fixtures would be subject to City review and approval, which would ensure that the proposed building materials and lighting would not create new sources of substantial light or glare that would adversely affect the surrounding areas. Therefore, impacts associated with the creation of new sources of substantial light or glare would be less than significant, and no mitigation measures would be required.

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

(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	4, 5, 10	☐	☐	☐	☒

Due to its urban setting, the project site and its surrounding area are not included in the California Department of Conservation Farmland Mapping and Monitoring Program. No agricultural uses or related operations are present within the project site or in the surrounding area. Therefore, no impacts to farmlands would occur and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	4, 5, 10	☐	☐	☐	☒
The project site is not located within a zone designated for agricultural use or an area that is designated as Williamson Act Contract lands. Therefore, no impacts or conflicts with any existing zoning for agriculture use or Williamson Act Contract would occur, and no mitigation measures would be required.					
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	4, 5	☐	☐	☐	☒
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 on the project site or in the immediate area. Therefore, no impacts to forest land or timberland zoning 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?	4, 5	☐	☐	☐	☒
As stated above, the project site is located within an urbanized environment in an area that is not designated as forest land. There are no forest resources or operations located on the project site or in the surrounding 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?	4, 5, 10	☐	☐	☐	☒
There are no farmland/agricultural or forestry resources or operations located on, adjacent to, or near the project site. The proposed project would not introduce any changes that would result in the conversion of farmland or forest land to non-agricultural or forest use, respectively. Therefore, no impact to farmlands or forest lands would occur, and no mitigation measures would be required.					
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
(a) Conflict with or obstruct implementation of the applicable air quality plan?	1, 11, 12, 13, 14, 15, 16	☐	☐	☒	☐

The following discussion is based on the Air Quality and Greenhouse Gas Impact Analysis report for the proposed project and is supplemented with additional information from the South Coast Air Quality Management District (SCAQMD).

The project site is located within the South Coast Air Basin (Basin). SCAQMD is the regulatory agency responsible for improving air quality in the Basin. The applicable air quality plan for the Basin is the Air Quality Management Plan (AQMP) prepared by SCAQMD. The AQMP serves as the blueprint to bring the Basin into compliance with the federal and state ambient air quality standards (AAQS). According to the SCAQMD 1993 CEQA Air Quality Handbook, the two key indicators of consistency with the AQMP are as follows:

1) *Whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and*

2) *Whether the project would exceed the forecasted growth assumptions of the AQMP.*

Consistency Criterion 1: Air Quality Emissions

"Criteria pollutants" are pollutants for which the U.S. Environmental Protection Agency (USEPA) and California Air Resources Board have established federal and state AAQS, respectively. Criteria pollutants include ground-level ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter (respirable particulate matter less than 10 microns in diameter [PM_{10}] and fine particulate matter less than

2.5 microns in diameter [$PM_{2.5}$]), sulfur dioxide (SO_2), and lead. AAQS are set for outdoor concentration levels of criteria pollutants to protect public health, including the health of "sensitive" populations, such as asthmatics, children, and the elderly, with an adequate margin of safety, and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. An area is classified as being in "attainment" for a criteria pollutant if the criteria pollutant concentration is lower than the federal and/or state AAQS. If a criteria pollutant exceeds the federal and/or state AAQS, the area is classified as being in "nonattainment" for that criteria pollutant. The Los Angeles County portion of the Basin is classified as nonattainment of the federal AAQS for O_3, $PM_{2.5}$, and lead. This portion of the Basin is classified as nonattainment of the state AAQS for O_3, PM_{10}, $PM_{2.5}$, and lead. According to the SCAQMD Final 2012 Lead State Implementation Plan – Los Angeles County, lead concentrations are well below and have not exceeded the federal or state AAQS at regular monitoring stations since 1982 due to the phase-out of lead from gasoline for on-road vehicles. The current nonattainment status for lead only occurs in portions of Los Angeles County where near-source air quality monitoring sites are located immediately downwind of two stationary lead sources (i.e., large lead-acid battery recycling facilities in the Cities of Vernon and Industry). These monitoring sites record very localized lead violations that are associated with the lead-acid battery recycling facilities. Lead emissions are not evaluated in this analysis since the project site is not located in proximity to these stationary lead sources, and the proposed project would not involve activities that would result in lead emissions.

To meet the federal and state AAQS, SCAQMD has developed regional and construction and operational air quality emissions thresholds for O_3 precursors (volatile organic compounds [VOC] and nitrogen oxides [NO_X]), CO, sulfur oxides (SO_X), PM_{10}, and $PM_{2.5}$. These regional significance thresholds are used to assess potential air quality impacts that may result from construction and operation of projects in the region and are applicable to determine both proposed project and cumulative impacts. If the proposed project would result in pollutant levels that exceed these regional emissions thresholds, the proposed project would be considered to have a significant project-specific impact and would contribute to cumulative impacts. The SCAQMD regional emissions thresholds are presented in ***Table 1****.*

TABLE 1: SCAQMD DAILY REGIONAL EMISSIONS AND LOCALIZED SIGNIFICANCE THRESHOLDS

	Pollutant Emissions (Pounds per Day)					
Emissions Sources	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Regional Emissions Thresholds						
Construction	75	100	550	150	150	55
Operations	55	55	550	150	150	55
Localized Significance Thresholds (5-Acre Project Site, 275 Feet Air Quality Sensitive Receptor Distance)						
Construction	n/a	198	2,408	n/a	56	16
Operations	n/a	198	2,408	n/a	14	4

Note: n/a = Not Applicable
SOURCE: LSA, 2022; SCAQMD, 2019

SCAQMD has also established localized significance thresholds (LSTs) for construction and operational emissions to assess potential air quality impacts at nearby sensitive receptors. LSTs represent the maximum emissions that could be generated from the project site without resulting in an exceedance of the federal or state AAQS for CO, NO_2, PM_{10}, and $PM_{2.5}$. LSTs are based on the ambient pollutant concentrations within the project site's Source Receptor Area (SRA) and the distance to the nearest air quality sensitive receptor. Air quality sensitive receptors are land uses that have a concentration of population groups who are more sensitive to changes in air quality than others. Air quality sensitive receptors include residences, schools, and hospitals. The project site is located within the Southwest Coastal LA County SRA (SRA 3). The closest air quality sensitive receptors to the project site are residences approximately 275 feet north of the project site. As the project site is approximately five acres, the LSTs for a five-acre site with air quality sensitive receptors at a distance of 275 feet were used. The SCAQMD LSTs for the project site are presented in ***Table 1****.*

Air pollutant emissions associated with the proposed project would occur over the short term from construction activities and over the long term from proposed project-related vehicular trips and energy consumption (e.g., electricity and natural gas usage) by the proposed land uses. Construction and operational emissions were quantified using the SCAQMD-recommended California Emissions Estimator Model (CalEEMod, version 2020.4.0).

Construction Emissions. *Construction activities produce combustion emissions from various sources, such as construction equipment and vehicle trips from construction workers. Exhaust emissions from construction activities would vary daily as construction activities levels change. Daily construction emissions for the proposed project were estimated based on the type of construction equipment that would be used during each construction activity, the hours of use for each construction equipment, the quantities of earth and debris to be moved,*

and on-road vehicle trips (e.g., worker, soil-hauling, and vendor trips). Earthwork for the proposed project is assumed to be balanced (i.e., no import or export of soils are needed). The assumptions used to estimate construction emissions are provided in the Air Quality and Greenhouse Gas Impact Analysis report.

Fugitive dust emissions would be generated during construction of the proposed project. Fugitive dust emissions are generally associated with land clearing, cut-and-fill grading activities, and exposure of soils to the air and wind. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, and weather conditions at the time of construction. Construction of the proposed project would be required to comply with SCAQMD Rule 403, which requires projects to incorporate fugitive dust control measures. Fugitive dust emissions for the proposed project assumes that the following Rule 403 dust control measures would be employed during construction:

- *Water the project site at a minimum of three times daily during site grading activities.*
- *Water active construction areas at least twice daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving).*
- *Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least two feet of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.*
- *Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.*

***Table 2** presents the estimated maximum daily regional emissions for each construction phase of the proposed project, and **Table 3** shows the maximum localized construction emissions of the proposed project. The estimated maximum daily regional construction emissions presented in **Table 2** include on- and off-site emissions, and the localized construction emissions presented in **Table 3** represent the portion of the total construction emissions that would be emitted on the project site. The regional and localized construction emissions assume that the proposed project would be built out in one phase (i.e., the five proposed buildings and associated parking areas would be constructed at the same time rather than in two separate phases). Maximum daily regional and localized emissions would remain below all applicable SCAQMD construction emissions thresholds.*

TABLE 2: SHORT-TERM REGIONAL CONSTRUCTION EMISSIONS

	Regional Pollutant Emissions (pounds per day)							
Construction Activities	**VOC**	**NO_X**	**CO**	**SO_X**	**Fugitive PM_{10}**	**Exhaust PM_{10}**	**Fugitive $PM_{2.5}$**	**Exhaust $PM_{2.5}$**
Demolition	3	26	21	<1	<1	1	<1	1
Site Preparation	3	33	20	<1	9	2	5	1
Grading	2	21	16	<1	3	<1	2	<1
Building Construction	2	18	21	<1	1	<1	<1	<1
Paving	2	10	15	<1	<1	<1	<1	<1
Architectural Coating	3	1	2	<1	<1	<1	<1	<1
Peak Daily Emissions	**3**	**33**	**21**	**<1**	**11**		**6**	
SCAQMD Regional Emissions Threshold	**75**	**100**	**550**	**150**	**150**		**55**	
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**		**No**	

SOURCE: LSA, 2022

TABLE 3: MAXIMUM SHORT-TERM LOCALIZED CONSTRUCTION EMISSIONS

	Pollutant Emissions (pounds per day)			
Emissions Sources	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum On-Site Emissions	33	21	10	6
SCAQMD Localized Significance Threshold	**198**	**2,408**	**56**	**16**
Exceed Threshold?	**No**	**No**	**No**	**No**

Note: Localized Significance Thresholds are for a 5-acre site with sensitive receptors at 275 feet from the project site in the Southwest Coastal Los Angeles County Source Receptor Area.
SOURCE: LSA, 2022

Operational Emissions. *Operations of the proposed project would generate long-term air pollutant emissions associated with area, energy, and mobile sources. Area source emissions include consumer products and landscaping equipment. Energy sources include natural gas consumption for cooking and heating. Mobile sources include vehicle trips of visitors and employees traveling to and from the project site. Based on the Traffic Circulation Analysis for the proposed project, the proposed project would generate 4,740 daily vehicle trips.* ***Table 4*** *presents the estimated regional operational emissions for the proposed project. The estimated regional operational emissions represent total emissions associated with operations of the proposed project and include on- and off-site emissions. Future operations of the proposed project would not result in daily emissions that exceed any of the applicable SCAQMD regional operational emissions thresholds.*

TABLE 4: LONG-TERM REGIONAL OPERATIONAL EMISSIONS

	Regional Pollutant Emissions (pounds per day)					
Sources	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area	<1	<1	<1	0	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	25	28	254	<1	56	15
Total Daily Emissions	**26**	**29**	**254**	**<1**	**56**	**15**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

SOURCE: LSA, 2022

Table 5 *shows the maximum localized operational emissions of the proposed project at full buildout (when Phases I and II are operational). The localized operational emissions presented in* ***Table 5*** *represent the portion of the total operational emissions that would be emitted on the project site. Future operations of the proposed project would not result in daily emissions that exceed any of the applicable SCAQMD localized operational emissions thresholds.*

TABLE 5: MAXIMUM LONG-TERM LOCALIZED OPERATIONAL EMISSIONS

	Pollutant Emissions (pounds per day)			
Emissions Sources	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum On-Site Emissions	2	13	3	<1
SCAQMD Localized Significance Threshold	**198**	**2,408**	**14**	**4**
Exceed Threshold?	**No**	**No**	**No**	**No**

Note: Localized Significance Thresholds are for a 5-acre site with sensitive receptors at 275 feet from the project site in the Southwest Coastal Los Angeles County Source Receptor Area.
SOURCE: LSA, 2022

Vehicles are the primary sources of CO emissions. Under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors. Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service (LOS) or with extremely high traffic volumes. The nearest air monitoring station that monitors ambient CO concentrations is the North Long Beach Station. The highest recorded one- and eight-hour ambient CO concentrations monitored at this station in the last three years were 4.7 and 2.6 parts per million (ppm), respectively. These ambient CO concentrations are well below the state CO one- and eight-hour CO standard of 20 and 9 ppm, respectively. The ambient CO concentrations are also well below the federal CO one- and eight-hour CO standards of 35 ppm and 9 ppm, respectively. According to the Traffic Circulation Analysis for the proposed project, roadway intersections would not degrade LOS along the affected streets with implementation of the proposed project. As a result, the proposed project is not expected to cause CO concentrations to increase to levels that would exceed the state or federal CO standards.

Consistency Criterion 2: AQMP Growth Forecast

The estimated regional emissions in the AQMP are based on the regional growth projections developed by the Southern California Association of Governments (SCAG). Projects that are consistent with the SCAG regional growth projections are generally consistent with the AQMP. SCAG reviews projects that are considered regionally significant, as defined by CEQA Guidelines Section 15206(b), to facilitate

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

the consistency of regionally significant projects with SCAG's adopted regional plans and growth projections. The proposed project is not considered a project of statewide, regional, or areawide significance as defined by CEQA Guidelines Section 15206(b) as the proposed project does not involve a new or amended General Plan elements, would not develop more than 500 dwelling units, would not employ more than 1,000 persons, would not develop a shopping center that is more than 500,000 square feet, would not develop offices that encompasses more than 250,000 square feet of floor area, would not develop a hotel/motel with more than 500 rooms, and would not develop industrial uses that occupy more than 40 acres of land or encompasses more than 650,000 square feet of floor area.

As discussed in Response to Question 11(b), below, the proposed project would be consistent with the City of Torrance General Plan and Zoning ordinance. Additionally, as discussed in Response to Question 14(a), below, the proposed project is not expected to result in a substantial permanent increase in population. The proposed project is projected to generate approximately 90 jobs and would be within the SCAG employment growth projections. The proposed commercial center does not include any housing, and employees of the proposed project are expected to be from nearby communities. Therefore, the proposed project would be consistent with the SCAG regional growth projections and would not result in growth that would exceed the growth projections incorporated into the AQMP.

Summary

The proposed project at full buildout would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of AAQS or the interim emission reductions specified in the AQMP (Consistency Criterion 1) since the proposed project would not exceed any of the SCAQMD regional emissions thresholds and LSTs for construction and operations and would not violate the state or federal CO standards. Additionally, the proposed project would not have the potential to result in population and employment growth that would exceed the growth projections incorporated into the AQMP (Consistency Criterion 2). Therefore, the proposed project would be consistent with the AQMP. Impacts to the applicable air quality plan would be less than significant, and no mitigation measures would be required.

(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	1, 11, 12, 14	☐	☐	☒	☐

As discussed above in Response to Question 3(a), the proposed project would not exceed any of the applicable SCAQMD regional emissions thresholds or LSTs for construction and operations. The SCAQMD emissions thresholds are applicable to determine if the proposed project would result in cumulative considerable net increase of criteria pollutants. Additionally, the proposed project would not violate the state or federal CO standards. Therefore, impacts would be less than significant, and no mitigation measures would be required.

(c)	Expose sensitive receptors to substantial pollutant concentrations?	11	☐	☐	☒	☐

As discussed in Response to Question 3(a), air quality sensitive receptors are land uses that include a concentration of population groups who are more sensitive to changes in air quality than others are. The closest sensitive receptors to the project site are residences approximately 275 feet north of the project site. ***Tables 3*** *and* ***5*** *show the maximum localized construction and operational emissions of the proposed project, respectively. The localized emissions represent the portion of the total construction emissions that would be emitted on the project site. Localized construction emissions would not exceed the applicable SCAQMD LSTs for construction and operations. Additionally, full buildout of the proposed project is not expected to increase vehicle trips in a manner that would cause CO concentrations to increase to levels that would exceed the state or federal CO standards. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant, and no mitigation measures would be required.*

(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	11, 17	☐	☐	☒	☐

During construction of the proposed project, odors would primarily be emitted from heavy-duty equipment exhaust. Other potential sources that may produce objectionable odors during construction activities include asphalt paving. Odors from construction equipment and asphalt paving would be localized, generally confined to the immediate area surrounding the project site, temporary, and cease after construction and paving activities are completed. SCAQMD Rule 402 states that "a person shall not charge 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." The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites. As construction-related emissions dissipate away from the construction area, the odors

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

associated with these emissions would also decrease and would be quickly diluted. Odors emanating during construction of the proposed project would not cause injury, detriment, or annoyance to the public; would not endanger the comfort, repose, health, or safety of the public; and would not cause injury or damage to any nearby businesses or properties.

Land uses and operational activities that are typically associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project would not involve any of these uses or activities. The proposed restaurants would produce some odors and smells associated with the preparation of food, but operations of these restaurants would comply with SCAQMD Rule 402 to prevent odors from being a nuisance or pose any harm to the public, nearby businesses, or properties.

As discussed in the Air Quality and Greenhouse Gas Impact Analysis for the proposed project, Los Angeles County has been found to have serpentine and ultramafic rock in the soils. These rocks have naturally occurring asbestos. However, no such rocks have been identified on or in the project site vicinity. Therefore, the potential risk for naturally occurring asbestos to be disturbed and released into the air is small.

The proposed project would not emit odors and other emissions that would adversely affect a substantial number of people. Therefore, impacts would be less than significant, and no mitigation measures would be required.

4. BIOLOGICAL RESOURCES. Would the project:

(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	1, 18	☐	☐	☒	☐

The project site is located in an urban area and is currently developed with a vacant one-story structure and a surface parking lot. The project site is surrounded by commercial, light industrial, and residential uses. No native vegetation exists on the project site. Plant life on the project site is limited to non-native and ornamental species used for landscaping. Animal life is comprised of common bird, insect, reptile, and small mammal species. The California Natural Diversity Database (CNDDB), a computerized database that identifies past occurrences of species of special concern (e.g., plants, animals, and communities that are rare, threatened, or endangered) identifies the Palos Verdes blue butterfly (Glaucopsyche lygdamus palosverdesensis) as having occurred within the vicinity of the project site. This species is listed as endangered under the Federal Endangered Species Act. Its habitat is generally limited to the cool, fog-shrouded, seaward side of Palos Verdes Hills. The entire project site has been previously disturbed and developed with urban uses, and the project site does not contain suitable habitat for this species. Additionally, the Torrance General Plan Community Resource Element does not identify any candidate, sensitive, or special status species that occupies the project site. Therefore, it is unlikely that the proposed project would result in the loss or destruction of this species or the degradation of sensitive habitat for this species. A less-than-significant impact on candidate, sensitive, and special status species would occur, and no mitigation measures would be required.

(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	1, 18	☐	☐	☐	☒

The project site is located in an urban area and is currently developed with a vacant one-story structure and a surface parking lot. The project site is surrounded by commercial, light industrial, and residential uses. The project site and its surrounding area do not contain any riparian habitat or features necessary to support riparian habitat. Additionally, CNDDB has not listed any riparian habitat or other sensitive natural communities on or in the vicinity of the project site. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS. No impact to riparian habitat or other sensitive natural communities would occur, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	1	☐	☐	☐	☒

The project site is located in an urban area and is currently developed with a vacant one-story structure and a surface parking lot. The project site is surrounded by commercial, light industrial, and residential uses. No state or federally protected wetlands and no water bodies are located on the project site or in the vicinity of the project site. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact 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?	1, 18, 19, 20, 21	☐	☒	☐	☐

The project site and the surrounding area are highly developed with urban uses, and no wildlife corridors are on or in proximity to the project site. The project site does not contain any state or federally protected wetlands that would contain migratory fish or other wildlife species. If migratory birds were to traverse the project site, the birds would likely utilize mature vegetation on the project site, some of which may potentially provide nesting sites for migratory birds. The proposed project would remove three trees on the project site. The tree removal could potentially affect migratory birds; however, the proposed project is required to comply with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (FGC).

*Under MBTA and California FGC, it is unlawful to take or possess any migratory nongame bird. Federal Endangered Species Act Section 3(19) defines "take" as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct"; and California FGC Section 86 defines "take" as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." To ensure that the proposed project complies with MBTA and California FGC, implementation of Mitigation Measure **BR-1** would be required.*

Mitigation Measure

BR-1 *Unless surveys for nesting birds are conducted by a USFWS- and/or CDFG-approved biologist (qualified biologist), the applicant shall remove trees during the non-bird-breeding season (September 1 to January 31) in order to comply with MBTA and avoid potential takes of active nests, including nests of raptors and other migratory non-game birds. If the applicant has not removed trees during the non-breading season and intends to commence site clearing or other ground disturbance activities during the bird-breeding season (from February 1 to August 31), the applicant shall have a qualified biologist conduct weekly surveys for nesting birds, with the last survey conducted no more than three days prior to the initiation of any tree removal, site clearing, or other ground disturbing activities. The surveys shall substantiate the presence/absence of raptors, migratory non-game birds, and active nests in the vegetation to be removed and any other vegetation within 300 feet of the construction work area (within 500 feet for raptors), as access to the adjacent areas allow. If a raptor, migratory non-game bird, and/or active nests are found, the applicant shall delay all tree clearance/construction disturbance activities within 300 feet of the suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31 or until the nest is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting as determined by the qualified biologist. Limits of construction to avoid the nesting habitat and nest shall be established in the field with flagging and stakes or with construction fencing marking the protected area 300 feet (500 feet for raptors) from the nest. Construction personnel shall be instructed on the sensitivity of the area. The qualified biologist shall record the results of the protective measures to document compliance with MBTA.*

*Mitigation Measure **BR-1** would ensure that no active nests are present prior to clearing and tree trimming activities and that the proposed project would be in compliance with MBTA and pertinent sections of the California FGC. With implementation of Mitigation Measure **BR-1**, the proposed project is not expected to interfere with wildlife movement or impede the use of native wildlife nursery sites. Therefore, impacts would be less than significant with implementation of Mitigation Measure **BR-1**.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	1, 22	☐	☐	☐	☒

The project site is not located on or near any significant ecological areas and is not located on or near any street designated as a special area for street trees. The proposed project would be required to comply with the City's Tree Ordinance (TMC Division 7, Chapter 5), which requires a permit to be obtained prior to cutting, trimming, removing, pruning, planting, injuring, or interfering with any trees on a street. Additionally, the proposed project would be required to comply with the City's landscape requirements. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources. No impacts to biological resources would occur, and no mitigation measures would be required.

(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	1	☐	☐	☐	☒

The project site is located in an urbanized area and surrounded primarily by commercial, light industrial, and residential uses. The project site is not located within or adjacent to the boundaries of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts to conservation plans would occur, and no mitigation measures would be required.

5. CULTURAL RESOURCES. Would the project:					
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	1, 23, 24	☐	☐	☐	☒

CEQA Guidelines Section 15064.5 generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. The project site is devoid of any evident historic resources, archaeological resources, paleontological resources, unique geologic resources, or presence of human remains. The project site was previously developed with two gasoline service stations, a furniture manufacturer, and a restaurant; however, all structures except for the restaurant building have been demolished. No historic resources are on the project site, and any historic resources that may have been present at one time have likely been destroyed. The project site is not listed or eligible for listing in the National Register of Historic Places or California Register of Historic Resource. A request was submitted to the South Central Coastal Information Center (SCCIC) for a record search of the California Historical Resources Information System (CHRIS) of archeological and built environment resources, as well as a review of cultural resource reports on file in the CHRIS for the project site and located within the USGS Torrance, CA Quadrangle 7.5-Minute Topographic Map. Pending results of the record search, no known potentially significant cultural resources are located within the project site or in its vicinity. The City of Torrance General Plan Community Resources Element does not list the project site as a location that is of historic interest to the City. Additionally, the project site is not located within the Olmsted Tract or Torrance Tract, both of which contain contributing structures in the City's Historic Resources Survey. The structures on the project site and in the surrounding area do not have any unusual characteristics and are not known to be associated with any national, regional, or local figures of significance that would qualify them as a historical resource or of historic significance. Therefore, no impacts to historical resources would occur, and no mitigation measures would be required.

(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	1, 5, 24, 25	☐	☒	☐	☐

*CEQA Guidelines Section 15064.5(a) defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above in Response to Question 5(a), or resources that constitute unique archaeological resources associated with a scientifically recognized important prehistoric or historic event or person. The project site is located in an urbanized area that has been subject to previous grading and development. Any surficial archaeological resources that may have existed on the project site are likely to have been previously disturbed or removed. Pending the SCCIC records search results, no archaeological resources are known to be located on or in the vicinity of the project site. Although no archaeological resources are known to exist on the project site, encountering unanticipated archaeological resources during ground disturbance is a possibility, and implementation of Mitigation Measure **CR-1** would be*

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

required to reduce the potential for the destruction of any significant archaeological resource in the event of an unanticipated discovery during construction.

Mitigation Measure

CR-1 *If archaeological resources are encountered during ground-disturbing activities, all work shall cease in the area of the find or diverted away from the discovery to a distance of 50 feet. The City of Torrance Community Development Department shall be immediately informed of the discovery and a qualified archaeologist shall be retained by the applicant to determine if the find is classified as a significant historical resource pursuant to CEQA Guidelines Section 15064.5(a) and/or unique archaeological resources (Public Resources Code [PRC] Section 21083.2[g]). A qualified archaeologist is an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Personnel of the proposed project shall not collect or move any archaeological materials or associated materials. The qualified archaeologist shall be empowered to halt or divert ground disturbing activities.*

If the resource is classified as a significant cultural resource, the qualified archaeologist shall make recommendations on the treatment and disposition of the find. The final recommendations on the treatment and disposition of the find shall be developed in accordance with all applicable provisions of PRC Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4. The Community Development Department shall review and approve the recommendations prior to implementation. The Community Development Department shall be provided with a final report on the treatment and disposition of the finding prior to issuance of a Certificate of Occupancy.

*With implementation of Mitigation Measure **CR-1**, the proposed project is not expected to result in the destruction of significant archaeological resources. Therefore, impacts related to buried archaeological resources would be less than significant with implementation of Mitigation Measure **CR-1**.*

(c)	Disturb any human remains, including those interred outside of formal cemeteries?	26, 27	☐	☐	☒	☐

The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. There are no known human remains on the project site, and human remains are not expected to be encountered during construction of the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the project site, there is always a possibility that human remains may be unexpectedly encountered during construction. In the unlikely event that human remains are encountered, the proposed project would be required to comply with California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during construction, the proposed project would also be required to comply with applicable regulations related to the handling of Native American human remains, including PRC Section 5097. With compliance of the State Health and Safety Code Section 7050.5 and applicable regulations related to the handling of human remains of Native American origin, a less-than-significant impact to human remains would occur, and no mitigation measures would be required.

6. ENERGY. Would the project:						
(a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	1, 28	☐	☐	☒	☐

During construction of the proposed project, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, round-trip construction worker travel to the project site, and delivery and haul truck trips. Construction activities would comply with applicable regulations that aim to reduce energy demand, including the California Air Resources Board "In-Use Off-Road Diesel Fueled Fleets Regulation", which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Compliance with applicable energy regulations would reduce short-term energy demand during construction of the proposed project to the extent feasible, and proposed project construction would not result in a wasteful or inefficient use of energy.

During operations of the proposed project, Southern California Edison would provide electricity and Southern California Gas Company would provide natural gas to the project site. Energy use associated with operation of the proposed project would be typical of commercial uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, air conditioning, electronic

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

equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips to and from the project site. However, the proposed project does not involve any characteristics or processes that would require the use of more energy intensive equipment than comparable activities or that would involve equipment use that would not conform to current emissions and related fuel efficiency standards.

The proposed project would be subject to the latest requirements of the California Building Energy Efficiency Standards, which includes the California Energy Code (California Code of Regulations [CCR] Title 24, Part 6) and the California Green Building Standards Code (CALGreen) (CCR Title 24, Part 11). The California Energy Code contains energy conservation standards applicable to most residential and nonresidential buildings throughout California, such as energy conservation standards for water heating, lighting, electrical power, and mechanical equipment. CALGreen is the state's green building code that applies to the planning, design, operation, construction, use, and occupancy of newly constructed structures in the state. CALGreen requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The proposed project does not include any feature that would interfere with implementation of the California Building Energy Efficiency Standards. Therefore, the proposed project would not result in or cause wasteful, inefficient, and unnecessary energy consumption. Impacts to energy would be less than significant, and no mitigation measures would be required.

(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	1, 28, 29	☐	☐	☐	☒

As discussed above in Response to Question 6(a), the proposed project would be subject to all state energy requirements. The City of Torrance Climate Action Plan (CAP) was prepared by the City, in cooperation with the South Bay Cities Council of Governments, to reduce greenhouse gas (GHG) emissions within the City. One of the strategies identified in the CAP to reduce GHG emissions is to improve energy efficiency of new and existing buildings and infrastructure. The proposed project would not conflict with or obstruct the City's CAP. Therefore, no impacts to state or local energy plans would occur, and no mitigation measures would be required.

7. GEOLOGY AND SOILS. Would the project:

(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
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.	30, 31, 33, 34	☐	☐	☐	☒

The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. According to the California Department of Conservation Earthquake Zones of Required Investigation and the Geotechnical Engineering Investigation for the project site, the project site is not located within the Alquist-Priolo Special Studies Zone, and no trace of any known active or potentially active fault passes through the project site. Additionally, the proposed project would be constructed in accordance with the latest California Building Code (CBC) seismic safety requirements. All final plans would be required to incorporate design- and site-appropriate means to avoid or minimize any fault rupture or seismic shaking concerns. The proposed project does not involve any activities that would potentially exacerbate existing environmental conditions so as to increase the potential to expose people or structures to the rupture of a known earthquake fault. The type of development that would occur on the project site with implementation of the proposed project is typical of urban environments and would not involve deep excavation into the Earth or boring of large areas creating unstable seismic conditions or stresses in the Earth's crust that would result in the rupture of a fault. Therefore, no impacts associated with rupture of a known earthquake fault would occur, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
ii)	Strong seismic ground shaking?	30, 31, 33, 34	☐	☐	☒	☐

As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. According to the Safety Element of the City of Torrance General Plan, the highest risks from earthquake fault zones in the City of Torrance come from the Palos Verdes fault zone, the Puente Hills Fault, the Newport-Inglewood fault zone, the Elysian Park fault zone, the Malibu Coast-Santa Monica-Hollywood fault zone, and the Whittier fault zone. However, earthquakes and ground motion can affect a widespread area. The potential severity of ground shaking depends on many factors, including distance from the generating fault, the distance to the epicenter, the earthquake magnitude, and the site-specific geologic conditions. Although implementation of the proposed project has the potential to result in the exposure of people and structures to strong ground shaking during a seismic event, this exposure is no greater than exposure present in other areas throughout the Southern California region.

The proposed project does not involve activities that would increase the potential to expose people or structures to the adverse effects associated with strong seismic ground shaking. Additionally, the design and construction of the proposed buildings are required to conform to the latest CBC seismic standards, as well as all other applicable codes and standards to minimize the potential for damage from strong seismic ground shaking. Additionally, the proposed project would be required by the City to implement the recommendations contained within the Geotechnical Engineering Investigation report for the project site. Therefore, less-than-significant impacts associated with strong seismic ground shaking would occur, and no mitigation measures would be required.

iii)	Seismic-related ground failure, including liquefaction?	30, 31,32, 33, 34	☐	☐	☒	☐

Liquefaction typically occurs when a saturated or partially saturated soil becomes malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. According to the California Department of Conservation's Earthquake Zones of Required Investigation and City of Torrance General Plan Safety Element, the project site is not located within a liquefaction hazard zone. The proposed project would be required by the City to implement the recommendations of the Geotechnical Engineering Investigation report for the project site, which include structural design elements that would maintain structural integrity of the proposed buildings. The site-specific geotechnical report would be reviewed and approved by the City prior to the issuance of any building permits. Furthermore, the proposed project would be constructed in accordance with all applicable provisions of the latest CBC, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, impacts associated with seismic related ground failure and liquefaction would be less than significant, and no mitigation measures would be required.

iv)	Landslides?	31, 32, 33	☐	☐	☐	☒

The project site and its surrounding area are relatively flat. According to the California Department of Conservation's Earthquake Zones of Required Investigation and City of Torrance General Plan Safety Element, the project site is not located within an earthquake-induced landslide area. Additionally, there is no evidence of recent or historic landslides affecting the project site or its surrounding area. Therefore, no impact associated with landslides would occur, and no mitigation measures would be required.

(b)	Result in substantial soil erosion or the loss of topsoil?	35	☐	☐	☒	☐

During ground disturbing activities, such as grading, the project site could potentially be subject to soil erosion or loss of topsoil. However, the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts, including the latest requirements of the City-enforced NPDES Construction General Permit, best management practices (BMPs) and applicable pollution control and erosion protection measures pursuant to the City's Stormwater and Urban Runoff Pollution Control ordinance (TMC Division 4, Chapter 10). The NPDES Construction General Permit and TMC Section 410.1.040(b) require the development of a Stormwater Pollution Prevention Plan (SWPPP), which the City would review and approve prior to construction and operation of the proposed project. The SWPPP would include BMPs to control sedimentation and erosion. Therefore, impacts associated with soil erosion and loss of topsoil would be less than significant, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(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?	30, 31, 32, 33, 34	☐	☐	☒	☐

As discussed in Response to Questions 7(a)(iii) and 7(a)(iv), above, the project site is not located within a liquefaction hazard zone or an earthquake-induced landslide area, respectively. The proposed project would not create liquefaction or landslide hazards because the proposed project does not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. Additionally, the project site and the surrounding area are relatively flat and, thus, are not susceptible to landslides.

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. According to the Geotechnical Engineering Investigation for the project site, the likelihood of lateral spreading to occur on the project site is low due to the relatively flat topography of the project site and the surrounding area.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal will cause subsidence or ground collapse overlying a pumped reservoir. The project site and its vicinity do not contain any subsurface oil extraction facilities or groundwater withdrawal activities. The project site is located in an area with commercial and light industrial uses, with residential uses approximately 275 feet north of the project site (across from I-405). The proposed project would develop a commercial center with restaurant and retail uses. Construction and operation of the proposed project would not involve activities known to cause or trigger subsidence and is not anticipated to adversely affect soil stability or increase the potential for local or regional landslides, subsidence, liquefaction, or collapse. The proposed project would be required by the City to implement the recommendations in the site-specific Geotechnical Engineering Investigation report, which include structural design elements that would maintain structural integrity of the proposed buildings. Furthermore, the proposed project would be constructed in accordance with the CBC, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Thus, the proposed project would not cause or exacerbate existing conditions associated with subsidence and collapse. Impacts associated with geologic units or soils that are unstable or may become unstable would be less than significant, and no mitigation measures would be required.

(d) Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	30, 31, 32, 33, 34, 36, 37	☐	☐	☒	☐

Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to its high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. According to the Seismic Hazard Zone Report for the Torrance Quadrangle, the project site is located in an area that is covered by older alluvium consisting of dense to very dense silty sands. Additionally, on-site subsurface samples that were collected as part of the Geotechnical Engineering Investigation for the project site indicated that soils on the project site generally consisted of medium dense to dense silty sand; silty, clayey sand; firm to hard sandy silt; sandy clay; silt; silty clay; clayey silt; and sandy silty clay. The clayey soils are moisture sensitive and moderately expansive. The proposed project would implement the recommendations contained within the site-specific geotechnical investigation report, which include measures to minimize the potential soil movement due to expansive soil conditions. Additionally, the proposed project would be required to comply with all applicable building codes and standards, including the CBC and TMC Sections 81.2.30 and 81.2.51, which are designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Implementation of the recommendations in the site-specific geotechnical investigation and compliance with the applicable building codes and standards would ensure that any areas containing expansive soils would be properly designed and engineered. Therefore, impacts associated with expansive soils would be less than significant, and no mitigation measures are required.

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	33, 38	☐	☐	☐	☒

The project site is fully developed and located in an urbanized area of the City where wastewater infrastructure is currently in place. The proposed project would connect to the existing sanitary sewer system that serves the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to septic tanks or alternative wastewater disposal systems would occur, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	1, 4, 5, 38, 39	☐	☒	☐	☐

Paleontological resources are fossils (e.g., preserved bones, shells, exoskeletons, and other remains) and other traces of former living things. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. With regards to unique geologic features, the City has not established criteria for determining what comprises a unique geological feature. However, other relevant agency criteria, such as the County of San Diego "Guidelines for Determining Significance: Unique Geology", indicates that a geologic feature could be generally considered unique if the geologic feature meets one or more of the following:

- *Is the best example of its kind locally or regionally,*
- *Embodies the distinctive characteristics of a geologic principle that is exclusive locally or regionally,*
- *Provides a key piece of geologic information important in geology or geologic history,*
- *Is a "type locality" of a geologic feature,*
- *Is a geologic formation that is exclusive locally or regionally,*
- *Contains a mineral that is not known to occur elsewhere in the County, and/or*
- *Is used repeatedly as a teaching tool.*

*The project site is located in an urbanized area that has been subject to previous grading and development. Unique paleontological resources or unique geologic features were not encountered under previous grading and development activities. Any unique paleontological resources or unique geologic features that may have been present at one time have likely been destroyed. Additionally, the project area is not located near the shore of a prehistoric lakebed, streambed, or other indicators for paleontological fossils. Therefore, the likelihood of encountering unique paleontological resources or unique geologic features is considered remote. The proposed project does not involve deep levels of excavation. Ground-disturbing activities would generally take place in previously disturbed soils and are not expected to disturb native soil. As described in Response to Question 7(d), on-site subsurface samples that were collected as part of the Geotechnical Engineering Investigation for the project site indicated that soils on the project site generally consisted of medium dense to dense silty sand; silty, clayey sand; firm to hard sandy silt; sandy clay; silt; silty clay; clayey silt; and sandy silty clay. Additionally, the project site is located in an area that is covered by older alluvium consisting of dense to very dense silty sands. The soil types underlying the project site are common within the City and the Southern California region. The soil types underlying the project site do not comprise unique geological features. Additionally, the project site is relatively flat and does not contain any unique landforms. The proposed project does not propose uses or activities that would directly or indirectly contribute to or result in the potential alteration of a unique geological feature. However, it is possible that unanticipated paleontological resources may be encountered during ground disturbance, and implementation of Mitigation Measure **GS-1** would be required to reduce the potential for the destruction of a unique paleontological resource in the event of an unanticipated paleontological resource discovery during construction.*

Mitigation Measure

GS-1 *In the event paleontological resources are encountered during construction, the City of Torrance Community Development Department shall be immediately informed of the discovery. All work shall cease in the area of the find and a qualified paleontologist shall be retained by the applicant to evaluate the find before restarting work in the area. The City shall require that all paleontological resources identified on the project site be assessed and treated in a manner determined by the qualified paleontologist. The paleontologist shall be empowered to halt or divert ground disturbing activities. 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.*

Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. The property owner shall relinquish ownership of all paleontological resources to the local institution or designated museum. Final disposition and location of the paleontological resources shall be determined by the City. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. Work in the area of the discovery shall resume once the find is properly documented and the qualified paleontologist authorizes resumption of construction work.

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

*With implementation of Mitigation Measure **GS-1**, the proposed project is not expected to result in the destruction of significant paleontological resources. Therefore, impacts to unique paleontological resources or geographic features would be less than significant with implementation of Mitigation Measure **GS-1**.*

8. GREENHOUSE GAS EMISSIONS. Would the project:

(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	11, 29, 40, 41, 42	☐	☐	☒	☐

The following discussion is based on the Air Quality and Greenhouse Gas Impact Analysis report for the proposed project. The report evaluates the proposed project at full buildout and assumes that the proposed project would be built out in one phase rather in two separate phases (i.e., construction of Phases I and II would occur at the same time, and Phases I and II would begin operating at the same time).

Gases that are widely seen as the principal contributors to human-induced global climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These six gases are referred to as greenhouse gases (GHG) and are consistent with the definition of GHG in the California Global Warming Solution Act of 2006 (Assembly Bill 32). The production of HFCs has stopped since 1989 by the Montreal Protocol, an international treaty designed to protect the O_3 layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for O_3 depletion and that are also potent GHGs. Additionally, the proposed project does not involve any activities that would emit PFCs and SF_6 as these gases are emitted from industrial processes, such as aluminum smelting, semiconductor manufacturing, electric-power transmission and distribution, and magnesium casting. For these reasons, the following analysis does not evaluate GHG emissions associated with HFCs, PFCs, and SF_6.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and the length of time the gas remains in the atmosphere. The GWP of each gas is measured relative to CO_2, the most abundant GHG. Other GHGs are less abundant but have higher GWP than CO_2. To account for this higher absorptive capacity, emissions of other GHGs are frequently expressed in terms of CO_2 equivalents (CO_2e), which are measured in metric tons per year (MT CO_2e/year).

The thresholds for determining potential GHG emissions impacts of a project are still being developed and revised by air districts in the state. While SCAQMD has not officially adopted a quantitative threshold value for determining the significance of GHG emissions that would be generated by projects under CEQA, the agency has provided an interim screening GHG emissions threshold of 3,000 MT CO_2e per year for non-industrial projects. This interim screening threshold would apply if the City does not have a qualified GHG reduction plan or if a project is not consistent with the City's GHG reduction plan. The City's Climate Action Plan (CAP) was prepared by the City, in cooperation with the South Bay Cities Council of Governments, to reduce GHG emissions within the City. Although the CAP provides existing and projected GHG inventories, as well as goals and policies for reducing GHG emissions, it does not provide sufficient information to quantify GHG emissions reductions. As a result, the City's CAP is not considered a qualified CAP, and the SCAQMD draft interim screening GHG emissions threshold of 3,000 MT CO_2e per year was used in this analysis.

Construction and operations of the proposed project would generate GHG emissions, with the majority of energy consumption and associated GHG emissions generation occurring during the operational phase of the proposed project. During construction, GHGs would be emitted through the use of fossil-based fuels in construction equipment and worker and vendor vehicles. During operations of the proposed project, GHGs would be emitted through the use of gas, electricity, water, and motor vehicles, as well as through solid waste disposal. GHG emissions that would be generated by the proposed project were estimated using CalEEMod (version 2020.4.0).
***Table 6** shows GHG emissions during construction of the proposed project.*

*Based on SCAQMD guidance, construction emissions were amortized over 30 years (a typical lifetime of a project) and added to the total operational emissions for the proposed project to represent long-term impacts. **Table 7** presents the estimated annual GHG emissions that would be released to the atmosphere by full buildout of the proposed project.*

TABLE 6: SHORT-TERM REGIONAL CONSTRUCTION GHG EMISSIONS

Construction Activity	Total Emissions per Phase (Metric Tons per Year)			Total Emissions per Phase (Metric Tons CO_2e per year)
	CO_2	CH_4	N_2O	
Demolition	18	<1	0	18
Site Preparation	9	<1	0	9
Grading	27	<1	0	28
Building Construction	228	<1	0	231
Architectural Coating	13	<1	0	13
Paving	21	<1	0	22
Total Emissions for the Entire Construction Process				**320**
Total Construction Emissions Amortized over 30 years				**11**

SOURCE: LSA, 2022

TABLE 7: LONG-TERM GREENHOUSE GAS EMISSIONS

Source	Emissions (Metric Tons per Year)			
	Total CO_2	CH_4	N_2O	CO_2e
Construction Emissions Amortized over 30 Years	11	<1	0	11
Operational Emissions				
Area	<1	0	0	<1
Energy	471	<1	<1	474
Mobile	5,655	<1	<1	5,739
Waste	54	3	0	133
Water	19	<1	<1	27
Total Operational Emissions	*6,199*	*3*	*0*	*6,373*
Total Annual Emissions (Construction + Operational)	**6,209**	**3**	**<1**	6,383
SCAQMD Interim Threshold				**3,000**
Exceed Threshold?				**Yes**

Note: Total may not add up due to rounding.
SOURCE: LSA, 2022

The proposed project would generate 6,383 MT CO_2e per year, which would be greater than the SCAQMD interim threshold of 3,000 MT CO_2e per year. As the proposed project would exceed the SCAQMD interim threshold, the proposed project must demonstrate consistency with the CAP. Consistency of the proposed project with the goals of the CAP fulfills the CEQA requirement of fully informing local agency decisionmakers of the environmental costs of the proposed project at a stage early enough to ensure that GHG emissions concerns are addressed.

The existing and projected GHG inventories in the City's CAP are based on land use designations and buildout of the City reflected in the City's General Plan. The proposed commercial uses would be consistent with the land use designation and projected buildout conditions presented in the City's General Plan. As a result, the proposed project, by extension, would not result in GHG emissions beyond those considered and addressed in the CAP. The City's CAP set forth a GHG emission reduction target of 15 percent below 2005 levels by 2020 and 45 percent below 2025 levels by 2035. The strategies outlined in the CAP would achieve an annual citywide reduction of 256,740 MT CO_2e by 2035, meeting the goals of the CAP. According to the City's CAP, the targets outlined in the CAP are consistent with the goals contained within Assembly Bill 32 and will help the state meet its long-term goal of 80 percent below 1990 levels by 2050. The proposed project would be consistent with the CAP's goal of increasing energy efficiency in the new commercial buildings by complying with the CBC (Title 24), including CALGreen. CALGreen lays out minimum requirements for newly constructed buildings in California to reduce GHG emissions through improved efficiency and process improvements. It requires builders to install plumbing that cuts indoor water use by as much as 20 percent; to divert 50 percent of construction waste from landfills to recycling; and to use low pollutant paints, carpets, and floors. The proposed project would incorporate high efficiency lighting fixtures to minimize lighting electricity consumption and would meet

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

CALGreen requirements of providing parking spaces and charging stations for electric/clean air vehicles, as well as bicycle stalls for short-term and long-term bicycle parking. The City has established design and development review processes that would ensure that applicable GHG-reducing strategies in the CAP, as well as applicable CALGreen requirements, would be incorporated into the proposed project. As the proposed project would comply with CAP goals and strategies, the CBC, and would include features that promote energy efficiency and GHG emissions reductions, the proposed project would be consistent with all City and state GHG policies and goals. Therefore, through consistency with all applicable GHG policies and goals, impacts related to GHG emissions would be less than significant, and no mitigation measures are required.

(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	1, 11, 28	☐	☐	☒	☐

As discussed in Response to Question 8(a), the proposed project would be consistent with applicable GHG policies and goals associated with the City's CAP and would not result in GHG emissions beyond those considered and addressed in the CAP, which was adopted by the City to reduce GHG emissions. As with all development in the City, the proposed project would be required to conform to City-adopted GHG policies, including those presented in the CAP. The proposed project would also comply with all applicable requirements of the CBC, including CALGreen, to reduce GHG emissions. The City, through established design and development review processes, would ensure that applicable GHG-reducing strategies in the CAP, along with applicable requirements of the CBC, would be incorporated into the proposed project. Therefore, impacts related to conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the GHG emissions would be less than significant, and no mitigation measures would be required.

9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	43, 44, 45, 46	☐	☒	☐	☐

A Phase I Environmental Site Assessment (ESA), Phase II ESA, and an Asbestos-Containing Materials (ACM) Survey were prepared for the project site. The Phase I ESA determined the following:

- *The project site has a moderate potential for ACM to exist within the existing building materials on the project site because the existing building on the project site was constructed in 1970 and some friable suspect ACMs were observed on the property during site reconnaissance.*
- *The project site has a low to moderate potential for lead-based paint to exist within the existing building due to the age of the building and suspect lead-based paint was observed on the project site.*
- *The two gasoline service stations (ARCO and Unocal) and a furniture manufacturer that were previously on the project site have been demolished. Although the project site has been remediated, received a No Further Action letter (i.e., a letter stating that the property has been cleaned up and does not have contamination above the applicable environmental standards) from the Torrance City Fire Department and Los Angeles Regional Water Quality Control Board (LARWQCB), and is not currently considered a concern with regards to hazardous materials and hazardous emissions, residual contamination remains beneath the former gasoline service stations. Vapors could potentially intrude into any buildings constructed on the project site because the former ARCO service station had low level concentrations of toluene; the former Unocal service station had residual concentrations of gasoline benzene, toluene, ethyl-benzene and xylene compounds in the deep soils (30 to 60 feet below ground surface) and groundwater; and the former furniture manufacturer could have used aromatic and/or chlorinated solvents depending on the type of furniture manufactured, which could have been released from the former furniture manufacturer and may have affected soil vapors beneath the project site.*

Soils samples that were collected as part of the Phase II ESA identified the following on the project site:

- *Total petroleum hydrocarbons as oil range organics and as diesel range organics were detected but were below their respective California Department of Toxic Substances Control (DTSC) and San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) screening levels for residential and commercial land uses, as well as LARWQCB screening level for groundwater protection. LARWQCB screening levels are generally protective of groundwater and does not include screening levels for residential and commercial land uses.*

- *Low concentrations of VOCs (acetone and tert-butyl alcohol) were detected but were below their respective DTSC screening levels for residential and commercial land uses and USEPA soil screening levels.*
- *Total lead were detected below its DTSC screening level for residential and commercial land uses, but were above its SFBRWQCB screening level for groundwater protection. The detected lead concentrations were within the range of background concentrations documented by the University of California and United States Geological Survey and are believed to represent naturally occurring background concentrations.*
- *VOCs in soil gas (1,3-Butadiene and benzene) were detected above their respective DTSC attenuated ambient air screening level for commercial land uses. The chemicals 1,3-Butadiene, benzene, acrylonitrile, and vinyl chloride were detected above their respective DTSC attenuated ambient air screening level for residential land uses.*

*The Phase II ESA also determined that the risk of soil gas migration into structures on the project site is considered low to moderate. A Site Soil Mitigation Plan was prepared for the project site to provide guidance should impacted soil or subsurface structures be encountered during excavation or grading activities. Implementation of the measures contained within the Site Soil Mitigation Plan would ensure that construction employees and nearby land uses would not be exposed to any visually impacted soil or unusual odors during construction. Implementation of Mitigation Measures **HM-1** through **HM-4** would limit the exposure of employees and visitors of the project site to the release of vapors from on-site soils during construction and operations. Mitigation Measure **HM-4** would also ensure that the measures from the Site Soil Mitigation Plan are implemented to limit the health risks that may result from excavation and removal of contaminated soil on the project site. Mitigation Measure **HM-5** would ensure that demolition of the existing building on the project site would not expose the public to hazards associated with lead-based paint.*

*As with the Phase I ESA, the ACM Survey for the existing building on the project site identified ACM in various building materials. Implementation of Mitigation Measure **HM-6** would ensure that demolition of the existing building would not create expose the public to hazards associated with ACMs.*

Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Similarly, operations of the proposed project would involve the limited use and storage of common hazardous substances, such as cleaning supplies, pesticides, and other landscaping supplies. The use of hazardous substances during construction and operational activities would be similar to those that are typically used for construction and commercial uses, respectively. The proposed project does not involve any industrial uses or activities that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through the transport, use, or disposal of hazardous materials. All hazardous materials during construction and operational activities would be handled in compliance with applicable standards and regulations. If a future tenant proposes to transport, use, or dispose of hazardous materials, the future use would be subject to further environmental review prior to obtaining any permits or licenses.

The Torrance Fire Department (TFD) is responsible for implementing the hazardous materials disclosure and the California Accidental Release Program of the California Health and Safety Code. TFD maintains a Hazardous Materials Response Team consisting of State Certified Hazardous Material Specialists. Any future tenant that proposes to transport, use, or dispose 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 TFD. Further, any future tenants that would store or use hazardous materials would be required to comply with the California Hazardous Materials Business Plan (HMBP) requirements (California Health and Safety Code, Division 20, Chapter 6.95). The HMBP would contain detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment from a release or threatened release of a hazardous material. The HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities.

*As hazardous materials were detected on the project site, construction and operations of the proposed project has the potential to expose employees and visitors of the project site to hazardous materials and vapor intrusion. Implementation of Mitigation Measures **HM-1** through **HM-6** would be required to ensure that construction and operations of the proposed project would not create a significant hazard to the public or the environment through the transport, disposal, and accidental release of hazardous materials.*

Mitigation Measure

HM-1 *A passive vapor mitigation system shall be installed at any buildings that would be constructed at the southwest corner of the project site (in the area where the former Unocal service station was previously located).*

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

HM-2 *A business risk tolerance evaluation shall be completed by the tenant of any building constructed at the southwest corner of the project site (in the area where the former Unocal service station was previously located). Recommendations from the business risk tolerance evaluation to reduce vapors shall be implemented by the tenant of the building.*

HM-3 *An engineered vapor barrier shall be installed beneath any buildings or structures constructed on the project site.*

HM-4 *During grading and excavation activities, the measures contained within the Site Soil Mitigation Plan for the project site shall be implemented to limit the health risks that may result from excavation and removal of contaminated soil.*

HM-5 *A state-licensed lead-based paint abatement contractor shall be retained to abate lead-based paint on the existing building on the project site prior to any demolition activity which may disturb the identified materials. Lead-based paint shall be disposed of according to all state and local regulations.*

HM-6 *A state-licensed asbestos abatement contractor shall be retained to perform abatement of the asbestos-containing materials on the project site prior to any demolition activity which may disturb the identified materials.*

*With implementation of Mitigation Measures **HM-1** through **HM-6**, impacts related to the creation of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.*

(b)	Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	43, 44, 45, 46	☐	☒	☐	☐

*As stated above in Response to Question 9(a), hazardous materials were detected on the project site, and the project site has low to moderate risk of soil gas migration into future structures on the project site. As a result, the proposed project has the potential to expose employees and visitors of the project site to hazardous materials and vapor intrusion. Implementation of Mitigation Measures **HM-1** through **HM-6** would be required to ensure that construction and operations of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials and vapors into the environment. Therefore, impacts related to the release of hazardous materials into the environment would be less than significant with mitigation measures incorporated.*

(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	43, 44, 45, 46	☐	☒	☐	☐

*One school (186th Elementary School) is located within one-quarter mile of the project site. As discussed in Response to Question 9(a), construction and operations of the proposed project has the potential to expose employees and visitors of the project site to hazardous emissions or hazardous materials. Implementation of Mitigation Measures **HM-1** through **HM-6** would ensure that construction and operations of the proposed project would not create a significant hazard to the public or the environment through the transport, disposal, and accidental release of hazardous materials. With implementation of these mitigation measures, the proposed project is not expected to expose 186th Elementary School to hazardous emissions or hazardous materials. Therefore, impacts related to hazardous emissions and the handling of hazardous materials within one-quarter mile of a school would be less than significant with mitigation measures incorporated.*

(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	43	☐	☒	☐	☐

*A government records search conducted as part of the Phase I ESA found that the project site is located on 10 government environmental databases. However, the status of the cases that were reported on the environmental databases were listed as either closed or inactive. It was also reported that residual soil and groundwater contamination under the former Unocal service station at the southwest portion of the project site have been left in-place. According to the Phase I ESA, vapors from the soil or off-gassing from the shallow groundwater beneath the project site may pose a potential vapor intrusion issue for any structure constructed on the project site. Implementation of Mitigation Measures **HM-1** through **HM-4** would ensure that the proposed project would not create a significant hazard to the public or the environment. Therefore, impacts would be less than significant with mitigation measures incorporated.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(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?	47, 48, 49, 50	☐	☐	☐	☒

The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. The closest airport to the project site is Compton/Woodley Airport, which is approximately three miles northeast of the project site. Torrance Municipal Airport is approximately 3.9 miles south of the project site. The proposed project would develop restaurant and retail uses on the project site and would not involve any airport-related activities. Therefore, the proposed project would not result in an airport- or airstrip-related safety hazard for people residing or working in the area and would not expose people on the project site and its vicinity to excessive noise levels. No impact would occur, and no mitigation measures are required.

(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	51, 52	☐	☐	☒	☐

The City's 2017-2022 Local Hazard Mitigation Plan assess the City's vulnerability to natural and man-made hazards (such as droughts, earthquakes, liquefaction, extreme weather, severe wind, hazardous materials, flooding, and landslides) and provides mitigation strategies to reduce the effects of hazard events on individuals, properties, critical facilities, natural ecosystems, and important services within the City. The proposed project would not involve any uses that would interfere with the Local Hazard Mitigation Plan.

Disaster routes are freeway, highway, or arterial routes that are identified for use during times of crisis. These routes are used to bring in emergency personnel, equipment, and supplies to affected areas to save lives, protect property, and minimize effects to the environment. The project site is located adjacent to two Los Angeles County-designated emergency routes: I-405 and Western Avenue. Although construction of the proposed project may involve temporary lane closures on 190th Street to connect to the existing sewer and water lines under the public right-of-way, this and all adjacent roadways would remain accessible to vehicular traffic, and emergency vehicles would still be able to travel along the roadways. Access to all surrounding properties would be maintained. Any construction activities occurring within the public right-of-way, such as construction of sidewalks and driveway approaches, and construction activities that would obstruct portions of the street rights-of-way are required to obtain an engineering permit from the City. Construction and operational activities would not require temporary or permanent closure of any streets, including designated emergency/disaster routes near the project site.

The proposed project would be designed to accommodate emergency vehicles on the project site, and the proposed parking lot would be designed to meet City requirements to allow emergency vehicles adequate access. The proposed driveways and parking lot would be designed to meet the minimum width and turning dimension requirements of TFD. Vehicles, including emergency response vehicles, would be able to access the project site via 190th Street and Western Avenue. Therefore, the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. A less-than-significant impact would occur, and no mitigation measures would be required.

(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	47, 53	☐	☐	☐	☒

The project site is located in an urbanized area of the City and is surrounded primarily by commercial, light-industrial, and residential uses. The project site is not located within or adjacent to a wildland area. No large, undeveloped areas and/or steep slopes that may pose wildfire hazards are located on or near the project site. Additionally, the project site is not located in a fire hazard severity zone, as identified by the California Department of Forestry and Fire Protection (CalFire) and the City's General Plan Safety Element. The nearest fire hazard zone is located approximately 4.7 miles southwest of the project site. The proposed project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. Therefore, no impacts related to the exposure of people or structures to wildland fires would occur, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:					
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	35, 54, 55	☐	☐	☒	☐

Construction of the proposed project would require site clearing, grading, and building construction activities. During construction, surface water quality could potentially be affected by loose soils, debris, construction wastes, and fuels that could be carried off-site by surface runoff in into local storm drains, which drain into water resources. However, the proposed project would be required to comply with all applicable federal, state, and local regulations related to water quality standards and wastewater discharge. The project applicant and construction contractors would be required to comply with the National Pollutant Discharge Elimination System (NPDES permit program set forth under Section 402 of the federal Clean Water Act. The NPDES permit program address water pollution from point sources (e.g., pipes, channels, tunnels) that discharge pollutants to the waters of the United States. The NPDES Construction General Permit is issued by the State Water Resource Control Board and enforced by the City. Construction activities subject to this permit includes clearing, grading, excavation, stockpiling, and other ground disturbances. The NPDES Construction General Permit requires the development of an SWPPP prior to the beginning of construction for construction activities that would disturb one or more acres of soil. As the proposed project would disturb 5.28 acres of land during construction, the project applicant and construction contractors would be required to prepare an SWPPP. The SWPPP would specify BMPs, such as erosion and sediment controls, to ensure that the proposed project does not violate any water quality standards or any waste discharge requirements during construction. During the plan review process, the City's Engineering Division would review the SWPPP for compliance with stormwater requirements. The City's Engineering Division would require that the project applicant implement the BMPs contained within the SWPPP as well as the BMPs that are required by the City's Engineering Division as part of the NPDES permit.

The project applicant and construction contractors would also be required to comply with applicable regulations in TMC Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control). TMC Section 410.1.040(b) also requires the preparation of an SWPPP. Additionally, construction and operation of the proposed project would be required to comply with applicable regulations in TMC Division 4, Chapter 11 (Low Impact Development Strategies for Development and Redevelopment), which require construction and operations of development and redevelopment projects to comply with the municipal NPDES permit, lessen the effects of development to water quality by using smart growth practices, and integrate low impact development design (LID) principles to mimic predevelopment hydrologic patterns through infiltration, evapotranspiration, rainfall harvest, and use. LID is a stormwater management strategy that reduces the amount of impervious area of a completed project site and promotes the use of infiltration and other controls that reduce runoff.

Compliance with the NPDES Construction General Permit and applicable regulations in the TMC 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?	56	☐	☐	☒	☐

The proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge. The project site is not currently used for groundwater recharge activities. The proposed project would not install any groundwater wells and would not otherwise directly or indirectly withdraw any groundwater during construction or operations of the proposed project. As discussed in Response to Question 19(a), domestic water service to the project site is provided by Torrance Municipal Water (TMW), which would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for the project site through 2045. TMW provides potable drinking water to its customers via one active groundwater well (Well #9), desalinated groundwater from the Goldsworthy Desalter and imported water from five connections with Metropolitan Water District of Southern California (MWD). The proposed project would be served by available water supply and would not significantly deplete groundwater supplies or interfere with groundwater recharge. Therefore, impacts would be less than significant, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:					
i) Result in substantial erosion or siltation on- or off-site;	35, 38, 54, 55, 57, 58	☐	☐	☒	☐

No surface water bodies are located on or in the vicinity of the project site. The project site is currently developed with a one-story structure and a surface parking lot. The western portion of the project site is primarily unpaved. Existing surface runoff on the project site flows southeast, where it enters the City's storm drain on 190th Street via catch basins. During construction, soils on the project site would be temporarily exposed to surface water runoff; however, the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion, including the NPDES Construction General Permit and TMC Section 410.1.040(b), both of which require the development of an SWPPP. The SWPPP would include BMPs to control sedimentation and erosion. The City would review and approve the SWPPP prior to grading activities. Compliance with these regulations and requirements would control on- and off-site erosion during construction.

The proposed project would increase the amount of impervious surface compared to existing conditions. To comply with the LID requirements, the proposed project would install catch basins with filter inserts and modular wetland units to catch runoff from the project site. Runoff would flow to on-site catch basins, then to the modular wetland system units that would treat the runoff before the runoff enters the on-site underground storm drain system. Runoff from the modular wetland units would connect to the proposed underground storm drain and would confluence into a proposed pipe that would connect to the existing storm drain under 190th Street. The proposed on-site catch basins and modular wetland units would manage on-site stormwater runoff in a manner that would not cause substantial erosion or siltation on- and off-site. Therefore, impacts associated with changes to the existing drainage pattern that could result in substantial erosion or siltation would be considered less than significant, and no mitigation measures would be required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	35, 55, 57, 58	☐	☐	☒	☐

Existing surface runoff on the project site flows southeast. Stormwater currently ponds over previous site drainage swales that ultimately discharges at the existing driveway on 190th Street, which is then conveyed via gutter and intercepted by the catch basin on 190th Street near Western Avenue. The proposed project would increase the amount of impervious surfaces on the project site compared to existing conditions. As discussed in Response to Question 10(c)(i), to comply with the City's LID requirements, the proposed project would install catch basins with filter inserts and modular wetland units to catch runoff from the project site. Runoff would flow to on-site catch basins, then to the modular wetland system units that would treat the runoff before the runoff enters the on-site underground storm drain system. Runoff from the modular wetland units would connect to the proposed underground storm drain and would confluence into a proposed pipe that connects to the existing storm drain under 190th Street. According to the Hydrology Study for the project site, the proposed project would increase surface runoff by less than 10 percent, which is below the Los Angeles County Flood Control District's threshold. The proposed project would grade the project site in a manner that would limit localize ponding to a maximum of six inches in depth, and no localized ponding would develop within one foot of the proposed buildings finished floors. 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. With installation of the proposed on-site catch basins and modular wetland units, 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	35, 54, 55, 57, 58	☐	☐	☒	☐

As discussed in Response to Question 10(a), the proposed project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge, including TMC Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control) and Division 4, Chapter 11 (Low Impact Development Strategies for Development and Redevelopment). TMC Section 410.1.040(b) requires the preparation of an SWPPP. Construction contractors would be required to obtain coverage under the NPDES Construction General Permit. An SWPPP would be prepared for the proposed 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

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

ensure that during construction, impacts related to creating or contributing to runoff that would exceed the capacity of the City's existing storm drain system or provide additional sources of polluted runoff.

As discussed in Response to Question 10(c)(i), to comply with the City's LID requirements, the proposed project would install on-site catch basins with filter inserts and modular wetland units to catch runoff from the project site. Runoff would flow to on-site catch basins, then to the modular wetland system units that would treat the runoff before the runoff enters the on-site underground storm drain system. Runoff from the modular wetland units would connect to the proposed underground storm drain and would confluence into a proposed pipe that connects to the existing storm drain under 190th Street. According to the Hydrology Study for the project site, the proposed project would increase surface runoff by less than 10 percent, which is below the Los Angeles County Flood Control District's threshold. Therefore, the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts to existing or planned stormwater drainage systems would be less than significant, and no mitigation measures would be required.

iv)	Impede or redirect flood flows?	47, 57, 58, 59	☐	☐	☒	☐

According to the Federal Emergency Management Agency Flood Insurance Rate Map and the City of Torrance General Plan Safety Element, the project site is not located within a flood hazard area. According to the Hydrology Study for the project site, the proposed project would not increase surface runoff by more than 10 percent, which is below the Los Angeles County Flood Control District's threshold. The proposed project would grade the project site in a manner that would limit localize ponding to a maximum of 6 inches in depth, and no localized ponding would develop within one foot of the proposed buildings finished floors. Additionally, per the State Water Resources Control Board MS4 permit requirements, post development peak stormwater runoff discharge rates are not allowed to exceed the estimated pre-development water discharge rate. Therefore, impacts related to impeding or redirecting flood flow would be less than significant, and no mitigation measures would be required.

(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	47, 59, 60	☐	☐	☐	☒

A tsunami is a sea wave produced by a significant undersea disturbance. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. The project site is not located within a flood hazard area. It is located 5.2 miles east of the Pacific Ocean and is not within a coastal zone or tsunami inundation area. According to the City's General Plan Safety Element, the project site is not located in a dam inundation area. The proposed project would not involve the regular use or storage of large quantities of hazardous materials and would not involve uses or activities that would exacerbate flood risk or the risk of releasing pollutants during flooding. Therefore, no impacts related to the release of pollutants due to inundation would occur, and no mitigation measures would be required.

(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	61, 62	☐	☐	☒	☐

The project site is located in the Dominguez watershed, which is regulated by 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

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

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:					
(a) Physically divide an established community?	4, 5, 63	☐	☐	☐	☒

The project site and its surrounding uses are served by existing roadways. No established residential community is located within the project site. The project site is bordered by I-405 on the north followed by residential uses, Western Avenue on the east followed by commercial uses, 190th Street on the south followed by commercial and light industrial uses, and the I-405 on- and off-ramps on the west followed by commercial uses. The nearest residential neighborhood to the project site is located north of I-405 and would not be physically divided by the proposed project. Although construction of the proposed project would result in temporary lane and sidewalk closures to connect to the existing sewer and water lines under 190th Street and to construct a new driveway approach on Western Avenue, no streets would be closed as a result of the proposed project and pedestrians would continue to be able to access the surrounding uses by using the sidewalks in the surrounding area. Operations of the proposed project would occur within the confines of the project site and would not create a physical barrier that would obstruct access to the surrounding uses. Western Avenue and 190th Street would continue to provide vehicular and pedestrian access to the project site and the surrounding area. Access to all uses would be maintained during construction and operations of the proposed project. The proposed project does not include any elements that would physically divide or block access to or through the community, and no separation of uses or disruption of access between land use types would occur as a result of the proposed project. Therefore, no impact related to the physical division of an established community would occur, and no mitigation measures would be required.

(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	3, 4, 5, 63, 64	☐	☐	☒	☐

The City's zoning and land use regulations are contained within TMC Division 9 – Land Use, and the City's General Plan Land Use Element provides the General Plan land use designation of properties in the City. The project site is zoned Conditional Commercial (C-5) and has a General Plan land use designation of General Commercial (C-GEN). The proposed restaurant and retail uses would be permitted in the C-5 zone and C-GEN General Plan land use designation. The proposed project would be required to comply with all requirements of the City's land use regulations, including all regulations for the C-5 zone. Per TMC Division 9, Section 91.24.3, all development plans in the C-5 zone are required to be reviewed and approved by the City Planning Commission. As such, the final design of the proposed project would be required to conform to all applicable City land use regulations and would be subject to City review and approval. The regulatory procedures of the C-5 zone provide the City with opportunities to incorporate additional conditions to ensure that the proposed project would improve the character and condition of the project site.

The proposed project would be consistent with the applicable objectives and policies of the City's General Plan, including consistency between the General Plan and land use ordinance, compatibility with the surrounding commercial and light industrial land uses, and development that complements the surrounding circulation and infrastructure network. As the proposed project would be consistent with the City's land use regulations, General Plan land use designation, and applicable objectives and policies of the City's General Plan, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. Therefore, impacts related to land use plans, policies and regulations would be less than significant, and no mitigation measures would be required.

12. MINERAL RESOURCES. Would the project:					
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	1, 65, 66	☐	☐	☐	☒

The project site was previously developed with a furniture manufacturing facility, two gasoline service stations, and a restaurant. The surrounding area consists of commercial, light industrial, and residential uses. No known mineral resources are located on the project site and its vicinity. The project site is not located within a mineral producing area as classified by the California Department of Conservation and is not identified by the City of Torrance as containing significant mineral deposits that would be of value to the region and the residents of the state. Per the California Department of Conservation Generalized Mineral Land Classification Map of Los Angeles County and the City of Torrance General Plan Community Resources Element (Figure CR-5, Mineral Resources Zones), the project site is located within Mineral Resources Zone 1 (MRZ-1), which is the classification for areas where "no significant mineral deposits are present or likely to be

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

present". Additionally, the project site is not located near any oil fields, and no oil extraction and/or quarry activities have historically occurred on or are presently conducted at the project site. Therefore, the proposed project would not result in the loss of availability of any known regionally valuable or locally important mineral resource. No impacts to known mineral resources would occur, and no mitigation measures would be required.

(b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	1, 65, 66	☐	☐	☐	☒

As stated in Response to Question 12(a), the project site and its vicinity do not contain any locally-important mineral resources. Therefore, no impacts to locally-important mineral resources would occur, and no mitigation measures would be required.

13. NOISE. Would the project result in:

(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	11, 15, 48, 67, 68	☐	☐	☒	☐

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. Sound levels are generated from a source, and the decibel level decreases as the distance from the source increases. Sound dissipates exponentially with distance from the noise source. For a single point source (e.g., stationary equipment), sound levels decrease by approximately 6 dBA for each doubling of distance from the source. For a line source (e.g., highway traffic or railroad operations), sound decreases by approximately 3 dBA for each doubling of distance over hard surfaces. Sound from line sources in relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Noise is typically defined as unwanted sound. Noise can be rated for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The noise analysis for the proposed project discusses noise levels in terms of the equivalent continuous sound level (L_{eq}), maximum sound level (L_{max}), and Community Noise Equivalent Level (CNEL). L_{eq} is the average sound level on an energy for any specific time period. For example, the L_{eq} for one hour is the average energy noise level during the hour. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. L_{max} is the highest exponential time-averaged sound level that occurs during a specific time period. The noise environments discussed in the following noise analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. CNEL is the time-weighted average sound level over a 24-hour period. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, CNEL is obtained by adding an additional 5 dBA to the hourly L_{eq} for noises occurring in the evening from 7:00 p.m. to 10:00 p.m., and an additional 10 dBA to the hourly L_{eq} for noises occurring in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, CNEL is always a higher number than the actual 24-hour average.

Changes in noise levels can be described in three categories. The first category is audible and refers to increases in noise levels that are noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dBA or greater because this change in noise level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dBA and 3 dBA. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels (i.e., 3 dBA or greater) are considered potentially significant.

Noise sensitive receptors are land uses where people reside or where the presence of unwanted sound could adversely affect use of the land. The nearest sensitive receptors to the project site are residences north of I-405, approximately 275 feet from the project site.

The City's noise regulations are provided in TMC Division 4, Chapter 6. The following TMC noise regulations are applicable to the proposed project and are used to determine whether the proposed project would result in potentially significant noise impacts:

- *TMC Section 46.3.1 prohibits the operation of power construction tools or equipment. This section of the municipal code also prohibits outside construction or repair work in or adjacent to a residential area that would create noise levels beyond 50 dBA as measured at property lines, except between the hours of 7:30 a.m. and 6:00 p.m. Mondays through Fridays and between 9:00 a.m. and 5:00 p.m.*

on Saturdays. Construction activities are prohibited on Sundays and holidays observed by City Hall, except between the hours of 10:00 a.m. and 4:00 p.m. for homeowners that reside at the property.

- *TMC Section 46.7.2 divides the City into four noise regions. A map of the four regions is provided in Exhibit A of TMC Section 46.7.2. This map is also provided in Appendix A of the Noise and Vibration Impact Analysis report for proposed project. The project site and the nearest noise sensitive receptor to the project site (i.e., residences north of I-405) are located in Region 4. Region 1 is located south of the project site, and the project site is within the 500-foot transition area surrounding Region 1. The residences north of I-405 are more than 500 feet from Region 1.*
- *TMC Section 46.7.2(a) limits stationary noise levels on residential land in Regions 3 and 4 that are 500 feet or more away from the boundaries of Regions 1 and 2. The residences north of I-405 are more than 500 feet away from Regions 1 and 2. Thus, noise levels at this noise sensitive receptor are limited to 55 dBA during the day (from 7:00 a.m. to 10:00 p.m.) and 50 dBA during the night (from 10:00 p.m. to 7:00 a.m.).*
- *TMC Section 46.7.2(b) limits noise levels on land that are used for commercial purposes to 60 dBA during the day or 55 dBA during the night.*
- *TMC Section 46.7.2(c) provides corrections to the noise limits in TMC Sections 46.7.2(a) and (b). The noise limits in TMC Sections 046.7.2(a) and (b) shall be adjusted by the addition of the corrections shown in **Table 8**, where applicable.*

TABLE 8: TORRANCE MUNICIPAL CODE SECTION 46.7.2(C) CORRECTIONS TO NOISE LIMITS

Noise Conditions	Correction to Noise Limits (dBA)
Noise contains a steady, audible tone, such as a whine, screech, or hum	-5
Noise is a repetitive impulsive noise, such as hammering or riveting	-5
If the noise is not continuous, one of the following corrections to the limits shall be applied:	
a) Noise occurs less than 5 hours per day or less than 1 hour per night	+5
b) Noise occurs less than 90 minutes per day or less than 20 minutes per night	+10
c) Noise occurs less than 30 minutes per day or less than 6 minutes per night	+15
Noise occurs on Sunday morning (between 12:01 am and 12:01 pm)	-5

SOURCE: Torrance Municipal Code Section 46.7.2(c)

To characterize the existing noise environment around the project site, the proposed project noise consultant, LSA Associates, Inc., conducted one short-term (20-minute) and two long-term (24-hour) noise measurements on November 12, 2019 using Larson Davis Spark 706RC noise dosimeters. The short-term noise measurement, which was taken at the westerly end of the project site, had a measured noise level of 64.1 dBA L_{eq}. The predominate noise source at this measurement location consists of traffic along I-405 and the I-405 on- and off-ramps. Long-term noise measurements were taken at the northern and southern perimeter of the project site. The calculated CNEL from the long-term noise level measurement locations at the northern and southern perimeters of the project site are 69.0 dBA CNEL and 76.6 dBA CNEL, respectively. The predominant noise source at the northern perimeter of the project site consists of traffic along I-405. The predominant noise source at the southern perimeter of the project site consists of traffic along 190th Street.

The following discussion summarizes the short-term and long-term project-related noise analysis contained within the Noise and Vibration Impact Analysis report for the proposed project. The report assumes that the proposed project would be built out in one phase rather than in two separate phases (i.e., construction of Phases I and II would occur at the same time, and Phases I and II would be operational at the same time).

Short-Term (Construction) Noise

The proposed project would generate short-term noise during construction. Off-site short-term noise sources associated with the proposed project include the transport of construction equipment and materials to the project site, and construction crew commuting to and from the project site. On-site short-term noise sources consist of on-site construction activities. These off and on-site short-term noise sources have the potential to incrementally increase noise levels in the surrounding area temporarily.

Vehicle Noise on Roadways. With regards to off-site noise sources, vehicles have the potential to temporarily increase noise levels along roadways leading to the project site. Construction equipment that are transported to the project site are not expected to add to the daily traffic volumes along roadways in the project site vicinity since these equipment would remain on the project site for the duration of each construction phase. Although the movement of construction equipment onto the project site would be a relatively high single-event noise exposure that could potentially be an intermittent noise nuisance, the effect on ambient noise levels would be small because the hourly and daily construction-related vehicle trips would be small when compared to the existing hourly and daily traffic volume on 190th Street and

Western Avenue. The building construction phase of the proposed project, which would generate the most vehicle trips out of all of the construction phases, is estimated to generate approximately 135 trips per hour and 270 trips per day (based on the proposed project's CalEEMod results in Appendix A of the Air Quality and Greenhouse Gas Impact Analysis). Vehicles accessing the project site would use 190th Street and Western Avenue. The existing hourly and daily traffic volumes on 190th Street near the project site are 2,735 and 27,350, respectively. The existing hourly and traffic volumes on Western Avenue near the project site are 3,585 and 34,850, respectively. Based on this information, construction-related traffic would incrementally increase noise by up to 0.2 dBA along these two roadways, which would not be perceptible to the human ear in an outdoor environment. Therefore, mobile noise from the transport of construction equipment and from the construction crew traveling to and from the project site would not result in short-term noise impacts.

Construction Activity Noise. Construction is generally performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. Construction activities associated with the proposed project involves demolition, site preparation, grading, building construction, paving, and architectural coating. Noise levels would vary during the different construction phases since each construction phase would use different types and sizes of construction equipment. The proposed project's site preparation, grading, and paving are expected to generate the highest noise levels during construction because earthmoving equipment (e.g., backfillers, bulldozers, front loaders, compactors, scrapers, and graders) are the noisiest construction equipment. The operating cycles for these construction equipment typically involve one or two minutes of full-power operation followed by three or four minutes at low power settings.

Construction equipment that would be used for the proposed project include bulldozers, graders, water trucks, and pick-up trucks. Noise associated with the use of these construction equipment is estimated to be between 55 and 85 dBA L_{max} at a distance of 50 feet from the active construction area for the grading phase. Based on a usage factor of 40 percent, if these construction equipment were operating simultaneously, noise levels would be approximately 84 dBA L_{eq} at a distance of 50 feet from the active construction area. At the nearest noise sensitive land use to the proposed project (i.e., residences north of I-405), construction-related noise levels could reach to 73 dBA L_{max} (69 dBA L_{eq}). However, these residences are situated approximately 16 feet lower in elevation than I-405 and are located behind a 10-foot tall noise wall, which would provide a minimum 10 dBA noise reduction. The elevation difference and noise wall would reduce project-related construction noise levels at the residences to 63 dBA L_{max} (59 dBA L_{eq}), which would be similar to the existing ambient noise levels at the northern perimeter of the project site. At the northern perimeter of the project site, existing ambient noise levels during construction hours (7:30 a.m. to 6:00 p.m.) range from 57.7 to 63.6 dBA L_{eq}. At the residences north of I-405, ambient noise levels would generally be higher than project-related construction noise levels because traffic noise from I-405 would dominate the noise environment at the residences, and project-related construction activities would not cause ambient noise levels to increase to a noticeable level at these residences.

Construction of the proposed project would be required to comply with the construction hours allowed by TMC Section 46.3.1 and other applicable TMC noise regulations. As the construction of the proposed project would comply with the applicable noise regulations of the TMC and would not noticeably increase ambient noise levels at noise sensitive land uses, impacts related to short-term noise would be less than significant, and no mitigation measures are required.

Long-Term (Operational) Noise

Long-term noise sources associated with full buildout of the proposed project would occur during operations of the proposed project and can be attributed to off- and on-site noise sources. Off-site noise sources include motor vehicles traveling to and from the project site. On-site noise sources include delivery truck unloading activities; parking lot activities; and the use of heating, ventilation, and air conditioning (HVAC) equipment.

*Vehicle Noise on Roadways. The Federal Highway Administration Highway Traffic Noise Prediction Model (RD-77-108) was used to evaluate traffic-related noise conditions along street segments in the vicinity of the project site. Traffic volumes that were used to estimate mobile noise levels were obtained from the Traffic Circulation Analysis for the proposed project. Traffic-related noise levels for Existing (2019) Without and With Project scenarios are presented in **Table 9**, and Opening Year (2023) Without and With Project scenarios are presented in **Table 10**. The noise levels presented in these tables represent worst-case scenario, which assumes that no shielding would be provided between traffic along roadways and the location where the noise levels were estimated.*

TABLE 9: EXISTING (2019) TRAFFIC NOISE LEVELS WITHOUT AND WITH PROJECT

	Estimated dBA (CNEL) at 50 Feet		
Roadway Segment	**Existing without Project**	**Existing with Project**	**Increase**
190th Street West of I-104 Eastbound Ramps	74.0	74.1	0.1
190th Street between I-405 Eastbound Ramps and Project Driveway West	73.7	73.8	0.1
190th Street between Project Driveway West and Project Driveway East	73.7	73.8	0.1
190th Street between Project Driveway East and Western Avenue	73.7	74.0	0.3
190th Street East of Western Avenue	73.0	73.2	0.2
Western Avenue between I-405 Westbound Ramps and Project Driveway North	71.5	71.6	0.1
Western Avenue between Project Driveway North and 190th Street	71.5	71.7	0.2
Western Avenue South of 190th Street	71.1	71.3	0.2

SOURCE: LSA, 2022

TABLE 10: OPENING YEAR (2023) TRAFFIC NOISE LEVELS WITHOUT AND WITH PROJECT

	Estimated dBA (CNEL) at 50 Feet		
Roadway Segment	**Opening Year without Project**	**Opening Year with Project**	**Increase**
190th Street West of I-104 Eastbound Ramps	74.2	74.3	0.1
190th Street between I-405 Eastbound Ramps and Project Driveway West	74.0	74.1	0.1
190th Street between Project Driveway West and Project Driveway East	74.0	74.1	0.1
190th Street between Project Driveway East and Western Avenue	73.9	74.1	0.2
190th Street East of Western Avenue	73.1	73.3	0.2
Western Avenue between I-405 Westbound Ramps and Project Driveway North	71.7	71.8	0.1
Western Avenue between Project Driveway North and 190th Street	71.7	71.9	0.2
Western Avenue South of 190th Street	71.6	71.7	0.1

SOURCE: LSA, 2022

The proposed project would incrementally increase noise levels by up to 0.3 dBA CNEL in the vicinity of the project site under the existing scenario and by up to 0.2 dBA CNEL in the opening year. The noise level increase would be below 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, project-related traffic would not cause ambient noise levels in the surrounding area to substantial increase.

Truck Loading and Unloading Noise. The proposed project would have three dedicated loading areas for delivery trucks near Buildings 1, 2, and 4B. Although a typical truck unloading process takes an average of approximately 15 to 20 minutes, the maximum unloading noise level occurs in a much shorter time period (at most five minute) over each truck delivery. These activities are assumed to occur anytime during the daytime or nighttime hours because the proposed restaurants could operate 24-hours a day. Delivery trucks on the project site are estimated to generate a noise level of approximately 60 to 65 dBA L_{eq} at a distance of 50 feet. The proposed loading area at the northwestern portion of the project site (near Building 4B) is the closest loading area to the residential area north of I-405. The proposed loading area is approximately 405 feet from the nearest residential property. At a distance of 405 feet, noise from on-site truck delivery and truck loading activities would attenuate by 18.2 dBA compared to the noise level measured at 50 feet from the source, resulting in a noise level of 46.8 dBA L_{eq} at the closest residential property. Noise levels at the property line of the closest residence would not exceed the City's daytime and nighttime noise standards of 65 and 60 dBA L_{eq}, respectively (based on the City's daytime and nighttime residential noise standards of 55 and 50 dBA L_{eq}, respectively, with a correction of 10 dBA for when noise occurs less than 90 minutes per day or less than 20 minutes per night). As the closest residences are located immediately adjacent to I-405, ambient noise levels would be higher than 46.8 dBA L_{eq}, and noise levels generated from on-site truck delivery and truck unloading activity would not be perceptible at the residential area north of I-405.

The proposed loading area at the northwestern portion of the project site is the closest loading area to the project site perimeter. This loading area would be approximately 10 feet from the edge of the project site. I-405 and the I-405 on- and off-ramps are located next to this

portion of the project site. At a distance of 10 feet, noise would increase by 14.0 dBA compared to the noise level measured at 50 ft from the source. Noise levels from on-site truck delivery and truck unloading activity at the closest project property line would reach noise levels of 79.0 dBA L_{eq}, which would exceed the City's daytime and nighttime commercial noise standards of 70 and 65 dBA L_{eq}, respectively (based on the City's daytime and nighttime noise standards of 60 and 65 dBA L_{eq}, respectively, with a correction of 10 dBA for when noise occurs less than 90 minutes per day or less than 20 minutes per night). Although noise levels would exceed the City's noise standards, I-405 and the I-405 on- and off-ramps are not considered noise sensitive, and the proposed loading area activities would not expose any noise sensitive land uses to noise levels that exceed the City's daytime and nighttime noise standards.

The proposed loading areas near Buildings 1 and 2 would be approximately 125 feet from the edge of the project site. At a distance of 125 feet, noise would be attenuated by 8.0 dBA compared to the noise level measured at 50 feet from the source. Noise levels from on-site truck delivery and unloading activities at the next closest property line from these loading areas be 57.0 dBA L_{eq} and would not exceed the City's daytime and nighttime noise standards of 70 and 65 dBA L_{eq}, respectively.

Parking Lot Noise. The proposed on-site surface parking lot would generate noise from vehicles traveling within the surface parking lot, engine start-up, car doors slamming, car horns, car alarms, and tires squealing. These activities would occur anytime during the daytime or nighttime hours because the proposed project would operate 24-hours per day. Representative parking activities would generate approximately 60 to 70 dBA L_{max} at 50 feet. Noise levels generated from parking lot activities are intermittent in nature. The closest residential property is approximately 320 feet north of the proposed parking lot. At a distance of 320 feet, noise would be attenuated by 16.1 dBA compared to the noise level measured at 50 feet from the source. A berm and a noise wall are situated between the residences and the project site. The existing berm and noise wall would provide a noise reduction of 10 dBA. Noise levels from on-site parking activities would be 43.9 dBA L_{max} at the nearest residence to the project site. Although noise levels generated from on-site parking lot activities are intermittent, these intermittent maximum noise levels would not reach or exceed the City's daytime and nighttime noise standards of 75 and 70 dBA L_{eq}, respectively, at the residential property line. These noise standards are based on the City's daytime and nighttime noise standards of 55 and 50 dBA L_{eq}, respectively, with a correction of 15 dBA for when noise occurs less than 30 minutes per day or less than 6 minutes per night. Because the closest residences are located immediately adjacent to I-405, ambient noise levels would be higher than 43.9 dBA L_{max}, and the noise levels generated from on-site parking lot activities would not be perceptible at the residential area.

The proposed parking lot would be approximately five feet from the project site's property line. At a distance of five feet, noise would incrementally increase by 20.0 dBA compared to the noise level measured at 50 feet from the source, which would cause noise levels at the property line of the project site to increase to 90.0 dBA L_{max}. Noise levels at the project site property line have the potential to exceed the City's daytime and nighttime noise standards of 75 and 70 dBA L_{eq}, respectively, even though parking lot activities would generate intermittent maximum noise levels based on a conservative perspective. However, the project site is bounded by roadways (I-405, I-405 on- and off-ramps, Western Avenue, and 190th Street) on all sides and roadways are not considered to be noise sensitive. The closest properties to the project site are commercial uses across the street from the project site. On-site parking lot activities would be approximately 150 feet from the nearest commercial use. At a distance of 150 feet, noise would be attenuated by 9.5 dBA compared to the noise level measured at 50 ft from the source. Noise levels from on-site parking lot activities at the nearest commercial use would be 60.5 dBA L_{max}. This noise level represents intermittent maximum noise levels and would not exceed the City's daytime and nighttime noise standards of 75 and 70 dBA L_{eq}, respectively, for commercial uses (based on the City's daytime and nighttime noise standards of 60 and 55 dBA L_{eq}, respectively, with a correction of 15 dBA for when noise occurs less than 30 minutes per day or less than 6 minutes per night).

HVAC Equipment Noise. Rooftop HVAC equipment has the potential to incrementally increase noise levels on the project site. HVAC equipment could operate 24 hours a day and would generate noise levels of 55.4 dBA L_{eq} at 50 feet. The nearest residential property line is located north of the project site, approximately 310 feet from the nearest on-site HVAC equipment. At a distance of 310 feet, noise would be attenuated by 15.8 dBA compared to the noise level measured at 50 feet from the source. The proposed roofline and parapet wall at the nearest building to the residences would provide a noise reduction of 8 dBA, resulting in an HVAC equipment noise level of 31.6 dBA L_{eq} at the nearest residence. Because the nearest residences are located immediately adjacent to I-405, ambient noise levels would be higher than the 30.6 dBA L_{eq} generated by the HVAC equipment. Thus, noise generated from on-site HVAC equipment would not be perceptible at the residential area.

The nearest on-site rooftop HVAC equipment would be approximately 25 feet from the project site's property lines. At a distance of 25 feet, noise would increase by 6.0 dBA compared to the noise level measured at 50 ft from the source. The proposed roofline and parapet wall would provide a noise reduction of 8 dBA, resulting in an HVAC equipment noise level of 53.4 dBA L_{eq}. Noise levels at the project site property line would not exceed the City's daytime and nighttime noise standards of 60 and 55 dBA L_{eq}, respectively, for commercial uses.

On-site HVAC equipment noise would not cause noise levels at noise sensitive receptors to incrementally increase to noticeable levels and would not exceed the City's noise daytime and nighttime standards for commercial uses.

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

Summary

The proposed project would not generate short-term and long-term noise that would cause ambient noise levels at noise sensitive uses to incrementally increase to a noticeable level. Although truck loading and unloading activities and the maximum noise levels associated with parking lot activities would exceed the City's daytime and nighttime commercial noise standards for commercial uses, noise levels from loading, unloading, and parking lot activities would occur next to roadways, which are not considered noise sensitive. No sensitive receptors are located immediately adjacent to the project site, and no sensitive receptors would be adversely affected by on-site loading, unloading, and parking lot activities. Therefore, impacts would be less than significant, and no mitigation measures would be required.

(b) Generation of excessive groundborne vibration or groundborne noise levels? 67, 69 ☐ ☐ ☒ ☐

The following discussion summarizes the vibration analysis contained within the Noise and Vibration Impact Analysis report for the proposed project. The analysis assumes that the proposed project would be built out in one phase rather than in two separate phases (i.e., construction of Phases I and II would occur at the same time, and Phases I and II would be operational at the same time).

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. Vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 vibration velocity decibels (VdB) or less, which is an order of magnitude below the damage threshold for normal buildings.

Ground-borne vibration has the potential to disturb people and damage buildings. It is not uncommon for heavy duty construction processes (e.g., blasting and pile driving) to cause vibration of sufficient amplitudes to damage nearby buildings. Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). RMS is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration.

The following thresholds are used to determine whether the proposed project would result in potentially significant ground-borne vibration impacts:

- *The Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual limits the maximum vibration level at residential areas to 78 VdB during the day and 72 VdB during the night. This threshold is used to determine whether ground-borne vibration related to the proposed project would result in human annoyance.*
- *The FTA Transit Noise and Vibration Impact Assessment Manual considers vibration levels of up to 0.5 inches per second (in/sec) in PPV safe for buildings with reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV. For a fragile building, the construction vibration damage criterion is 90 VdB (0.12 in/sec in PPV). The closest structures surrounding the project site were observed to be constructed of materials that are equivalent to non-engineered timber and masonry. Therefore, the FTA damage threshold of 0.2 in/sec in PPV is used to evaluate whether ground-borne vibration related to the proposed project would result in building damage.*

Construction Vibration

Construction activities would involve the use of construction equipment that has the potential to generate ground-borne vibration. The greatest vibration levels are anticipated to occur during the site preparation phase as this type of construction would require the use of construction equipment that generate the most ground-borne vibration. All other construction phases are expected to result in lower vibration levels. Site preparation activities would require the use of a large bulldozer and loaded trucks, which would generate ground-borne vibration of up to 87 VdB (0.089 PPV [in/sec]) and 86 VdB (0.076 PPV [in/sec]), respectively, when measured at 25 feet from the construction equipment. The distance to the nearest buildings for this vibration impact analysis is measured between the nearest off-site buildings and the project site boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within the buildings. ***Table 11*** *lists the projected vibration level from various construction equipment expected to be used on the project site to the nearest buildings surrounding the project site.*

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

TABLE 11: CONSTRUCTION EQUIPMENT VIBRATION AT SURROUNDING LAND USES

Land Use	Equipment	Reference Vibration Level at 25 Feet		Distance of Construction Area from Land Use (feet)	Maximum Vibration Level at Land Use	
		VdB	PPV		VdB	PPV
Residential use north of project site	Large Bulldozer	87	0.089	290	55	0.002
	Loaded Trucks	86	0.076		54	0.002
Commercial use east of project site	Large Bulldozer	87	0.089	230	58	0.003
	Loaded Trucks	86	0.076		57	0.003
Commercial/light industrial use southeast of project site	Large Bulldozer	87	0.089	280	56	0.002
	Loaded Trucks	86	0.076		55	0.002
Office south of project site	Large Bulldozer	87	0.089	185	61	0.004
	Loaded Trucks	86	0.076		60	0.004
Hotel west of project site	Large Bulldozer	87	0.089	180	61	0.005
	Loaded Trucks	86	0.076		60	0.004

SOURCE: LSA, 2022

The closest structure to the project site boundary is the hotel building approximately 180 feet west of the project site. This hotel building would experience vibration levels of up to 61 VdB (0.005 PPV [in/sec]), which would not exceed the FTA community annoyance threshold of 78 VdB for residential uses during daytime hours and the FTA vibration damage threshold of 94 VdB (0.2 PPV [in/sec]). As a result, construction of the proposed project would not result in community annoyance and would not have the potential to result in building damage. All other buildings in surrounding area are situated farther away from the project site and would experience lower vibration levels. Therefore, construction of the proposed project would not generate excessive groundborne vibration. Impacts related to groundborne vibration during construction of the proposed project would be less than significant, and no vibration reduction measures would be required.

Long-Term Vibration

Operations of the proposed project at full buildout would not involve activities that would generate ground-borne noise and vibration. Vibration levels generated from project-related traffic on adjacent roadways would be unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Additionally, when roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. Therefore, impacts related to vibration during operations of the proposed project would be less than significant, and no vibration reduction measures would be required.

(c) For a project located within the vicinity of a private air strip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? 4, 67 ☐ ☐ ☐ ☒

The project is not located within the vicinity of a private air strip, an airport land use plan, or within two miles of a public or public use airport. The closest airport to the project site is Compton/Woodley Airport, which is approximately three miles northeast of the project site. Torrance Municipal Airport is approximately 3.9 miles south of the project site. The project site is outside of the 65 dBA CNEL noise contour of these airports. Therefore, the proposed project would not expose people residing or working on the project site and its vicinity to excessive noise levels. No impact would occur, and no mitigation measures are required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:					
(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	38, 63, 70	☐	☐	☒	☐

The proposed commercial center does not include any housing and is projected to generate approximately 90 jobs. SCAG projects that employment in the City of Torrance would increase by approximately 4,600 jobs between 2020 to 2035 (from 110,000 jobs in 2020 to 114,600 jobs in 2035), which is equivalent to an increase of 307 jobs per year. The proposed project would be within the SCAG employment growth projections for the City. Additionally, the proposed project would be consistent with development anticipated under the City's General Plan and would not induce or generate growth beyond that reflected in the General Plan. Accordingly, the proposed project would not result in growth not already anticipated within SCAG population and employment growth projections for the region. SCAG population growth projections reflect assumptions and development scenarios incorporated in local plans, including City general plans. While the proposed project would increase the number of employees on the project site, it is expected that workers from nearby communities would be available to serve the needs of the proposed project. Employees are not expected to relocate to the surrounding area and, thus, would not result in a substantial permanent increase in population. The project site is served by and would connect to existing water and sewer facilities, gas and electric utilities, and roadways. The proposed project would not extend any roads or other infrastructure. The water and sewer lines under the project site would connect to existing lines under 190th Street. No additional water and sewer facilities, and gas and electric utilities would be needed to serve the proposed project other than connections to existing infrastructure that serves the project site and the surrounding area. Staff would be able to evaluate future occupants' request for business licenses based on use and whether their operations would have a potential to induce population growth. Therefore, the proposed project would not directly or indirectly induce substantial unplanned population growth. Impacts related to unplanned population growth would be less than significant, and no mitigation measures would be required.

(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	63, 71	☐	☐	☐	☒

The project site currently consists of one unoccupied structure that was formerly used as a restaurant and a surface parking lot. No housing units are located on the project site, and the proposed project would not displace any people or housing. As a result, the proposed project would not necessitate the construction of replacement housing elsewhere. No impacts to housing displacement would occur, and no mitigation measures would be required.

15. PUBLIC SERVICES					
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
i) Fire protection?	72, 73	☐	☐	☒	☐

The TFD provides fire protection and paramedic services to residents and businesses within the City. The City is served by six fire stations. The nearest fire station to the project site is Fire Station 3, located at 3535 West 182nd Street. The project site is within 1.8 "road mile" of this fire station, which would ensure a maximum response time of five minutes or less.

Construction of the proposed project may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Construction activities associated with the proposed project are not expected to directly block emergency routes since construction would not involve any street closures. Although temporary partial lane closures may be required during construction to connect to the existing water and sewer lines under 190th Street and slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies.

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

The proposed project would be constructed to comply with the requirements of the City's Fire Code (TMC Division 8, Chapter 5), which adopts the California Fire Code with amendments. In accordance with the City's Fire Code, the proposed project would be required to provide adequate fire flow for the project site, fire prevention and suppression measures, fire access, and a sufficient number of hydrants. The proposed project would be designed to accommodate emergency access to and within the project site. Additionally, all buildings would be constructed to meet the current building code requirements for fire safety. The applicant would be required to submit project plans to TFD and incorporate the TFD fire protection and suppression features that are appropriate for the proposed project. Compliance with the City's Fire Code and the inclusion of the TFD fire suppression and suppression measures would ensure that operation of the proposed project would not cause TFD to expand the existing Fire Station 3, or any other fire stations within the City.

Per TMC Division 2, Chapter 9, Article 5 (Fire Facilities Impact Fees), the applicant of the proposed project would be required to pay fire facilities impact fees to offset the incremental increase in the demand for fire protection services that would be created by the proposed project. The impact fees would be used to help pay for any additional fire protection facilities that may occur as a result of the proposed project.

As the proposed project would be required to comply with the City's Fire Code, comply with TFD requirements, and pay development impact fees, the proposed project would not increase demand on fire protection services in a manner that would result in the need to construct new or physically altered fire facilities, the construction of which would cause significant environmental impacts. In addition, the proposed project comprises infill urban redevelopment that is consistent with the General Plan land use designation and zoning of the project site, within an area already served by fire protection services. Therefore, impacts related to fire protection services would be less than significant, and no mitigation measures would be required.

ii) Police protection? 73 ☐ ☐ ☒ ☐

Torrance Police Department provides police protection services to residents and businesses within the City of Torrance. Torrance Police Department is located at 3300 Civic Center Drive, approximately 3.0 "road miles" of the project site. Construction of the proposed project may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. However, construction activities are temporary and would not involve the closure of an entire street. Emergency access would remain available along all surrounding streets and would not directly block emergency routes. Although temporary partial lane closures may be required during construction, such as to connect to the existing water and sewer lines under 190th Street, and slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies.

Project plans would be submitted to the City for review, and appropriate on-site security features would be applied as required by Torrance Police Department. Additionally, per TMC Division 2, Chapter 9, Article 6, the applicant of the proposed project would be required to pay police facilities impact fees to offset the incremental increase in the demand for police protection services that would be created by the proposed project. The impact fees would be used to help pay for any additional law enforcement facilities that may occur as a result of the proposed project. In addition, the proposed project comprises infill urban redevelopment that is consistent with the General Plan land use designation and zoning of the project site, within an area already served by police protection services. Therefore, the proposed project would not increase demand on Torrance Police Department in a manner that would result in the need to construct new or physically altered police facilities, the construction of which would cause significant environmental impacts. Therefore, impacts related to police protection services would be less than significant, and no mitigation measures would be required.

iii) Schools? 74, 75, 76, 77, 78 ☐ ☐ ☒ ☐

The project site is located within the Torrance Unified School District. Arlington Elementary School, Casimir Middle School, and North High School serve the project site. In the 2019-2020 school year, Arlington Elementary School, which serves grades K through 5, had a total enrollment of 573 students. Casimir Middle School, which serves grades 6 through 8, had a total enrollment of 686 students during the 2019-2020 school year. North High School, which serves grades 9 through 12, had a total enrollment of 1,764 students during the same school year.

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. The proposed project does not include any residential units. As discussed in Response to Question 14(a), although the proposed project would increase the number of employees on the project site, the proposed project is not expected to result in a permanent increase in population since workers from nearby communities are expected to serve the needs of the proposed project. Nevertheless, it is possible that employees from the project site may decide to have their children attend schools that serves the project site (rather than from the employees' school of residence), which could potentially increase student population of the

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

schools that serve the project site. In accordance with California Education Code Section 17620, the applicant of the proposed project would be required to pay school district fees to Torrance Unified School District to fund the construction or reconstruction of school facilities. Pursuant to California Government Code Section 65995(3)(h), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization…on the provision of adequate school facilities." Therefore, impacts related to school facilities would be less than significant, and no mitigation measures would be required.

iv) Parks? 63 ☐ ☐ ☒ ☐

As discussed in Response to Question 14(a), the proposed project is not expected to result in a permanent increase in population since no residential uses are proposed and employees from the project site would come from nearby communities. In addition, the proposed project comprises infill urban redevelopment that is consistent with the General Plan land use designation and zoning of the project site, within an area already served by parks. Although it is possible that employees from the project site may use nearby parks and recreational facilities, the additional demand on nearby parks and recreational facilities are not expected to increase in a manner that would require the need for or the provision of new or physically altered parks and recreational facilities. Therefore, impacts on parks would be less than significant, and no mitigation measures would be required.

v) Other public facilities? 73, 79 ☐ ☐ ☒ ☐

Other public facilities not previously mentioned above, may include, but are not limited to, roads, transit, utilities, public works/maintenance services (e.g., trash, street sweeping, sewers, storm drains, transit, etc.), and libraries. Potential impacts to roads and transit are discussed in Section 17, Transportation, and potential impacts to utilities and public works/maintenance services are discussed in Section 19, Utilities and Service Systems. As discussed in these respective sections, the proposed project would not incrementally increase demand to these public facilities in a manner that would result in the need to construct new of physically altered public facilities, the construction of which would cause significant environmental impacts. Additionally, per TMC Division 2, Chapter 9, the applicant of the proposed project would be required to pay transportation, utility undergrounding, storm drain, sewer, community services, and general services impact fees to offset the incremental increase in the demand for these facilities that would be created by the proposed project.

With regards to libraries, the City is served by Torrance Public Library, which consists of one main library and five branch libraries. The closest library to the project site is North Torrance Branch Library, approximately 1.6 miles northwest of the project site. The proposed project would increase employment on the project site, which could potentially incrementally increase the demand on library facilities. The Torrance Public Library, including the North Torrance Branch Library, is financed primarily by the City's general funds. General fund revenue sources include sales and property taxes, among others. As a result, the proposed project would contribute to the financing of library services. Additionally, per TMC Division 2, Chapter 9, Article 9, the applicant of the proposed project would be required to pay library facilities impact fees to offset the incremental increase in the demand for library services that would be created by the proposed project. Therefore, the proposed project would not increase demand on Torrance Public Library in a manner that would result in the need to construct new or physically altered library facilities, the construction of which would cause significant environmental impacts.

As the proposed project would not incrementally increase demand to public facilities in a manner that would result in the need to construct new of physically altered facilities, the construction of which would cause significant environmental impacts, and the proposed project would be required to pay development impact fees to offset the incremental increase in the demand for public facilities that would be created by the proposed project, impacts related to other public facilities would be less than significant, and no mitigation measures would be required.

16. RECREATION.

(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? 63 ☐ ☐ ☒ ☐

As referenced in Response to Question 15(a)(iv), although the proposed project would not result in a permanent increase in population, employees from the project site may use nearby parks and recreational facilities, which would create additional demand on these parks and recreational facilities. However, the potential increase in the use of existing public park and recreational facilities by the proposed project would not be at a level that would result in physical deterioration of existing parks and other recreational facilities and would not require or need new or physically altered facilities. The proposed project comprises infill urban redevelopment that is consistent with the General Plan

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

land use designation and zoning of the project site, within an area already served by parks and recreational facilities. Therefore, impacts to parks and recreational facilities would be less than significant, and no mitigation measures would be required.

(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	63	☐	☐	☒	☐

The proposed project does not include any parks and recreational facilities. The proposed project comprises infill urban redevelopment that is consistent with the General Plan land use designation and zoning of the project site, within an area already served by recreational facilities. Additionally, as discussed in Response to Question 3.15(a)(iv), the proposed project would not require or need new or physically altered parks and recreational facilities. Therefore, impacts would be less than significant, and no mitigation measures would be required.

17. TRANSPORTATION. Would the project:

(a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	15, 73, 80, 81	☐	☐	☒	☐

Applicable program, plan, ordinance, and policies addressing the City's circulation system include the City's Transportation Impact Fee program, the City's 2009 General Plan Circulation and Infrastructure Element, and the City's guidelines for determining whether a transportation impact analysis (TIA) and/or a traffic circulation analysis (TCA) would be required for land use projects.

City of Torrance Transpotation Impact Fee Program

On August 23, 2005, the Torrance City Council adopted and passed the Transportation Impact Fee program, which amended the TMC to require applicants of new residential and non-residential development to pay transportation facilities impact fees to mitigate the impacts of development on the City's transportation system and to offset the burdens on transportation facilities created by the new development (TMC Division 2, Chapter 9, Article 1). The impact fees would be used to help pay for any additional transportation facilities that may be needed as a result of the proposed development. The proposed project would be required to pay transportation impact fees and, thus, would not conflict with the Transportation Impact Fee program.

City of Torrance 2009 General Plan Circulation and Infrastructure Element

The Circulation and Infrastructure Element of the City's 2009 General Plan addresses circulation of vehicles, pedestrians, cyclists, and transit riders. It focuses on planning for circulation and utility systems that will support the City's land use densities and intenities. To meet this objective, the Circulation and Infrastructure Element identifies a transportation system capable of responding to growth consistent with the Land Use Element of the General Plan. The proposed project does not involve any roadway improvements or other activities that would conflict with the Circulation and Infrastructure Element. The project site would be served by 190th Street and Western Avenue, both of which are classified as a Major Arterial by the City's General Plan Circulation and Infrastructure Element. Any roadway improvements that the City would require the project applicant to implement would be consistent with the City's General Plan Circulation and Infrastructure Element. The City's General Plan Circulation and Infrastructure Element includes an objective for roadway intersections within the public rights-of-way to operate at an LOS D or better. As discussed below under "Traffic Circulation Analysis (TCA)", full buildout of the proposed project would not cause roadways to operate below LOS D at 11 of the 13 analyzed intersections. The190th Street/Van Ness Avenue intersection currently operates at LOS E during the PM peak hour, and this intersection would continue to operate at LOS E with implementation of the proposed project. The proposed project would not further degrade the existing LOS at this intersection. At the proposed project's western driveway on 190th Street, the proposed project would cause this intersection to operate at LOS E during the midday and PM Peak hours. However, this LOS would primarily affect the project site internally and would not occur within the 190th Street public right-of-way. As the proposed project would not further degrade LOS at public rights-of-way that currently operate below LOS D and would not cause public rights-of-way to operate below LOS D, the proposed project would not conflict with the Circulation and Infrastructure Element objective for roadway intersections within the public rights-of-way to operate at an LOS D or better.

The proposed project would not conflict with the City's General Plan Circulation and Infrastructure Element objectives and policies that support alternative transportation modes. The proposed project would not alter the sidewalks surrounding the project site, and all sidewalks would remain operable with implementation of the proposed project. The project site is served by GTrans Line 2 and Torrance Transit Line 6. The nearest bus stops for GTrans Line 2, which is operated by the City of Gardena, is located on Western Avenue, across the street from the project site. The nearest bus stop for Torrance Transit Line 6 is located on 190th Street, across the street from the project site. The existing bus stops for these transit lines would remain and would continue to serve the project site and its surrounding area. The

proposed project does not include elements that would interfere with the services of these transit lines.

The City's General Plan Circulation and Infrastructure Element identifies 190th Street adjacent to the project site as a location for a future bikeway. The proposed project would not alter the width of the street and would not modify the street in a manner that would preempt the development of a bikeway along 190th Street.

City of Torrance Guidelines for Land Use Projects

The City has developed screening guidelines to determine whether land use projects would require a TIA and/or a TCA. The TIA evaluates an individual project's effect on VMT, and a TCA generally evaluates an individual project's effect on the City's circulation system. The guidelines include screening criteria that land use projects must meet in order to qualify for a TIA and/or a TCA exemption. As described below, the proposed project would be exempt from the TIA and would be required to prepare a TCA.

Transportation Impact Analysis (TIA). VMT measures the amount and distance of vehicle travel attriuted to a project or use. One of the screening criterion to qualify for a TIA exemption requires a project to develop retail uses that are 50,000 square feet or less. As the proposed project would construct a 22,489-square-foot commercial center, the proposed project would meet this screening criterion.

As the proposed project would meet one of the TIA screening criterion, the next step in the screening process is to assess whether the proposed project would be consistent with the SCAG 2020-2045 Retional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was developed, in part, based on the General Plan projections of the cities in the SCAG region. Generally, if the proposed project is consistent with the City's zoning and General Plan land use designation, the proposed project would be consistent with the SCAG RTP/SCS. As discussed in Response to Question 11(b), the proposed restaurant and retail uses on the project site would be consistent with the Conditional Commercial (C-5) zone and General Commercial (C-GEN) General Plan land use designation of the project site. Therefore, the proposed project would be consistent with the SCAG RTP/SCS. The proposed project's consistency with the SCAG RTP/SCS was verified by the City's Community Development Department.

The next step after determining whether the proposed project would be consistent with the SCAG RTP/SCS is to evaluate whether the proposed project would have an impact on the transit system, bicycle network, or pedestrian network. If the proposed project meets this screening criterion, then a request can be submitted to the City Traffic Engineer for a TIA exemption, which would exempt the proposed project from a VMT analysis. The proposed project would not cause any transit routes and schedules to change. Additionally, the proposed project would not alter the street system for pedestrians and bicyclists. As the proposed project would be below the City's local-serving retail screening criteria threshold of 50,000 square feet; would be consistent with the SCAG RTP/SCS; and would not have an impact on the transit system, bicycle network, or pedestrian network, the proposed project would be exempt from preparing a TIA. The City's Traffic Engineer approved the TIA exemption for the proposed project and, thus, a VMT analysis would not be required for the proposed project.

Traffic Circulation Analysis (TCA). The City requires a TCA to be prepared for projects that generate more than 500 new vehicle trips daily. The proposed project, when built out, would generate 4,740 net trips daily, of which 267 trips would occur during the AM peak hour, 740 trips would occur during the midday peak hour, and 360 trips would occur during the PM peak hour. As a result, a TCA was prepared for the proposed project to determine the proposed project's effect on roadway circulation. The following discussion summarizes the analysis in the TCA report for the proposed project. The analysis in the TCA report evaluates the proposed project at full buildout.

*LOS is typically used to describe the operating conditions of a roadway based on factors such as speed, travel time, and delay. To assess the overall effect of the proposed project on the surrounding roadways, project-related trips were distributed in the roadways surrounding the project site. The proposed project's effect on LOS in 2023 (opening year of the proposed project) are shown in **Table 12**. The LOS assessment takes into account the cumulative effects of all planned and approved projects in the surrounding area.*

***Table 12** shows 11 of the 13 analyzed intersections would continue to operate at LOS D or better with implementation of the proposed project. Although the 190th Street/Van Ness Avenue and 190th Street/west project driveway intersections would operate at LOS E under the "Year 2023 with Project" scenario, the proposed project would not worsen LOS along the public rights-of-way at these two intersections. The 190th Street/Van Ness Avenue intersection currently operate at LOS E during the PM peak hour and would continue to operate at the same LOS with implementation of the proposed project. The proposed project's western driveway on 190th Street would operate at LOS E during the midday and PM peak hours under the "Year 2023 with Project" scenario. However, this LOS would primarily affect the project site internally (due to expected delays for the southbound left-turn lane) and would not occur within the 190th Street public right-of-way. The proposed project is not expected to negatively affect traffic on 190th Street. Although a traffic signal at this intersection would improve the LOS at this intersection to LOS A, the new traffic signal could cause heavy congestion on 190th Street and on the I-405 southbound off-ramp due to the close spacing of the proposed project's western driveway from the I-405 southbound ramps.*

TABLE 12: YEAR 2023 LEVEL-OF-SERVICE ANALYSIS

Intersection	Year 2023 without Project			Year 2023 with Project		
	AM Peak Hour	Midday Peak Hour	PM Peak Hour	AM Peak Hour	Midday Peak Hour	PM Peak Hour
190th Street/Van Ness Avenue	D	A	E	D	B	E
190th Street/Gramercy Avenue	B	A	B	B	A	B
Western Avenue/182nd Street	C	B	C	C	B	C
Western Avenue/I-405 Northbound Ramps	B	B	B	B	B	C
Western Avenue/North Project Driveway	n/a	n/a	n/a	B	B	B
190th Street/I-405 Southbound Ramps	C	C	C	C	C	C
190th Street/West Project Driveway	n/a	n/a	n/a	C	E	E
190th Street/East Project Driveway	n/a	n/a	n/a	A	B	B
Western Avenue/190th Street	D	C	C	D	C	C
190th Street/Harborgate Way	A	B	B	A	B	B
190th Street/Normandie Avenue	D	D	D	D	D	D
Western Avenue/195th Street	C	A	A	C	A	A
Western Avenue/Del Amo Boulevard	C	B	D	C	B	D

Note: n/a = Not Applicable
SOURCE: AGA Engineers, Inc., 2022

The TCA includes a drive-through queuing study to determine how the proposed restaurant drive-through lanes for Buildings 1, 2, and 3 would affect the circulation system surrounding the project site. The queuing study was based on surveys of similar restaurants during the representative restaurants' busiest periods. The queuing study estimated that 19 cars would be at the proposed drive-through lanes for Building 1 during the proposed restaurant's busiest period. The proposed drive-through lanes for Building 1 would have a storage capacity for 23 vehicles and, thus, the proposed drive-through lane would be able to accommodate vehicles during the proposed restaurant's busiest period. The proposed drive-through lane for Building 2 would have a maximum queue of 8 cars during the proposed restaurant's busiest period. The proposed drive-through lane for this building would have a storage capacity for 11 cars and, thus, the proposed drive-through lane would be able to accommodate vehicles during the proposed restaurant's busiest period. The proposed drive-through lanes for Building 3 would have a maximum queue of 34 cars during its busiest period. The proposed drive-through lanes for Building 3 would have a storage capacity for 34 cars, which is equal to the total demand from the queuing study. The proposed drive-through lanes for Building 3 would be able to accommodate vehicles during the proposed restaurant's busiest period. Based on the queuing study, the proposed drive-through lanes for Buildings 1, 2, and 3 would allow vehicle queues to be contained within the project site, and vehicles using the proposed drive-through lanes would not extend towards the Western Avene and 190th Street public rights-of-way.

Summary

As discussed above, the proposed project would not conflict with the City's Transportation Impact Fee program and the City's General Plan Circulation and Infrastructure Element. Based on the City's guidelines for land use projects, the proposed project would be exempt from a TIA (VMT analysis). Thus, it is expected that the proposed project would not cause VMT to substantially increase. The TCA for the proposed project determined that buildout of the proposed project would not worsen LOS along public rights-of-ways and the proposed drive-through lanes on the project site would be contained within the project site and would not adversely affect circulation of public rights-of-way. Therefore, the proposed project would not conflict with applicable program, plan, ordinance, and policies addressing the City's circulation system. Impacts would be less than significant, and no mitigation measures would be required.

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? 81 ☐ ☐ ☒ ☐

CEQA Guidelines Section 15064.3 identifies VMT as the criteria for determining a project's transportation impact. As discussed in Response to Question 17(a), the proposed project would be exempt from a TIA (VMT analysis) because the proposed project would meet the City's local-serving retail screening criteria threshold of 50,000 square feet; would be consistent with the SCAG RTP/SCS; and would not have an impact on the transit system, bicycle network, or pedestrian network. The request for a TIA exemption was submitted to and approved by the City's Traffic Engineer. Thus, a VMT analysis would not be required for the proposed project and the proposed project would not result in significant transportation impacts. Therefore, the proposed project would not conflict with CEQA Guidelines Section 15064.3(b). Impacts would be less than significant, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	38, 63	☐	☐	☒	☐

The proposed project would not require the construction of any new roads, or the modification of any existing roads or pedestrian pathways that would result in an increase in hazards due to a design feature. Vehicular access to the project site would be provided via two driveways on 190th Street and one driveway on Western Avenue. The "pork-chop" islands (triangular islands that are placed between traffic lanes to split the flow of traffic into two) proposed at the driveway on Western Avenue and at the eastern driveway on 190th Street would not have raised curbs. Rather, the "pork-chop" islands would be painted flat on the driveways and are not expected to conflict with emergency vehicle access to the project site. The islands would be painted in a color that would differentiate the islands from the pedestrian crosswalks that would be placed across the two driveways. The proposed project, including all access and circulation associated with the proposed project, would be designed and constructed to conform with all applicable City requirements. The proposed commercial uses would be consistent with the existing commercial and light industrial uses that surround the project site. The proposed project would not introduce incompatible uses that would increase hazards. Additionally, the proposed project would be designed to comply with the Torrance Fire Department requirements regarding fire emergency access. The Community Development Department (which includes the Planning, Building and Safety, and Engineering Divisions) and the TFD would review proposed project plans during the plan review process to ensure all applicable requirements are met and that no hazardous features are proposed. Therefore, impact related to hazardous design features would be less than significant, and no mitigation measures would be required.

(d) Result in inadequate emergency access?	38, 63	☐	☐	☒	☐

The proposed project, including all access and circulation associated with the proposed project, would be designed and constructed in conformance with all applicable City requirements. Additionally, the proposed project would be designed to allow adequate emergency access to the project site in accordance with the City's driveway standards and TFD requirements. The proposed surface parking lot drive aisles and driveways would be designed to meet the minimum width and turning dimensions as required by TFD. The "pork-chop" islands that would be placed at the driveway on Western Avenue and at the eastern driveway on 190th Street would not have raised curbs. Rather, the "pork-chop" islands would be painted flat on the driveways and are not expected to conflict with emergency vehicle access to the project site. The proposed project design would be reviewed by the Community Development Department (which includes the Planning, Building and Safety, and Engineering Divisions) and the TFD during the City's site plan review process to ensure that adequate access to and from the project site would be provided for emergency vehicles.

Construction of the proposed project may involve temporary lane closures on 190th Street, such as to connect to the existing sewer and water lines. However, emergency vehicles would still be able to travel along this roadway and access to all surrounding properties would be maintained. Therefore, impacts related to emergency access would be less than significant, and no mitigation measures would be required.

18. TRIBAL CULTURAL RESOURCES. Would the project:					
(a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	82, 83	☐	☒	☐	☐

The project site is currently developed with a surface parking lot and an unoccupied structure that was formerly used as a restaurant. Additionally, the project site was previously developed with a furniture manufacturing facility and two gasoline service stations. To date, no significant tribal cultural resources have been identified on the project site. As discussed in Response to Question 5(a), the project site is not listed or eligible for listing in the California Register of Historical Resources. Additionally, the project site is not identified as a historical or potentially historical resource by the City.

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

The City of Torrance submitted a request to the NAHC for a Sacred Lands File Search and a Tribal Consultation Contact List for the proposed project located within the USGS Torrance, CA Quadrangle 7.5-Minute Topographic Map. The NAHC provided the results of the Sacred Lands File Search and a Tribal Consultation List of California Native American tribes traditionally and culturally affiliated with the geographic area of the project site. The Sacred Lands File Search results were "negative," which indicates there are no known tribal cultural resources at the project site or located within the USGS Torrance, CA Quadrangle 7.5-Minute Topographic Map.

As discussed in Response to Question 5(a), pending the SCCIC records search results, no known potentially significant cultural resources are located within the project site or its vicinity. Additionally, as part of the Assembly Bill 52 tribal consultation, the City sent notification letters on November 3, 2020 regarding the proposed project to tribes that have submitted to the City a formal request for notification. The following tribes were notified City: Torres Martinez Desert Cahuilla Indians, Soboba Band of Luiseno Indians, and Gabrieleño Band of Mission Indians – Kizh Nation. None of the tribes have requested consultation.

*No known tribal cultural resources have been previously discovered on the project site. However, it is possible that buried and previously unrecorded tribal cultural resources could be discovered during ground disturbing activities. To ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are protected and preserved, Mitigation Measure **TR-1** would be required. If human remains of Native American origin are discovered during construction, the proposed project would also be required to comply with applicable regulations related to the handling of Native American human remains, including PRC Section 5097.98(d).*

Mitigation Measure

TR-1 *If requested by a California Native American tribe affiliated with the area, soil disturbing activities on the project site shall be monitored by a qualified tribal monitor. The monitor shall be retained prior to the commencement of any soil disturbing activities for the project. Soil disturbing activities shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. The monitoring shall end when soil disturbing activities are completed. The tribal monitor shall complete daily monitoring logs that include descriptions of the day's activities, including construction activities, locations, soils, and any cultural materials that were identified. Copies of monitoring logs shall be provided to the City of Torrance Community Development Department and, if requested, to a Tribal Representative of the California Native American tribe affiliated with the area. If tribal resources are discovered during soil disturbing activities, work shall cease in the area of the find until an appropriate Tribal Representative has evaluated the find. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions of the project site. Any tribal resources that are discovered shall be treated with appropriate dignity and protected and preserved as appropriate.*

*Mitigation Measure **TR-1** would ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are protected and preserved. With implementation of Mitigation Measure **TR-1**, 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 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?	82, 83	☐	☒	☐	☐

*As described in Response to Question 18(a)(i), no known historical, archeological, or tribal cultural resources that is determined to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c) are located on the project site. While no archaeological or tribal cultural resources were identified within the project site, there is the potential that buried and previously unrecorded resources could be encountered during construction. Mitigation Measure **TR-1** would ensure that any inadvertent discovery of unknown tribal cultural resources encountered during ground-disturbing activities are protected and preserved. With implementation of Mitigation Measure **TR-1**, impacts related to resources associated with California Native American tribes would be less than significant.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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?	56, 57, 58, 84, 85, 86,87	☐	☐	☒	☐

Water

Domestic water service to the project site is provided by TMW. Sources of TMW water supply consist of imported water from MWD, groundwater produced from the West Coast Basin, desalinated groundwater produced from the Goldsworthy Groundwater Desalter, and recycled water produced at West Basin Municipal Water District's Edward C. Little Water Recycling Facility. TMW provides potable drinking water to its customers via one active groundwater well, desalinated groundwater from the Goldsworthy Desalter, and imported water from five connections with MWD. Imported water accounts for over 84 percent of TMW's total potable water supply, and desalinated water produced from the Robert W. Goldsworthy Desalter facility provides up to 12 percent of TMW's total water supply. According to the City of Torrance Urban Water Management Plan, TMW supplied a total of 24,372 acre-feet of water in 2020 for a population of approximately 105,080. ***Tables 13****,* ***14****, and* ***15*** *show the 2020 Urban Water Management Plan projected water supply and demand for the TMW service area under normal, single dry, and multiple dry year conditions, respectively, through 2045. As shown, TMW is projected to be capable of meeting the future water demands of its customers in normal, single dry, and multiple dry years through 2045.*

TABLE 13: TORRANCE MUNICIPAL WATER – NORMAL YEAR SUPPLY AND DEMAND COMPARISON

	Year				
Water Supply/Demand	**2025**	**2030**	**2035**	**2040**	**2045**
Supply Totals (afy)	36,793	36,793	36,793	36,793	36,793
Demand Totals (afy)	24,573	25,008	25,325	25,646	26,540
Difference (afy)	12,220	11,785	11,468	11,147	10,253

Note: Afy = acre-feet per year; one acre-foot is about 326,000 gallons, which meets the annual average indoor/outdoor water needs of one or two households.
SOURCE: City of Torrance, *2020 Urban Water Management Plan*, Table 6.4, June 2021.

TABLE 14: TORRANCE MUNICIPAL WATER SERVICE AREA – SINGLE DRY YEAR SUPPLY AND DEMAND COMPARISON

	Year				
Water Supply/Demand	**2025**	**2030**	**2035**	**2040**	**2045**
Supply Totals (afy)	36,793	36,793	36,793	36,793	36,793
Demand Totals (afy)	26,667	27,139	27,483	27,832	28,802
Difference (afy)	10,125	9,653	9,309	8,961	7,991

Note: Afy = acre-feet per year; one acre-foot is about 326,000 gallons, which meets the annual average indoor/outdoor water needs of one or two households.
SOURCE: City of Torrance, *2020 Urban Water Management Plan*, Table 6.5, June 2021.

Full buildout of the proposed project is estimated to increase water demand by approximately 27,527 gallons per day, or 30.8 acre-feet per year (based on the assumption that water demand is 120 percent of wastewater flows). The estimated proposed project water demand represents 0.3 percent of TMW's available water supply for a normal year, 0.3 to 0.4 percent of the available water supply for a single dry year, and 0.2 to 0.3 percent of the available water supply for multiple dry year. The estimated water demand of the proposed project would be typical for restaurant and retail uses and is not expected to exceed available supplies or the available capacity within the distribution infrastructure that serves the project site. A "Will Serve" letter from the City of Torrance Community Development Department dated January 24, 2022 states that Torrance Municipal Water has adequate potable water supplies to serve the proposed project. Therefore, adequate water supplies would be available for the proposed project, and new or expanded water facilities would not be required. The proposed project would construct water lines under the project site that would connect to the existing City water main in 190th Street and would not require or result in the relocation or construction of new or expanded water facilities. Construction of the proposed on-site water lines are within the limits identified for the proposed project and, thus, potential impacts associated with the proposed water lines have been considered in the respective sections of this Initial Study. Therefore, impacts related to water supply infrastructure would be less than significant, and no mitigation measures would be required.

TABLE 15: TORRANCE MUNICIPAL WATER – MULTIPLE DRY YEAR SUPPLY AND DEMAND COMPARISON

	Year				
Water Supply/Demand	**2025**	**2030**	**2035**	**2040**	**2045**
First Year					
Supply Totals (afy)	36,793	36,793	36,793	36,793	36,793
Demand Totals (afy)	26,058	26,519	26,855	27,196	28,144
Difference	10,735	10,275	9,938	9,597	8,649
Second Year					
Supply Totals (afy)	36,793	36,793	36,793	36,793	36,793
Demand Totals (afy)	27,431	27,916	28,270	28,629	29,626
Difference	9,362	8,877	8,523	8,164	7,166
Third Year					
Supply Totals (afy)	36,793	36,793	36,793	36,793	36,793
Demand Totals (afy)	27,660	28,150	28,507	28,868	29,874
Difference	9,133	8,643	8,286	7,925	6,919
Fourth Year					
Supply Totals (afy)	36,793	36,793	36,793	36,793	36,793
Demand Totals (afy)	28,108	28,606	28,969	29,336	30,358
Difference	8,684	8,187	7,824	7,457	6,434
Fifth Year					
Supply Totals (afy)	36,793	36,793	36,793	36,793	36,793
Demand Totals (afy)	24,234	24,663	24,975	25,292	26,173
Difference	12,559	12,130	11,818	11,501	10,619

Note:
Afy = acre-feet per year; one acre-foot is about 326,000 gallons, which meets the annual average indoor/outdoor water needs of one or two households.
SOURCE: City of Torrance, *2020 Urban Water Management Plan*, Table 6.6, June 2021.

Wastewater Treatment

The proposed project would construct private sewer laterals under the project site that would connect to the existing public sewer main in 190th Street. Construction of the proposed on-site sewer laterals are within the limits identified for the proposed project and, thus, the potential impacts associated with the proposed on-site sewer laterals have been considered in the respective sections of this Initial Study. Wastewater collected from the public sewer main in 190th Street is directed to the Los Angeles County Sanitation Districts (LACSD) trunk sewer pipelines where wastewater is conveyed to and treated at the Joint Water Pollution Control Plant (JWPCP) in the City of Carson. According to the Sewer Area Study for the proposed project, the existing public sewer main would have sufficient capacity to convey the additional sewer flows from the proposed project.

JWPCP has a capacity of 400 million gallons per day (mgd) and currently processes an average flow of 261.1 mgd, which leaves an available capacity of 138.9 mgd. According to the City-approved Sewer Area Study for the proposed project, full buildout of the proposed project is estimated to generate approximately 23,720 gallons per day of wastewater, which is less than 0.1 percent of the available capacity at JWPCP. JWPCP would have adequate available capacity to serve the proposed project and the proposed project would not cause JWPCP to exceed wastewater treatment requirements of LARWQCB. Therefore, new or expanded wastewater treatment facilities would not be required. Impacts related to wastewater treatment would be less than significant, and no mitigation measures would be required.

Stormwater Drainage

Existing stormwater runoff from the project site generally flows southeast towards an existing catch basin on 190th Street near Western Avenue. The stormwater is then conveyed to the Dominguez Channel towards the Port of Los Angeles and Pacific Ocean. The proposed project would increase the amount of impervious surfaces on the project site compared to existing conditions. The proposed project would be required to comply with Torrance Municipal Code Division 4, Chapter 11 (Low Impact Development Strategies for Development and Redevelopment), which requires development projects to integrate LID strategies to mimic predevelopment hydrology through infiltration,

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

evapotranspiration, and rainfall harvest and use. To comply with the City's LID requirements, the proposed project would install on-site catch basins with filter inserts in conjunction with modular wetland units. Runoff from the modular wetland units would connect to the existing drainage pipes in 190th Street. According to the proposed project Hydrology Study and LID Plan, stormwater flows associated with the proposed project would not increase by more than 10 percent compared to existing conditions and are within the Los Angeles County Flood Control District's acceptable level of increase. Construction of the proposed on-site storm drainage infrastructure are within the limits identified for the proposed project and, thus, the potential impacts associated with the proposed storm drain lines have been considered in the respective sections of this Initial Study.

The proposed project would also be subject to the latest requirements of the National Pollution Discharge Elimination System (NPDES), LARWQCB, and applicable pollution control and stormwater drainage measures. As the proposed project would not cause a substantial increase in the peak flow rates or volumes that would exceed the drainage capacity of existing stormwater drainage facilities, new or expanded stormwater drainage facilities beyond those that would be installed by proposed project would not be required. Impacts would be less than significant, and mitigation measures would not be required.

Electric Power and Natural Gas

Energy use associated with operation of the proposed project would be typical of commercial uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. The project site is served by Southern California Edison for electricity and SoCalGas for natural gas. With implementation of the proposed project, new electricity and natural gas connections would be established for the proposed commercial buildings on the project site. The existing transmission line at the corner of 190th Street and Western Avenue would remain. This transmission line would not need to be relocated to accommodate the proposed project. No substantial natural gas infrastructure is present on or in the vicinity of the project site that would need to be relocated to accommodate the proposed project. Per Torrance Municipal Code Division 2, Chapter 9, Article 2, the applicant of the proposed project would be required to pay utility undergrounding facilities impact fees to offset the cost of undergrounding the City's utility system. Additionally, the proposed project would be required to comply with the California Building Energy Efficiency Standards, which includes the California Energy Code (California Code of Regulations [CCR] Title 24, Part 6) and CALGreen (CCR Title 24, Part 11). One of the purposes of these standards is to increase energy efficiency of buildings. Therefore, impacts associated with electric power and natural gas facilities would be less than significant, and no mitigation measures would be required.

Telecommunications Facilities

Telecommunications includes media and technologies, including radio, fiber optics, television, telephone, data communication, and computer networking. The advancement of telecommunications has changed dramatically with the use of the Internet, wireless networking, portable computers, cell phones, global positioning systems, and other technological advancements. Increasingly, commercial establishments, such as restaurants, hotels, and business complexes, offer wireless connections. In the years to come, technology will continue to advance, and the nature of telecommunications will continue to evolve. The project site is located in an urbanized area that is served by existing telecommunications services. Telecommunications service providers for the project site include Verizon and AT&T, among others. The proposed project would potentially require additions of new on-site telecommunications infrastructure to serve the proposed commercial uses. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the existing system. No upgrades to off-site telecommunications systems are anticipated to occur as a result of the proposed project. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers and would not require or result in the relocation or construction of new or expanded telecommunications facilities. Therefore, impacts associated with telecommunications facilities would be less than significant, and no mitigation measures would be required.

(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	56, 85	☐	☐	☒	☐

As discussed in Response to Question 19(a), full buildout of the proposed project is estimated to increase water demand by approximately 27,527 gallons per day, or 30.8 afy. The estimated proposed project water demand represents 0.3 percent of TMW's available water supply for a normal year, 0.3 to 0.4 percent of the available water supply for a single dry year, and 0.2 to 0.3 percent of the available water supply for multiple dry year. A "Will Serve" letter from the City of Torrance Community Development Department dated January 24, 2022 states that Torrance Municipal Water has adequate potable water supplies to serve the proposed project. Adequate water supplies would be available to the proposed project during normal, single dry, and multiple dry years. Therefore, impacts related to water supplies would be less than significant, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(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?	84, 86, 87	☐	☐	☒	☐

As discussed in Response to Question 19(a), wastewater in the project area is treated at JWPCP in the City of Carson. JWPCP has a capacity of 400 million gallons per day (mgd) and currently processes an average flow of 261.1 mgd, which leaves an available capacity of 138.9 mgd. The proposed project, at full buildout, is estimated to generate approximately 22,939 gallons per day of wastewater, which is less than 0.1 percent of the available capacity at JWPCP. JWPCP would have adequate available capacity to serve the proposed project in addition to the facility's existing commitments. Therefore, impacts related to adequate wastewater treatment capacity would be less than significant, and no mitigation measures would be required.

(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	88, 89, 90, 91	☐	☐	☒	☐

Commercial development in the City of Torrance is served by private waste haulers. The closest active landfill that serves the project site is Sunshine Canyon Landfill, which has a maximum permitted throughput of approximately 12,100 tons per day, a maximum permitted capacity of 140,900,000 cubic yards, and a remaining capacity of 77,900,000 cubic yards. Assuming a solid waste generation factor of 11.52 tons per 1,000 square feet per year for fast food restaurants, full buildout of the proposed project would generate approximately 264 tons of solid waste per year, or approximately 48 pounds of solid waste per day, which represents less than 0.1 percent of the permitted daily intake capacity at the Sunshine Canyon Landfill. 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 excavates soil, land-clearing debris, and any universal wastes that leave the project site be recycled or reused. The City requires the applicant to prepare a Waste Management Plan stating how these solid waste reductions were 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?	90, 91	☐	☐	☐	☒

The proposed project would comply with all federal, state, and local statutes and regulations related to solid waste, including but not limited to PRC Section 41708.01(a) and CALGreen Code Section 4.408, as discussed in Response to Question 19(a). Therefore, no impacts related to solid waste regulations would occur, and no mitigation measures would be required.

20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	47, 51, 52, 53	☐	☐	☐	☒

A fire hazard severity zone is a mapped area developed by CalFire that designates zones with varying degrees of fire hazard (i.e., moderate, high, and very high). Areas that are designated as Very High or High Fire Hazard Severity Zones are the most likely to experience wildfire. The project site is not located in or near a state responsibility area or in a VHFHSZ, as identified by CalFire. The nearest fire hazard zone (including VHFHSZ) is located approximately 4.7 miles southwest of the project site. Additionally, the project site is located within an urbanized area that does not contain expanses of wildland area. The proposed project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. Therefore, the project site would not be subject to severe wildfires or wildfires of greater concern.

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

As discussed in Response to Question 9(f), the proposed project would not involve any uses that would interfere with the City's Local Hazard Mitigation Plan or designated emergency/disaster routes near the project site. Although construction of the proposed project may involve temporary lane closures on 190th Street, such as to connect to the existing sewer and water mains in the public right-of-way, this street and all other roadways in the surrounding area would remain accessible to vehicular traffic and emergency vehicles would still be able to travel along the roadways. Access to all surrounding properties would be maintained. Construction and operational activities would not require temporary or permanent closure of any streets, including designated emergency/disaster routes adjacent to and in the vicinity of the project site. The proposed project would be designed to accommodate emergency vehicles to the project site, and the proposed parking lot would be designed to meet City requirements to allow emergency vehicles adequate access. Furthermore, all buildings would be constructed to meet the current City's Fire Code and building code requirements for fire safety. The applicant would be required to submit project plans to the TFD and incorporate TFD fire protection and suppression features that are appropriate for the proposed project. As the project site is not located in a VHFHSZ and would not impair an adopted emergency response plan or emergency evacuation plan, no impact would occur. No mitigation measures would be required.

(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	47, 51, 53	☐	☐	☐	☒

As mentioned in Response to Question 20(a), the project site is not located in or near a state responsibility area or in a VHFHSZ. The project site is relatively flat and located within an urbanized area. The southern California region, including the City of Torrance, experiences Santa Ana winds, which are warm, dry winds that blow from the eastern deserts across the region. Because southern California is generally a windstorm susceptible region, much of this region encounters winds capable of spreading wildfire and wildfire pollutants. However, areas that are especially susceptible to exacerbate such fire risks are those that receive high gusts of wind, are within a fire hazard severity zone, and have been a historically burn area. The project site is not within a fire hazard severity zone or a historically burn area. Additionally, the proposed project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. Therefore, no impacts would occur, and no mitigation measures would be required.

(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	47, 53	☐	☐	☐	☒

As mentioned in Response to Question 20(a), the project site is not located in or near a state responsibility area or in a VHFHSZ. The project site is located within an urbanized area that does not contain expanses of wildland area. The project site would be adequately served by existing facilities and utilities. The proposed project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may require temporary or ongoing impacts to the environment. Furthermore, the proposed project would adhere to relevant building design codes, including the City's Fire Code. The proposed project would be reviewed by the City, including the Building and Safety Division and Torrance Fire Department, to ensure that the proposed project meets all applicable codes and requirements and would not exacerbate any fire risks or that may result in temporary or ongoing impacts to the environment. Therefore, no impact would occur, and no mitigation measures would be required.

(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	47, 53	☐	☐	☐	☒

As mentioned in Response to Question 20(a), the project site is not located in or near a state responsibility area or in a VHFHSZ. The project site is relatively flat and located within an urbanized area. No hills are located in the vicinity of the project site and, thus, people or structures would not be exposed to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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?	1, 18, 19, 23, 82	☐	☒	☐	☐

*The proposed project is located within a highly urbanized area, and while currently vacant, the project site was previously developed. As discussed in Section 4, Biological Resources, of this Initial Study, the project site does not contain suitable habitat for special-status wildlife species (including rare, threatened, and endangered species) and no special-status species were identified or have a high likelihood of occurring on the project site. Additionally, the project site does not contain any riparian habitat or features necessary to support riparian habitat. The proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Although the proposed project would remove trees on the project site, which may provide nesting habitat for birds, Mitigation Measure **BR-1** would be implemented to ensure that nesting birds would not be adversely affected by the proposed tree removal.*

*As discussed in Response to Question 5(a), no historic resources are located on the project site. Similarly, no archaeological, paleontological, and tribal cultural resources are known to exist on the project site (Response to Questions 5(b), 7(f) and 18(a), respectively). However, it is possible that unanticipated archaeological, paleontological, or tribal cultural resources may be encountered during ground disturbance activities, and Mitigation Measures **CR-1**, **GS-1**, and **TR-1** would reduce the potential for the destruction of any significant archaeological, paleontological, and tribal cultural resources. Therefore, with the incorporation of mitigation measures, the proposed project would not have the 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. Impacts would be reduced to less than significant with the incorporation of the identified mitigation measures.*

(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	1 through 92	☐	☒	☐	☐

As discussed throughout this Initial Study, potential impacts on migratory wildlife; archaeological, paleontological, and tribal resources; and the public exposure to hazardous materials or emissions would be reduced to less than significant levels with implementation of mitigation measures. The proposed project would have either no impact or less-than-significant impacts for all other environmental topic areas considered in this Initial Study. The long-term cumulative impacts in the City, pursuant to the City's General Plan, were assessed in the General Plan Update Final EIR (SCH No. 2008111046). The General Plan Update EIR identified certain cumulative impacts associated with buildout of the City's General plan, such as generation of air pollution, 100-year flood protection, construction noise, traffic congestion, limited solid waste disposal facilities in Los Angeles County, and limited water supply for Southern California. These cumulative impacts have been assessed in the General Plan Update EIR, and the analysis in the General Plan EIR assumed that the project site would be developed with commercial uses consistent with the C-GEN land use designation. As a result, the proposed project would not significantly contribute to cumulative impacts not previously considered and addressed in the General Plan Update EIR even though other projects may be constructed in the surrounding area. The proposed project does not have impacts that are individually limited, but cumulatively considerable. Therefore, impacts would be less than significant with incorporation of the mitigation measures identified in this Initial Study.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	1 through 92	☐	☒	☐	☐

As discussed throughout this Initial Study, the proposed project would have less-than-significant impacts (with and without incorporation of mitigation measures) or no impacts on the environment. Mitigation measures have been prescribed, where applicable, to reduce all potential environmental impacts to less than significant levels. Upon implementation of mitigation measures included in this Initial Study and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. Therefore, impacts would be less than significant with incorporation of the mitigation measures identified in this Initial Study.

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.

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

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

Default Data Tables, Table 10.1 Solid Waste Disposal Rates, October 2017.

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24. ATTACHMENTS:

1. Project Site Location and Zoning Map
2. *Air Quality and Greenhouse Gas Impact Analysis* – February 2022, LSA
3. *Geotechnical Engineering Investigation* – December 27, 2019, Salem Engineering Group, Inc.
4. *Phase I Environmental Site Assessment of 1875 W. 190th Street* – November 2018, BA Environmental
5. *Limited Phase II Environmental Site Assessment, Proposed Starbucks Site – Building 3* – October 28, 2019, Giles Engineering Associates, Inc.
6. *Asbestos-Containing Materials Survey, Former Restaurant 18925 South Western Avenue, Torrance, California* – September 20, 2019, Salem Engineering Group, Inc.
7. *Site Soil Mitigation Plan*, BA Environmental
8. *Hydrology Study for Commercial Center* – revised April 18, 2022, DRC Engineering Inc.
9. *Low Impact Development Plan* – September 13, 2021, DRC Engineering Inc.
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12. *Traffic Impact Assessment Report for the 190th Street/Western Avenue Commercial Center Project* – April 26, 2022, AGA Engineers
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