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

Environmental Checklist Form

1. **Project Title** — 205th Street Industrial Project
   CUP22-00012, DIV22-00003, EAS22-00003

2. **Lead Agency Name and Address** — City of Torrance
   3031 Torrance Boulevard
   Torrance, CA 90503

3. **Contact Person and Phone Number** — Yolanda Gomez, Planning Associate
   (310) 618-5862

4. **Project Location** — 2271-2311 and 2341 205th Street
   Torrance, CA 90503
   (APNs 7352-018-066 and 7352-018-004)

5. **Project Sponsor's Name and Address** — Robert Knapp
   The Brookhollow Group
   151 Kalmus Drive, Suite F-1
   Costa Mesa, Ca 92626

6. **General Plan Designation:** — Business Park (I-BP)

7. **Zoning:** — Heavy Manufacturing (M-2)

8. **Description of the Project:**

The Applicant for the Project is requesting approval from the City of Torrance to demolish the existing buildings onsite and to construct an approximately 132,425 square foot (SF) light industrial tilt up building with approximately 20 percent utilized for cold storage on a 6.26-acre site including APNs: 7352-018-066 (4.57 acres) and 7352-018-004 (1.69 acres). The Project would include a parking lot, ornamental landscaping, employee patio area, and associated infrastructure.

The tilt up building would include 122,425 square feet (SF) of light industrial space with 5,000 SF of ground floor office space and 5,000 SF of mezzanine, for a total of 132,425 SF. The structure would have a maximum height of 45 feet. In addition, approximately 20 percent of the overall building square footage, or 22,485 SF, would be utilized for cold storage. Development of the Project would result in a floor area ratio (FAR) of 0.49, which is within the allowed maximum density of 0.6 FAR within the I-BP land use designation. Additionally, there would be 25 dock doors located on the northern side of the building.

Access to the Project site would be provided from two driveways along 205th Street. Trucks would utilize both driveways for access to the building. The Project would include gates limiting access to the loading dock and trailer storage areas. Internal circulation would be provided by a 30-foot drive aisle. The Project would include 195 parking stalls.

The Project would include approximately 38,293 square feet of drought tolerant ornamental landscaping that would cover 14.05 percent of the site. An 8-foot-high concrete screen wall with wing walls is to the north of the building's loading dock and trailer parking areas.

The Project would collect all developed onsite runoff with an onsite storm drain system and convey it to a pretreatment system and eventually to an underground infiltration chamber within the proposed truck court. Overflow within the underground infiltration chamber would be diverted to the existing storm drain in 205th Street.

The Project would require a Conditional Use Permit in order to develop a 132,425 square foot industrial building in the M-2 zone and a Tentative Parcel Map to consolidate the lot into one parcel.

9. Surrounding Land Uses and Setting:

The Project is located within an urbanized environment with nearby commercial, industrial, and residential uses. The Project is located north of West 205th Street in the eastern portion of the City of Torrance. The site is currently developed with six business park buildings, associated parking, and infrastructure. The site is bordered by low density residential and public park (Pueblo Park) to the north, and business park developments to the south, east, and west.

10. Other Public agencies whose approval is required:

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

Utility Purveyors:
Electric- So Cal Edison
Water Service- Torrance Municipal Water District
Wastewater- City of Torrance

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation

On April 15, 2022, the Brain F. Smith and Associates submitted a request to the Native American Heritage Commission (NAHC) for a

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© contains provisions specific to confidentiality.

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 May 19, 2022 to the South Central Coastal Information Center (SCCIC) for a record search of the National Archeological Database (NADB) of Native American historical and archeological resources within the Project site or located within 1 mile of the Project site.

Results of the record search were provided on May 19, 2022. The records search found eight reports and studies within 1 mile of the Project site. However, the records search did not identify any archaeological resources, built environmental resources, Office of Historic Preservation built environment resources, California Points of Historical Interests, California Historic Landmarks, California Register of Historical Resources, National Register of Historic Places, and the City of Los Angeles Historic-Cultural Monuments on the Project site or within 0.25 mile of the Project site.

ENVIRONMENTAL SETTING

PROJECT LOCATION

The Project site is located in the eastern portion of the City of Torrance at 2271-2311 and 2341W 205th Street. The City of Torrance is located within the southern portion of Los Angeles County. Regional access to the Project site is provided via Interstate 110 (I-110), located 1.0 mile to the east, and Interstate 405 (I-405), approximately 1.0 mile north of the site.

The Project site encompasses approximately 6.26 acres and is located north of 205th Street, east of Crenshaw Boulevard, south of Del Amo Boulevard, and west of Van Ness Avenue. Additionally, the site is located within Lot 37, Township 4 South, Range 14 West, San Bernardino Baseline and Meridian. Regional location and local vicinity maps are provided in Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*.

EXISTING LAND USES

The Project site is comprised of two parcels encompassing 6.26-acres, which are identified by Assessor's Parcel Numbers (APNs) 7352-018-066 and 7352-018-004. The Project site is developed with six business park buildings, associated parking, and associated infrastructure. The site contains ornamental vegetation, including multiple ornamental trees. The Project site's existing conditions are shown in Figure 3, *Aerial*, and Figure 4a and 4b, *Site Photos*, respectively.

EXISTING LAND USE AND ZONING

The Project site has a General Plan Land Use designation of Business Park (I-BP) and zoning designation of Heavy Manufacturing (M2). The Heavy Manufacturing zoning designation provides for commercial, industrial, and manufacturing uses, as specified in the Torrance Municipal Code. The Business Park (I-BP) designation allows for a floor area ratio (FAR) of up to 0.60 and allows for a mixture of business, professional and medical office, research and development, and light industrial uses.

SURROUNDING LAND USES

The Project site is located within a fully developed area. The surrounding land uses are described in Table 1.

Table 1: Surrounding Land Uses and Zoning Designations

	Existing Land Use	City General Plan Designation	City Zoning Designation
North	Single Family Residential, Commercial, and Pueblo Park	Low Density Residential (R-LO) and Public/Quasi-Public/Open Space (PUB)	Single Family Residential (R1) and Public Use (PU)
West	Light Industrial	Business Park (I-BP)	Heavy Manufacturing (M2)
South	205th Street followed by Light Industrial	Business Park (I-BP)	Heavy Manufacturing (M2)
East	Light Industrial/Office	Business Park (I-BP)	Heavy Manufacturing (M2)

PROJECT DESCRIPTION

PROJECT OVERVIEW

The Applicant for the Project is requesting approval from the City of Torrance to demolish the existing buildings onsite and to construct an approximately 132,425 square foot (SF) light industrial building with approximately 20 percent utilized for cold storage. The Project would include a parking lot, ornamental landscaping, employee patio area, and associated infrastructure. The Project Applicant is requesting a Tentative Parcel Map and Conditional Use Permit. Figure 5, *Conceptual Site Plan*, illustrates the proposed site plan.

PROJECT FEATURES

Development Summary

The 205th Street Industrial Project would demolish the existing buildings (totaling approximately 86,995 SF) onsite and construct a new light industrial building totaling approximately 132,425 SF.

The tilt up building would include 95,940 square feet of light industrial space with 5,000 square feet of ground floor office space and 5,000 square feet of mezzanine, as shown in Table 2. In addition, approximately 20 percent of the overall building square footage, or 26,485 SF, would be utilized for warehouse cold storage uses. Additionally, there would be 25 dock doors located on the northern side of the building.

Table 2: Proposed Building Summary

Light Industrial	95,940 SF
Warehouse/Cold Storage	26,485 SF
Office First Floor	5,000 SF
Office Mezzanine	5,000 SF
Total Building Area	**132,425 SF**

As proposed, the building would include a minimum setback of 15.5-feet along 205th Street, a setback of 79.3-feet along the western property line, a setback of 78.5-feet along the eastern property line, and a setback of approximately 80 feet from the northern property line as allowed per Division 9 of the City of Torrance Municipal Code. Additionally, the loading dock doors would be setback a minimum of approximately 146 feet from the northern property line.

As shown in Figure 6, *Elevations*, the Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. Building colors would include shades of white and grey with blue reflective glazing on the windows. The proposed building would have a maximum height of 45-feet at the parapet, as allowed per Division 9 of the City of Torrance Municipal Code.

Circulation and Parking

As depicted in Figure 5, *Conceptual Site Plan*, access to the Project site would be provided from two driveways along 205th Street. Trucks would utilize both driveways for access to the building. The Project would include gates limiting access to the loading dock and trailer storage areas. Internal circulation would be provided by a 30-foot drive aisle. The Project would include 195 parking stalls.

As shown on Figure 7, *Truck Routes*, the trucks accessing the Project site from I-405 would utilize Crenshaw Boulevard to 208th Street.

Landscaping and Fencing
The Project would include approximately 38,293 square feet of drought tolerant ornamental landscaping that would cover 14.05 percent of the site, as shown in Figure 8, *Proposed Landscape Plan*. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers to screen the proposed building and parking and loading areas from off-site viewpoints. An existing 8-foot-high concrete screen wall would remain to the north of the building's loading dock and trailer parking areas, as shown on Figure 5, *Conceptual Site Plan.*

Infrastructure Improvements

Water
The Project would relocate existing water lines which run through the proposed building and reconnect them to existing lines in either Del Amo Boulevard or 205th Street.

Sewer
The Project would relocate existing sewer which runs through the proposed building and reconnect them to existing lines in either Del Amo Boulevard or 205th Street.

Drainage
The Project would collect all developed onsite runoff with an onsite storm drain system and convey it to a pretreatment system and eventually to an underground infiltration chamber within the proposed truck court. Overflow within the underground infiltration chamber would be diverted to the existing storm drain in the rear of the Project site.

CONSTRUCTION

Project construction would take approximately 10 months and includes demolition, site preparation, grading, construction of backbone infrastructure, followed by building construction, pavement, and then architectural coatings. Grading work of soils would require 3,484 cubic yards of cut and 10,490 cubic yards of fill, for an overall 1,579 cubic yards of import and reuse of 5,063 cubic yards of soil. Construction is anticipated to start in the second quarter of 2025 and be completed by the first quarter of 2026. Construction would occur within the hours allowable by the City of Torrance Municipal Code Section 46.3.1, which states that construction noise shall not exceed 50 decibels at property lines, except between the hours of 7:30 A.M. to 6:00 P.M. Monday through Friday and 9:00 A.M. to 5:00 P.M. on Saturdays.

OPERATIONS

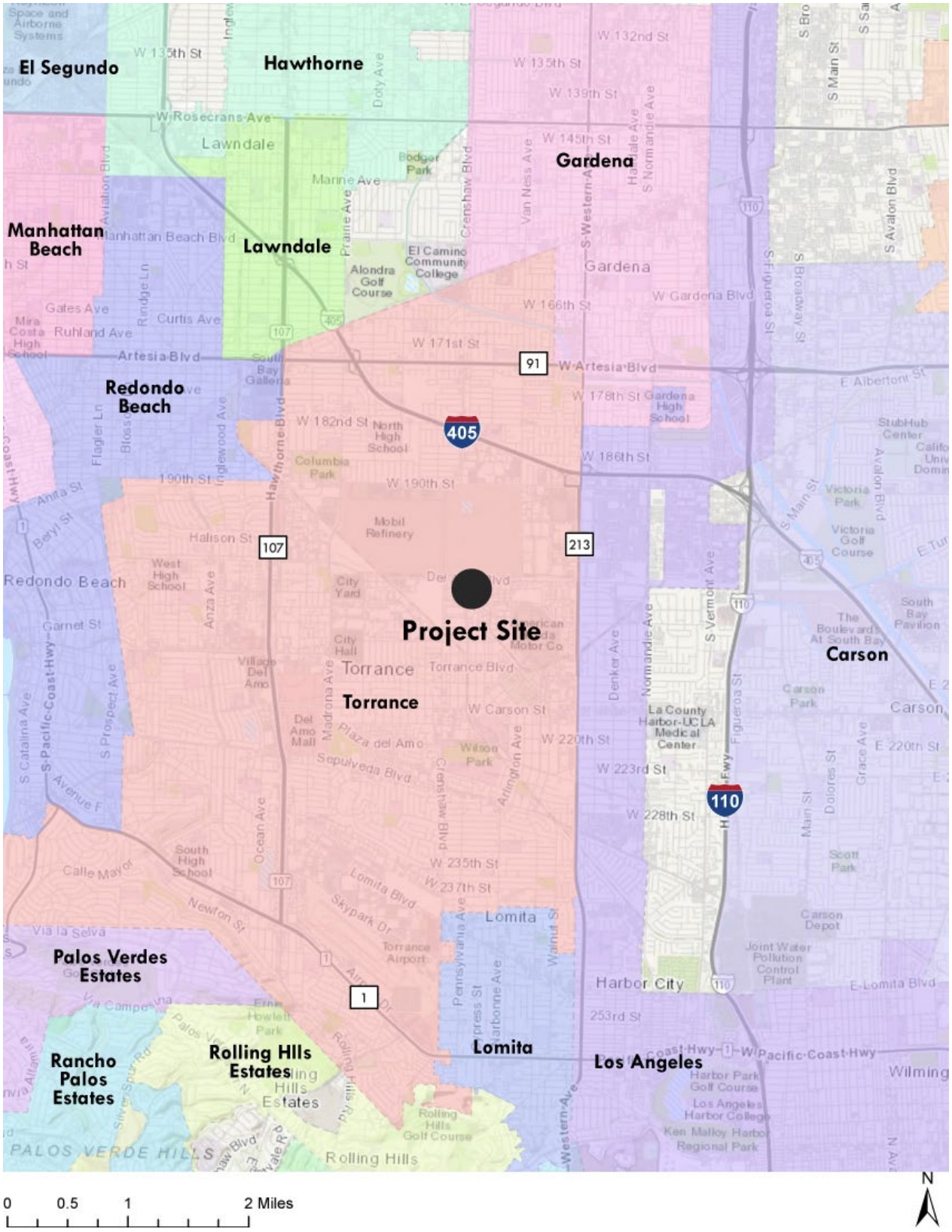
Although individual users have not been identified, the proposed building is anticipated to operate up to 24 hours a day, 7 days a week as a light industrial warehouse or manufacturing facility. Approximately 26,485 SF of the building would operate as refrigerated storage. The light industrial use or manufacturing use could include multiple shifts with operational activities 24 hours per day. Operations would primarily be conducted within the enclosed building, except for traffic movement, parking, and the loading and unloading of trucks at designated loading bays.

DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

City of Torrance:
- Conditional Use Permit
- Tentative Parcel Map

Regional Location



205th Street Industrial
City of Torrance

Figure 1

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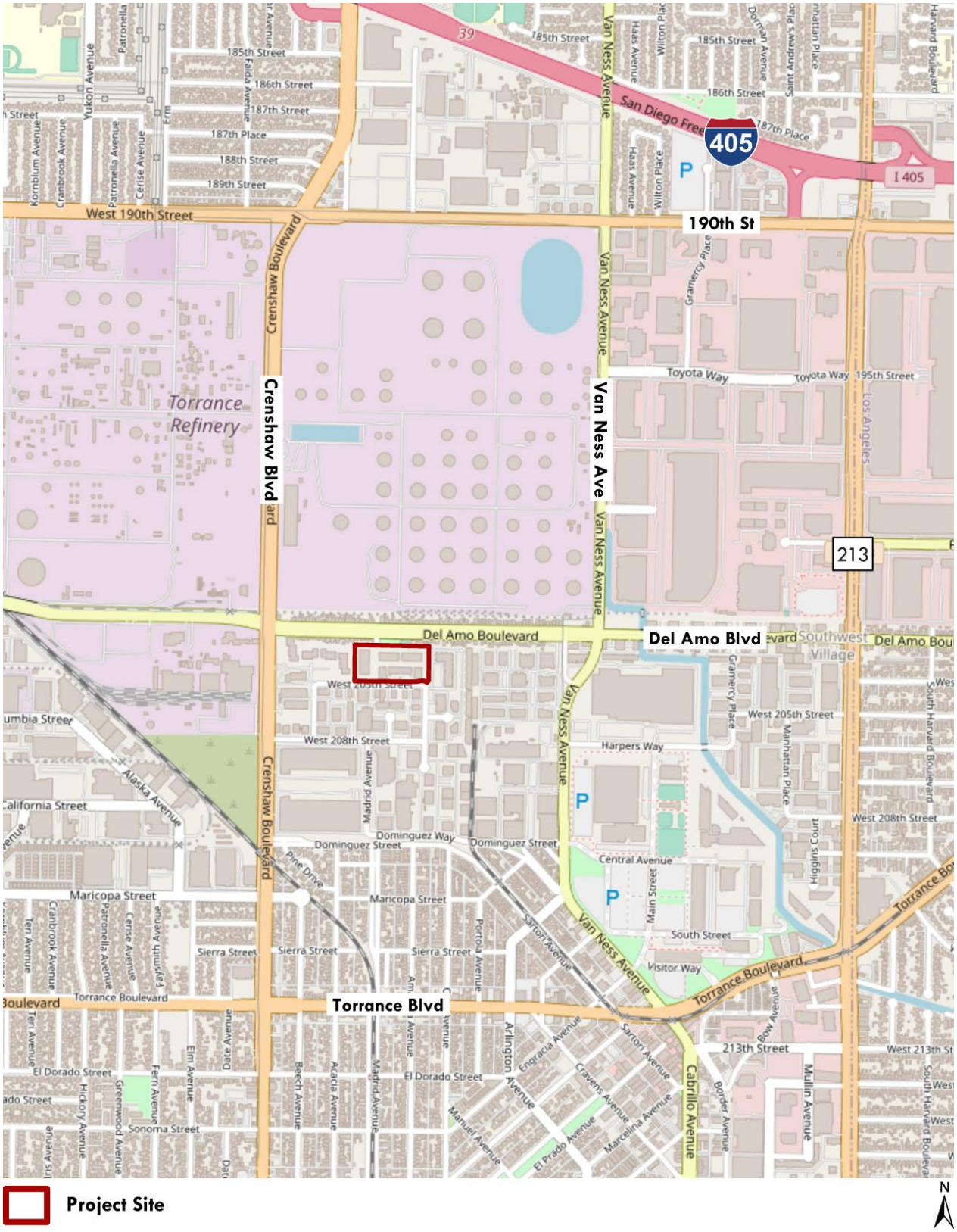
Local Vicinity



205th Street
City of Torrance

Figure 2-2

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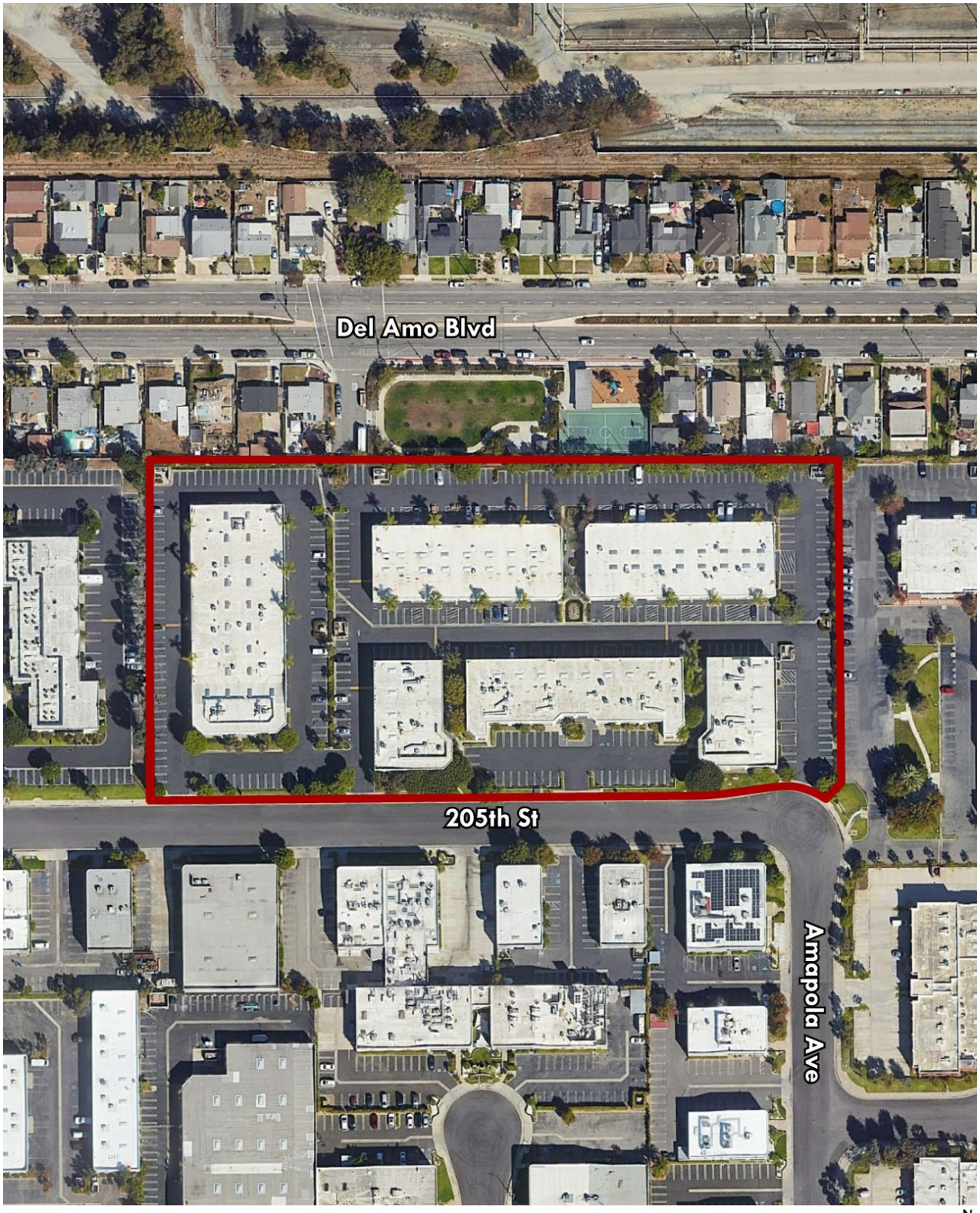
Aerial View



205th Street
City of Torrance

Figure 2-3

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Existing Site Photos

Southwest entrance to site on 205th St.

View of the southeast entrance from 205th St and Amapola Ave.

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Existing Site Photos

View of an existing structure from 205th St.

View of existing buildings at the center of the site looking eastbound.

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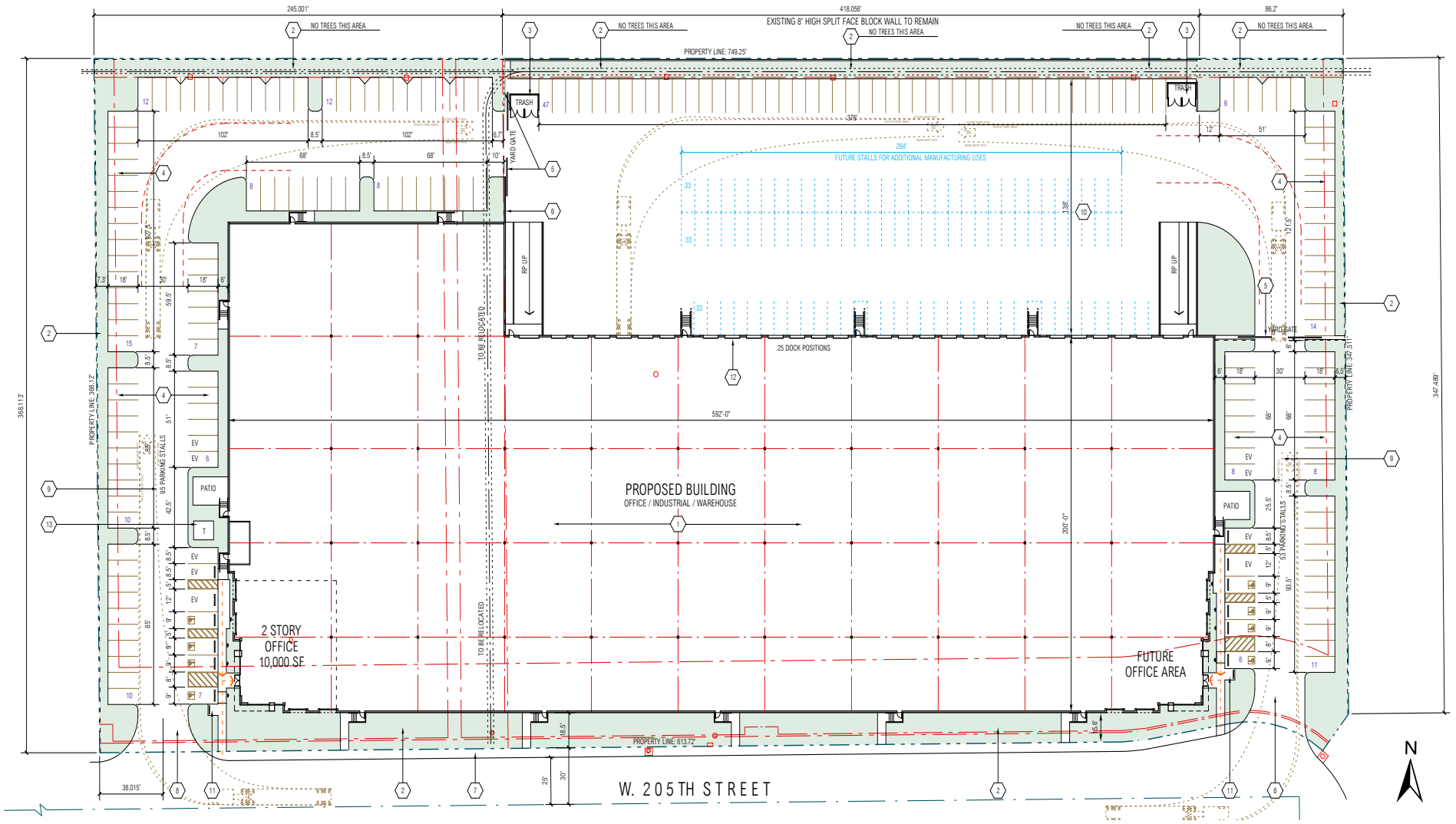
Conceptual Site Plan



205th Street Industrial Project
City of Torrance

Figure 5

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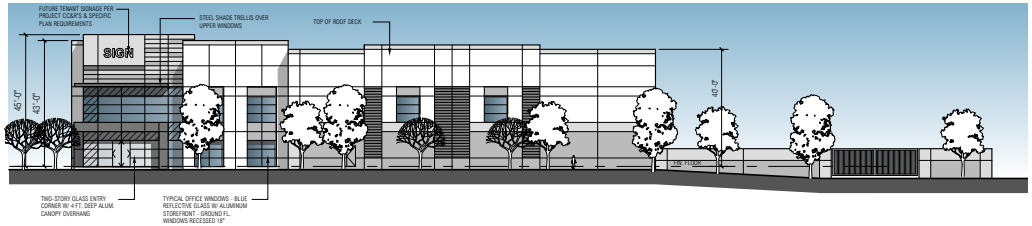
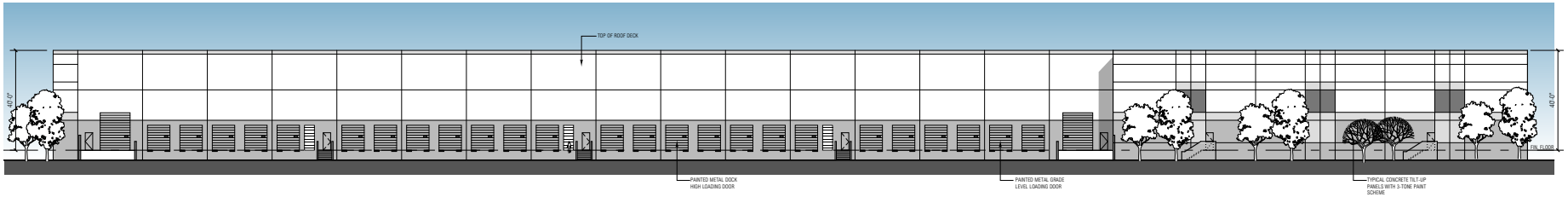
Building Elevations

WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION

SOUTH ELEVATION

FINISH SCHEDULE:

1. FIELD COLOR
   FRAZEE - CL 3211W - WASH BASIN
2. LIGHT ACCENT COLOR
   FRAZEE - CL 3214M - WAVELENGTH
3. DARK ACCENT COLOR
   FRAZEE - CL 3215D - ELF
4. DARK ACCENT COLOR
   FRAZEE - CL 3216A - BRAINCHILD
5. CANOPIES - ALUCOBOND:
   NATURAL BRUSHED GRAPHITE
6. GLASS - PRIMARY WINDOW
   PPG SOLARCOOL PACIFICA
7. GLASS - ACCENT COLOR AT ENTRIES
   PPG VISTACOOL PACIFICA

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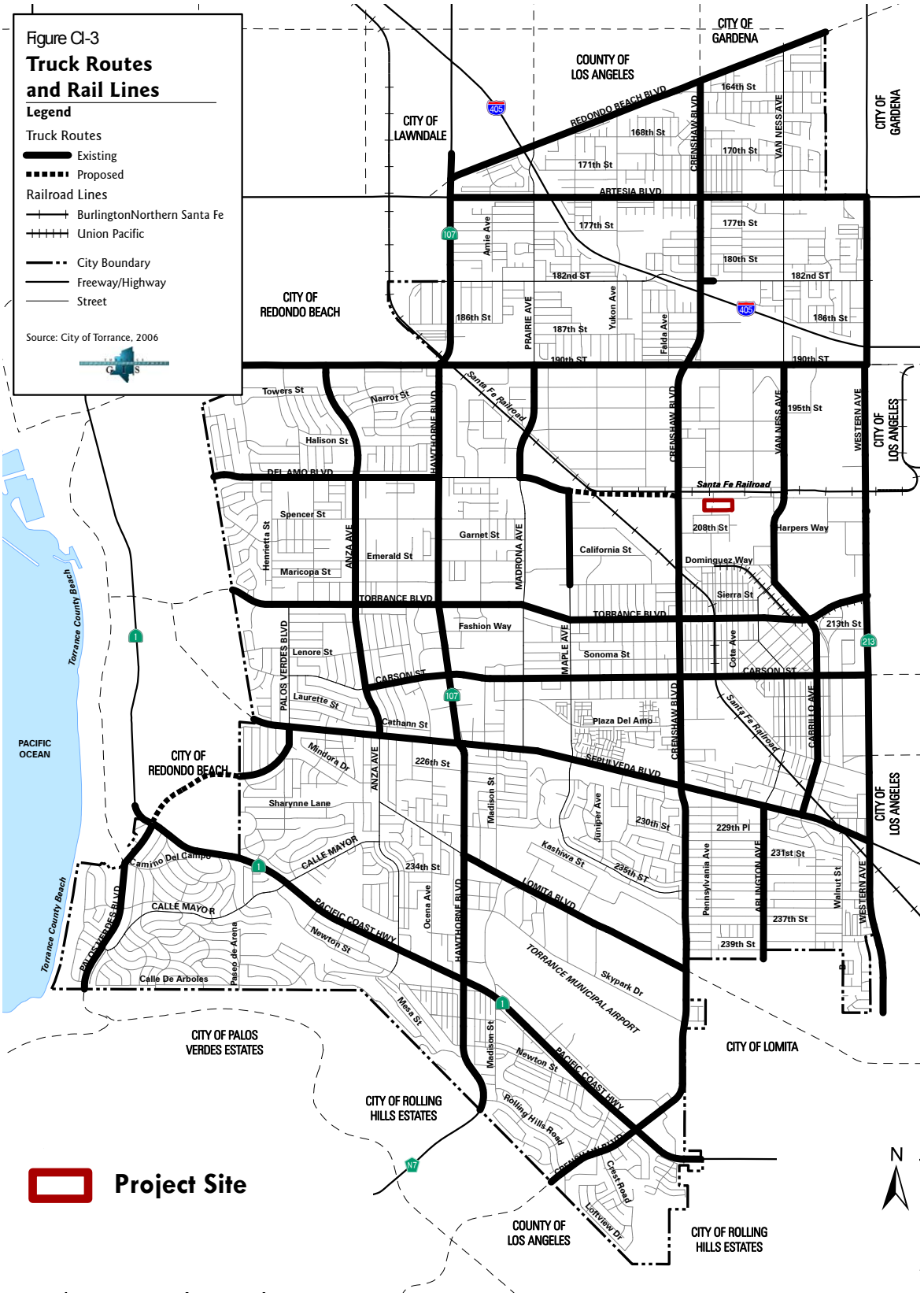
Truck Routes



205th Street Industrial Project
City of Torrance

Figure 7

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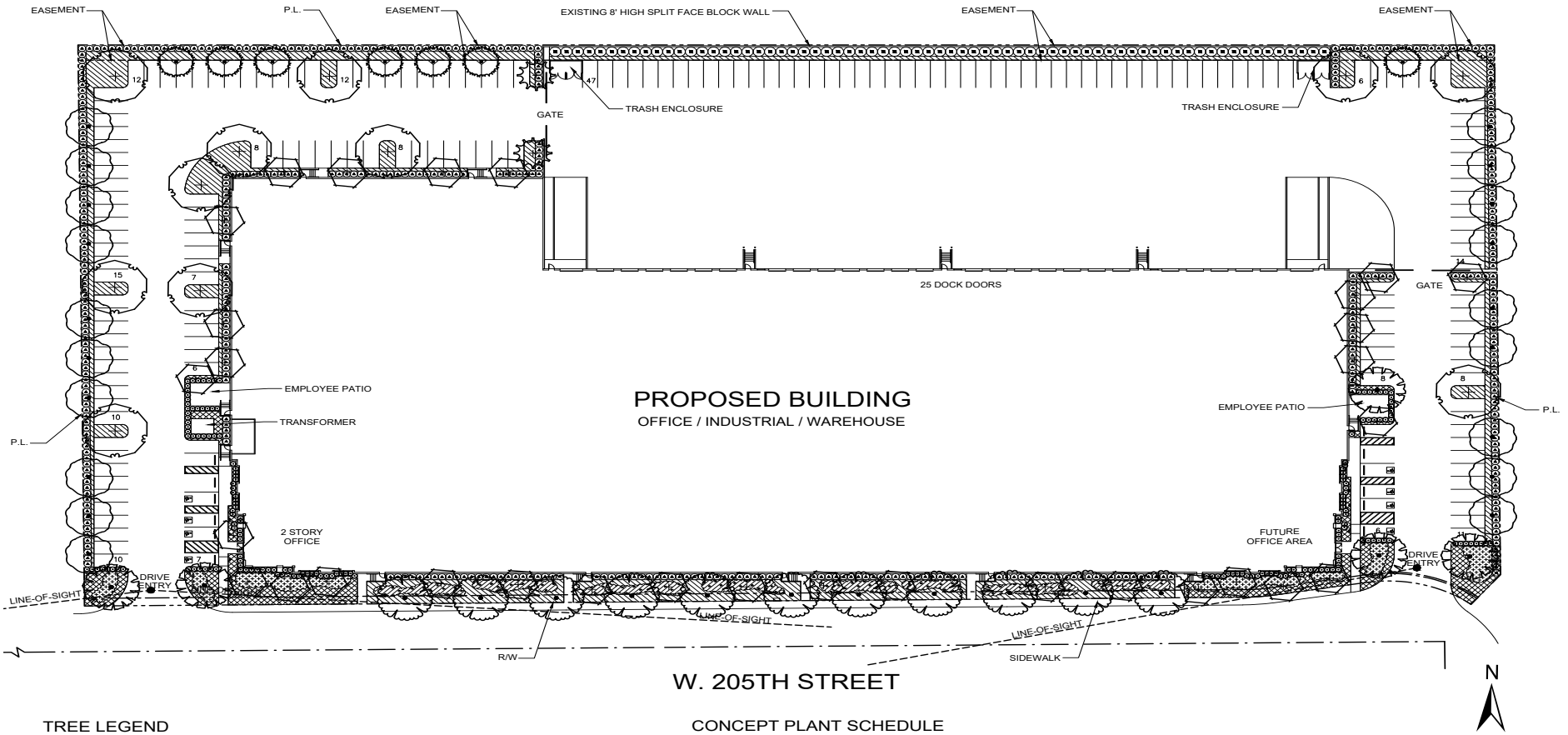
Conceptual Landscape Plan



TREE LEGEND

TREES	BOTANICAL / COMMON NAME	SIZE	WULCOLS	QTY
	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE - STANDARD	24"BOX	MED	11
	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE STANDARD TRUNK	36"BOX	MED	5
	LAGERSTROEMIA X `MUSKOGEE` / LAVENDER CRAPE MYRTLE STD.	24"BOX	MED	7
	PINUS ELDARICA / AFGHAN PINE SIZE - 24" BOX - WATER USE - WULCOL - LOW	24"BOX	LOW	2
	QUERCUS VIRGINIANA / SOUTHERN LIVE OAK	24"BOX	LOW	11
	RHUS LANCEA / AFRICAN SUMAC	24"BOX	LOW	19
	TRISTANIA CONFERTA / BRISBANE BOX	24"BOX	MED	31

CONCEPT PLANT SCHEDULE

FOUNDATION PLANTING / HEDGE SCREEN - MED WATER - 5 GAL
Buxus microphylla japonica `Green Beauty` / Green Beauty Boxwood
Ligustrum texanum / Texas Privet
Nandina domestica / Heavenly Bamboo
Podocarpus gracilior `Column` / Fern Pine
Rhaphiolepis indica `Jack Evans` / Indian Hawthorn
Xylosma congestum / Shiny Xylosma

LARGE SCALE PERIMETER SHRUBS - LOW WATER - 5 GAL.
Arbutus unedo / Strawberry Tree Shrub
Callistemon citrinus / Lemon Bottlebrush Shrub
Dodonaea viscosa `Purpurea` / Purple Leafed Hopseed Bush
Eleagnus pungens / Silverberry
Heteromeles arbutifolia / Toyon

SMALL SCALE FOUNDATION PLANTING - LOW WATER - 5 GAL
Callistemon citrinus `Little John` / Dwarf Bottle Brush
Eleagnus pungens / Silverberry
Rosmarinus officinalis `Tuscan Blue` / Tuscan Blue Rosemary

ACCENT SHRUBS - LOW WATER USE - 5 GAL.
Agave desmettiana `Variegata` / Variegated Agave
Agave x `Blue Flame` / Blue Flame Agave
Callistemon citrinus `Little John` / Dwarf Bottle Brush
Muhlenbergia capillaris / Pink Muhly
Muhlenbergia lindheimeri `Autumn Glow` TM / Lindheimer`s Muhly
Rosmarinus officinalis `Tuscan Blue` / Tuscan Blue Rosemary
Salvia clevelandii `Allen Chickering` / Cleveland Sage
Salvia greggii `Furmans Red` / Furman`s Red Salvia

ACCENT SHRUBS - MEDIUM WATER USE - 5 GAL.
Pittosporum tenuifolium `Marjorie Channon` / Tawhiwhi
Rhaphiolepis indica `Jack Evans` / Indian Hawthorn
Rosa floribunda `Iceberg` / Iceberg Rose

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION: On the basis of this initial evaluation:

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

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

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

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

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

Field Inspections and Assessment By:

_____ _____

Yolanda Gomez, Planning Associate *Date*

CONCUR:

_____ _____

Leo Oorts, Planning Manager *Date*

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

According to the Community Resources Element of the City of Torrance General Plan, the San Gabriel Mountains and Pacific Ocean are considered scenic vistas. Recognizing the value of these scenic views, the City has adopted policies for hillside areas, which typically offer scenic vistas of these resources. There are no existing views of the San Gabriel Mountains or Pacific Ocean from the Project site, and views from public vantage points on surrounding streets would not be impaired by the Project as existing structures already obscure available views. Furthermore, the single-family residences north of the Project site are obstructed by a dividing wall and have no views of any scenic vistas. Therefore, impacts to scenic vistas would be less than significant and no mitigation measures would be required.

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

The property is currently developed with six business park buildings, ornamental landscaping, associated parking, and infrastructure. The Project site is not located near any State scenic highway. The nearest Sate Eligible Scenic Highway is Route 1, located approximately 12 miles southeast of the Project site. The nearest State Designated Scenic Highway is State Route (SR) 27, located approximately 23 miles northwest of the Project site. No rock outcroppings or historic buildings would be removed. No scenic resources within a scenic highway or special designated area for street trees would be damaged. Therefore, no impacts to scenic resources would occur and no mitigation measures would be required.

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

The Project site is located within a developed urban environment, surrounded by single-family residential development to the north, and Business Park development to the south, west, and east. The Project would not conflict with the existing Heavy Manufacturing (M-2) zoning as shown below in Table AES-1. The proposed FAR of 0.49 would be below the 0.6 FAR limit for the Business Park land use designation. Properties to the south, west, and east consist of industrial structures. The Project would not degrade the existing character or quality of the site and its surroundings. All final designs of the 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 Project would not substantially degrade the existing visual character and quality of the Project site and its surroundings. Therefore, impacts would be less than significant, and no mitigation measures would be required.

Table AES-1: Consistency with Site Development Standards

Development Feature	M-2 Zoning Requirement	Project Consistency
Setbacks: Front Side – Street Side Side – Interior	 0 ft. 0 ft. 0 ft.	**Consistent.** The Project would be setback 15 feet from West 205th Street.
Floor Area Ratio (FAR)	0.60[1]	**Consistent.** The Project would result in a FAR of 0.49.
Lot Coverage	No minimum requirement	**Consistent.** The Project would result in a lot coverage of 48.59 percent.

Development Feature	M-2 Zoning Requirement	Project Consistency
Maximum Height	55 ft.[2]	**Consistent.** The general light industrial warehouse would have a maximum height of 45 feet.
Landscaping	5 percent of parking lot[3]	**Consistent.** The Project would include 38,293 SF of landscaping, or 35.48% of the parking lot area.
Parking	1 for each 1,500 sq. ft. of general light industrial warehouse; and 1 for each 250 sq. ft. of office space. 122 Spaces[3]	**Consistent.** The Project would provide 195 auto parking spaces.

Source: City of Torrance Municipal Code
[1] Maximum FAR for the Business Park General Plan Land Use designation
[2] Per the California Building Code
[3] Per the Torrance Municipal Code

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

As described above, the Project site is currently developed with six business park buildings. Additionally, the Project site is surrounded by sources of nighttime lighting that includes illumination from vehicle headlights along West 205th Street and Amapola Avenue, security lighting from adjacent uses and parking lots, and from interior illumination of nearby buildings passing through windows. Sensitive receptors relative to lighting and glare include motorists, pedestrians, and residents to the north.

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

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

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

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model(1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forestland Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	4, 5	☐	☐	☐	☒
Per the Farmland Mapping and Monitoring Program (2018), the Project is located in an area designated as Urban and Built-Up Land. The Project site is currently occupied by 6 business park buildings. There are no agricultural resources or operations located at the Project site or in the surrounding area. Therefore, no impacts to farmlands would occur and no mitigation measures would be required.					
(b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	4, 5	☐	☐	☐	☒
Per the Farmland Mapping and Monitoring Program (2018) and the City of Torrance Zoning Map (2015), the Project site is not located within a zone designated for agricultural uses or an area that is designated as Williamson Act contract land. Therefore, no impacts or conflicts with existing zoning for agriculture use or Williamson Act contract would occur and no mitigation measures would be required.					
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	4	☐	☐	☐	☒
The Project site is located within an urbanized environment in an area that is not designated as forest land, timberland, or timber. There are no forests, timberland or timber resources or operations located at the Project site or in the immediate area. Therefore, no impacts to forest land zoning or timberland or timber would occur and no mitigation measures would be required.					
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	4	☐	☐	☐	☒
As stated above, the Project site is located within an urban environment in an area that is not designated as forest land. There are no forest resources or operations located at the Project site or in the immediate area. Therefore, no impacts to forest land or conversion of forest land would occur and no mitigation measures would be required.					
(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	4, 5	☐	☐	☐	☒
There are no Farmland/agricultural or forestry resources or operations located at, adjacent or near the Project site. The Project would not introduce any changes that would result in conversion of Farmland/agricultural or forest land. Therefore, no impact to farmlands or forest lands would occur and no mitigation measures would be required.					

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	1,6, 7,8	☐	☐	☒	☐

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

Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). A project is considered consistent with the AQMP if it would not result in or cause California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) violations. In addition, the SCAQMD considers a project consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Furthermore, the SoCAB is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SoCAB, including the Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the Project exceed these thresholds a significant impact could occur. However, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

The Project proposes to demolish the six existing business park structures and to construct a new general light industrial warehouse totaling 132,425 SF. The General Plan and General Plan EIR assumed that the Project site would be developed with uses pursuant to the Business Park designation. The General Plan EIR analyzed the site at a maximum FAR of 0.60 and the Project would be consistent with this analysis with an FAR of 0.49. The proposed general light industrial warehouse is consistent with the existing Business Park designation. The Business Park land use assumptions were included in the development projections of both the General Plan EIR and the 2022 AQMP. Therefore, the emissions generated from the Project would be consistent with land use assumptions of the AQMP, and a conflict would not occur.

In addition, emissions generated by construction and operation of the Project would not exceed thresholds, as described in the analysis below, which are based on the AQMP, and are designed to bring the SoCAB into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the proposed Project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. Therefore, the Project would result in less than significant impacts related to conflict with implementation of an air quality plan.

(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	1,6, 7,8	☐	☐	☒	☐

The SoCAB is in non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SoCAB is designated as a maintenance area for federal PM_{10} standards. Any development in the SoCAB, including the proposed Project could cumulatively contribute to these pollutant violations. Evaluation of the cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD's cumulative air quality impact methodology. SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NOx, Sox, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard. SCAQMD has established daily mass construction and operations thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
Nox	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
Sox	150	150
CO	550	550
Lead	3	3

Construction

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

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas.

Compliance with Rule 403, included as PPP AQ-1 was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113, included as PPP AQ-3, which governs the VOC content in architectural coating, paint, thinners, and solvents was accounted for in construction emissions modeling. As shown in Table AQ-2, the California Emissions Estimator Model (CalEEMod) results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Construction Related Criteria Pollutant Emissions

Season and Year of Construction	Maximum Daily Regional Emissions (pounds/day)					
	VOC	**NO_x**	**CO**	**SO_2**	**PM10**	**PM2.5**
Winter 2024	4.57	42.6	36.4	0.08	10.5	4.95
Summer 2024	1.47	12.3	17.6	0.03	1.41	0.69
Winter 2025	63.0	11.5	16.4	0.03	1.34	0.62
Maximum Daily Construction Emissions	**63.0**	**42.6**	**36.4**	**0.08**	**10.5**	**4.95**
SCAQMD Regional Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
SCAQMD Local Thresholds	**-**	**164**	**1,382**	**-**	**12**	**7**
Threshold Exceeded?	No	No	No	No	No	No

Notes:

[1] The nearest sensitive receptors to the project site are single-family homes and Pueblo Park that are adjacent to the north side of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold. Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 3, Southwest Coastal LA County.

Source: Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis (Appendix A)

Operation

Operational activities associated with the proposed general light industrial warehouse would result in emissions of CO, VOCs, NO_X, SO_X, PM_{10}, and $PM_{2.5}$. Operational related emissions are expected from the following primary sources: area source, energy source, stationary source, and mobile source emissions. Implementation of the proposed Project would result in new long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as landscaping and applications of architectural coatings. Operational vehicular emissions would generate a majority of the emissions from implementation of the proposed Project.

Operational emissions associated with the proposed Project were modeled using CalEEMod 2022.1 and are presented in Table AQ-3. As shown, the emissions generated from the proposed Project would not exceed the SCAQMD's applicable thresholds and, in the case

of VOC emissions, would be less than the emissions from the existing business park onsite. Therefore, impacts would be less than significant.

Table AQ-3: Operational Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Proposed Project						
Area Sources[1]	3.19	0.00	<0.01	<0.01	<0.01	<0.01
Energy Usage[2]	0.04	0.74	0.62	<0.01	0.06	0.06
Mobile Sources[3]	1.62	18.70	19.40	0.18	3.49	1.01
Off-Road Equipment[4]	<0.01	4.97	49.50	<0.01	<0.01	<0.01
Fire Pump & Backup Generator[5]	0.48	1.34	1.23	<0.01	0.07	0.07
Transport Refrigeration Units[6]	0.68	0.73	<0.01	<0.01	0.03	0.03
Proposed Project Total Emissions	**6.01**	**26.48**	**70.75**	**0.18**	**3.65**	**1.17**
Existing Business Park on Project Site						
Area Sources[1]	2.72	0.03	3.78	<0.01	0.01	0.01
Energy Usage[2]	0.03	0.59	0.50	<0.01	0.05	0.05
Mobile Sources[3]	3.78	3.30	34.40	0.08	2.89	0.55
Existing Total Emissions	**6.53**	**3.92**	**38.68**	**0.08**	**2.95**	**0.61**
Project Increase in Emissions	**-0.52**	**22.56**	**32.07**	**0.10**	**0.70**	**0.56**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from electricity and natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
[4] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[5] Fire Pump analyzed based on a 236 horsepower diesel-powered fire pump operational up to 30 minutes in a day. Backup generator based on a 350 horsepower diesel powered generator operational up to 30 minutes in a day.
[6] The TRU emissions were calculated with same methodology as the TRU emissions analyzed above in Section 8.3 and based on the OFFROAD2021 output files provided in Appendix C.
Source: Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis (Appendix A)

(c) Expose sensitive receptors to substantial pollutant concentrations?	6	☐	☒	☐	☐

The daily construction emissions generated onsite by the proposed Project have been evaluated against SCAQMD's Localized Significance Thresholds (LSTs) to determine whether the emissions would cause or contribute to adverse localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 air-monitoring areas in the SoCAB. The Project site is located in Air Monitoring Area 3, the costal portion of Southwest Los Angeles County. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

<u>Residential Receptors</u> – Air quality sensitive receptors can include uses such as residences, long-term health care facilities, rehabilitation centers, and retirement homes. They generally include locations where an individual can remain for 24 hours. The closest sensitive receptors to the Project site consist single-family located as near as 10 feet north of the Project site and the patrons of Pueblo Park that is adjacent to the north side of the Project site. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds.

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

visible in the atmosphere beyond the property line of the emission source. As shown above in Table AQ-2, criteria pollutants from construction of the Project would not exceed SCAQMD LSTs and impacts would be less than significant.

Operation

By design, the localized impacts analysis only includes onsite sources; however, the CalEEMod outputs do not separate onsite and offsite emissions for mobile sources. For a conservative assessment, the emissions detailed in Table AQ-4 assume all area and stationary source emissions would occur onsite, all of the energy source emissions would occur offsite at the utility power stations, and 5 percent of the proposed Project-related new mobile sources, which is an estimate of the amount of proposed Project-related onsite vehicle and truck travel, would occur onsite. Table AQ-4 below indicates the localized operational emissions would not exceed the LSTs at nearby residences. Impacts would be less than significant.

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

	Pollutant Emissions (pounds/day)			
Onsite Emission Source	**NOx**	**CO**	**PM10**	**PM2.5**
Area Sources	<0.01	<0.01	<0.01	<0.01
Energy Usage	0.74	0.62	0.06	0.06
Mobile Sources[1]	2.34	2.43	0.44	0.13
Off-Road Equipment[2]	4.97	49.50	<0.01	<0.01
Fire Pump & Backup Generator[3]	1.34	1.23	0.07	0.07
TRUs[4]	0.73	<0.01	0.03	0.03
Total Emissions	**10.12**	**53.78**	**0.60**	**0.29**
SCAQMD Local Operational Thresholds[5]	**164**	**1,382**	**3**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.
[2] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[3] Fire Pump analyzed based on a 236 horsepower diesel-powered fire pump operational up to 30 minutes in a day. Backup generator based on a 350 horsepower diesel powered generator operational up to 30 minutes in a day.
[4] The TRU emissions were calculated with same methodology as the TRU emissions analyzed above in Section 8.3 and based on the OFFROAD2021 output files provided in Appendix C.
[5] The nearest sensitive receptor to the project site are single-family homes and Pueblo Park that are adjacent to the north side of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold.
Source: Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis (Appendix A)

Diesel Mobile Source Health Risk Analysis

A construction and operational Health Risk Assessment (HRA) (Appendix A) was completed for the proposed Project to assess the potential mobile source health risk impacts to the nearest sensitive receptors (which are residents) and nearest workers to the proposed Project. The HRA was completed using USEPA AERMOD air dispersion model to determine how the toxic air contaminants would move through the atmosphere after release from sources both on site and on surrounding airways. Health risk impacts are a result of exposure to diesel particulate matter (DPM) emitted from construction equipment and heavy-duty diesel trucks accessing the site. Table AQ-5 below shows the carcinogenic and chronic health risks from the proposed construction and operation of the proposed Project. As shown in Table AQ-5, emissions would exceed the SCAQMD health risk threshold of 10 in one million at multiple receptors.

Table AQ-5: Unmitigated Project DPM Emissions Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor	Receptor Location		Annual DPM (PM10) Concentration (µg/m^3)				Cancer Risk Per Million People[1]
	X	Y	Construction 2024-2025	Operations 2025-2026	Operations 2026-2040	Operations 2040-2053	
1	377,296	3,745,919	0.0155	0.0060	0.0032	0.0005	5.0
2	377,329	3,745,921	0.0225	0.0078	0.0040	0.0006	6.8
3	377,374	3,745,918	0.0416	0.0094	0.0041	0.0009	**10.5**
4	377,429	3,745,918	0.0695	0.0138	0.0044	0.0010	**16.3**
5	377,494	3,745,918	0.0764	0.0209	0.0060	0.0014	**19.3**
6	377,517	3,745,916	0.0841	0.0224	0.0067	0.0016	**21.2**
7	377,547	3,745,916	0.0730	0.0222	0.0073	0.0018	**19.4**
8	377,578	3,745,920	0.0552	0.0148	0.0051	0.0011	**14.2**
9	377,630	3,745,915	0.0382	0.0094	0.0035	0.0007	9.7

10	377,630	3,745,744	0.0094	0.0052	0.0000	0.0000	2.5
11	377,421	3,745,655	0.0072	0.0063	0.0000	0.0000	2.3
12	377,718	3,745,293	0.0007	0.0013	0.0000	0.0000	0.3
13	377,589	3,745,291	0.0008	0.0016	0.0000	0.0000	0.4
14	377,431	3,745,293	0.0009	0.0018	0.0000	0.0000	0.5
15	377,264	3,745,290	0.0009	0.0014	0.0000	0.0000	0.4
16	377,105	3,745,293	0.0007	0.0010	0.0000	0.0000	0.3
17	376,823	3,744,785	0.0002	0.0002	0.0000	0.0000	0.1
18	377,135	3,745,991	0.0036	0.0021	0.0000	0.0000	1.0
						Threshold of Significance	**10**
						Exceed Threshold?	**Yes**

Notes:
[1] The residential cancer risk based on: C_{air} (2024-2025) * 178 + C_{air} (2025-2026) * 164 + C_{air} (2026-2040) * 362 + C_{air} (2040-2053) * 39.5.
Source: Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis (Appendix A)

Therefore, the Project would be required to implement Mitigation Measure AQ-1, which requires that all off-road construction equipment greater than 50 horsepower be registered with CARB and meet the US EPA Tier 4 Final Emissions Standards. Table AQ-6 shows the DPM concentrations with implementation of Mitigation Measure AQ-1.

Table AQ-6: Mitigated Project DPM Emissions Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor	**Receptor Location**		**Annual DPM (PM10) Concentration (µg/m³)**				**Cancer Risk Per Million People[1]**
	X	**Y**	**Construction 2024-2025**	**Operations 2025-2026**	**Operations 2026-2040**	**Operations 2040-2053**	
1	377,296	3,745,919	0.0037	0.0060	0.0032	0.0006	2.9
2	377,329	3,745,921	0.0054	0.0078	0.0040	0.0008	3.8
3	377,374	3,745,918	0.0100	0.0094	0.0041	0.0009	4.9
4	377,429	3,745,918	0.0167	0.0138	0.0044	0.0010	6.9
5	377,494	3,745,918	0.0183	0.0209	0.0060	0.0014	9.0
6	377,517	3,745,916	0.0202	0.0224	0.0067	0.0015	9.8
7	377,547	3,745,916	0.0175	0.0222	0.0073	0.0017	9.6
8	377,578	3,745,920	0.0132	0.0148	0.0051	0.0011	6.8
9	377,630	3,745,915	0.0092	0.0094	0.0035	0.0008	4.5
10	377,630	3,745,744	0.0023	0.0052	0.0000	0.0006	1.3
11	377,421	3,745,655	0.0017	0.0063	0.0000	0.0007	1.3
12	377,718	3,745,293	0.0002	0.0013	0.0000	0.0002	0.2
13	377,589	3,745,291	0.0002	0.0016	0.0000	0.0002	0.3
14	377,431	3,745,293	0.0002	0.0018	0.0000	0.0002	0.3
15	377,264	3,745,290	0.0002	0.0014	0.0000	0.0002	0.3
16	377,105	3,745,293	0.0002	0.0010	0.0000	0.0001	0.2
17	376,823	3,744,785	0.0001	0.0002	0.0000	0.0000	0.0
18	377,135	3,745,991	0.0009	0.0021	0.0000	0.0003	0.5
						Threshold of Significance	**10**
						Exceed Threshold?	**No**

Notes:
[1] The residential cancer risk based on: C_{air} (2024-2025) * 178 + C_{air} (2025-2026) * 164 + C_{air} (2026-2040) * 362 + C_{air} (2040-2053) * 39.5.
Source: Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis (Appendix A)

As shown in Table AQ-6, the maximum cancer risk for the sensitive receptor would be 9.8 in one million, which is less than the threshold of 10 in one million. Chronic health effects are calculated based on the most impacted sensitive receptor from the proposed Project and are calculated from the average concentrations of PM10. The Chronic Hazard Index for the Project is 0.00168, which is below the threshold of 1.0. As these results show, all health risk levels to nearby residents from construction and operation-related emissions of TACs would be well below the SCAQMD's HRA thresholds. Therefore, with the implementation of Mitigation Measure AQ-1, impacts related to the exposure of sensitive receptors to substantial pollution concentrations would be less than significant.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	6,9	☐	☐	☐	☐

The Project does not include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding, or other land uses that typically result in emissions associated with odor complaints, based on the SCAQMD CEQA Air Quality Handbook. Potential emissions that may lead to odors during construction activities include equipment exhaust. However, these emissions and any associated odors would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Therefore, the Project would result in less than significant impacts on other emissions affecting a substantial number of people.

Plans, Programs, or Policies (PPPs)

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

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

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

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

Project Design Features (PDFs)

PDF AQ-1: *All off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emission.*

Mitigation Measures

Mitigation Measure AQ-1: *The Project applicant shall require that construction contractor only utilize off-road equipment on the Project site that has been registered with CARB and all off-road equipment that is greater than 50 horsepower shall meet the US EPA Tier 4 Final emission standards.*

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	1,10,11	☐	☒	☐	☐

The Community Resources Element of the Torrance General Plan does not identify any candidate, sensitive, or special status species that occupies the site. The Project site is developed with six business park structures and is located in a largely urbanized area and is surrounded by residential and industrial development.

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

(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	1,10	☐	☐	☐	☒

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

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

(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	1	☐	☐	☐	☒

The Project site is located in a largely urbanized area. As discussed previously, the Project site is fully developed with six business park buildings. There are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries. Therefore, no impacts to federally protected wetlands would occur and no mitigation measures would be required.

(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	1, 10,11	☐	☒	☐	☐

Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project site does not contain, and is not adjacent to, any wildlife corridors. The Project site is fully developed and relatively flat with no hillsides or drainages existing on the site. Urbanized areas with business park and residential development surround the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

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

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

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

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

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

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

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:					
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	12	☐	☐	☐	☒

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

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

A Phase I Cultural Resources Assessment was completed for the Project (included as Appendix B), which identified structures on site were developed in 1985. These structures do not meet the minimum age threshold of 50 years to be considered historic resources according to CEQA Guidelines Section §15064.5 *and the Torrance Historic Preservation Plan Guidelines. As a result, the Project would not cause an adverse effect to a historic resource and no mitigation is necessary. Therefore, the Project would not result in any impact related to an adverse change in the significance of a historic resource.*

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

The Project includes demolition, site preparation, grading, and other ground disturbance activities. The Project site has been previously disturbed during construction of the existing structures. As such, there is reduced potential for the Project to impact archeological resources. An archeological survey was done on the Project site, including a records search and literature review. Both found the potential for prehistoric and historic resources within the boundaries of the Project site. Historic aerial photographs and maps indicate that the subject property is historically associated with the Pacific Electric Railway Company car shops and the residential development of Del Amo Boulevard (Appendix B). However, since the site was developed prior to the establishment of environmental regulations requiring the appropriate identification, recordation, and evaluation of cultural resources, it is likely the development has impacted and removed evidence of prehistoric and historic resources. The archeological field survey did not identify any cultural resources within the Project site as the site is developed with six business park buildings and asphalt covered parking lots. Due to previous development of the site, there is potential for archaeological resources to be discovered onsite. Thus, implementation of a Cultural Resources Monitoring Program, included below as Mitigation Measure CUL-1, would ensure that if buried features are present, they would be handled in a timely and proper manner. Therefore, the Project would result in a less than significant impact related to archaeological resources with the implementation of the Mitigation Measure CUL-1.

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

The Project site does not contain a cemetery, and no known formal cemeteries are located within the immediate vicinity of the Project site. It is not expected that implementation of the Project would result in the disturbance of human remains. However, implementation of the Project would require grading of the Project site which could potentially impact previously uncovered human remains. California Health and Safety Code Section 7050.5() requires the Project proponent to contact the City Planning Division and a coroner shall be permitted to examine the remains. Thus, Plan, Program or Policy (PPP) CUL-1 has been included to ensure impacts to human remains would not be significant. Thus, with implementation of PPP CUL-1, listed below, impacts related to buried human remains would be less than significant.

Plans, Programs, or Policies (PPPs)

PPP CUL-1: Human Remains. *In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist,*

and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Los Angeles County Coroner and the City of Torrance Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

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

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

Project Design Features (PDFs)

None.

Mitigation Measures

Mitigation Measure CUL-1: Cultural Resources Monitoring Program. *Monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist is recommended to ensure that if buried features (i.e., human remains, hearths, or cultural deposits) are present, they will be handled in a timely and proper manner. The scope of the monitoring program is provided below.*

1) Prior to issuance of a grading permit, the applicant shall provide written verification that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the Project archaeologist to the lead agency.

2) The certified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.

3) During the original cutting of previously undisturbed deposits within the upper five feet of the property, the archaeological monitor(s) shall be on-site, as determined necessary by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated.

4) Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed.

5) In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the lead agency at the time of discovery. The archaeologist, in consultation with the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains.

6) Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The Project archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.

7) All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.

8) A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	6, 14	☐	☐	☒	☐

An Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A) was prepared for the Project that analyzed the Project's energy use during construction and operation. The analysis was based on CalEEMod modeling, which quantifies energy use for Project operations. Based on the information provided by the Applicant, construction of the Project is anticipated to begin in May 2025 and occur for 10 months. However, this analysis conservatively assumed construction to begin in the first quarter of 2024, with an opening year of 2025. So the fuel efficiencies utilized for the modeling would be less than what would actually be used during construction and operation. The fuel consumption (diesel fuel and gasoline) from vehicle trips during operation was estimated for the opening year (2025) of the Project based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB's EMFAC2021 model. Estimates of fuel consumption (diesel fuel and gasoline) from construction trucks and construction worker vehicles were based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB EMFAC2021 model. For the purposes of this analysis, the amount of electricity, natural gas, construction fuel, and fuel use from operations are quantified and compared to that consumed in Los Angeles County. Energy use of the proposed Project was analyzed as a whole on an annual basis.

Construction

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

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

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

Table E-1: Construction Equipment Fuel Usage

Energy Type	Total Energy Consumption	Percent Increase Countywide
Diesel Fuel (total gallons)	9,326	0.0003
Gasoline (total gallons)	46,808	0.016

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

As shown in Table E-1, the Project would consume approximately 46,808 gallons of diesel fuel and approximately 9,326 gallons of gasoline during construction. Approximately 3,659 million gallons of gasoline and approximately 300 million gallons of diesel fuel was sold in Los Angeles County in 2017. Therefore, construction of the proposed Project would increase the annual construction generated fuel use in Los Angeles County by less than approximately 0.1 percent for diesel fuel usage and less than .02 percent for gasoline fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies.

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

Operation

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

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

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occur during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation, and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-2, operation of the proposed Project is estimated to result in the annual use of approximately 333,647 gallons of diesel fuel, approximately 2,766 mega-British thermal units (MBTU) of natural gas, and approximately 1,228,697 kilowatt-hours (kWh) of electricity. Additionally, the Project would result in 55,665 gallons of gasoline used annually.

Table E-2: Project Annual Operational Energy Demand Summary

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption (kWh/yr)	1,228,697	<0.01
Natural Gas Consumption (MBTU)	2,766	<0.01
Automotive Fuel Consumption		
Gasoline (gallons/year)	55,665	<0.01
Diesel Fuel (gallons/year)	333,647	.11

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

As described in the Energy Analysis (Appendix A), total electricity demand in Los Angeles County in 2021 was approximately 65,374 Gigawatt-hours (65,374,000,000 kWh). As shown in table E-2, the estimated potential increase in electricity demand associated with operation of the proposed Project is 1,228,697 kWh per year. Therefore, operation of the proposed Project would increase the annual electricity consumption in Los Angeles County by less than .01 percent.

As shown in Table E-2, the estimated potential increase in natural gas demand associated with the proposed Project is 2,766. MBTU or 27,659 therms per year. As described in Appendix A, the total natural gas consumption in Los Angeles County in 2021 was approximately 2,881 million therms. Therefore, operation of the proposed Project would negligibly increase the annual natural gas consumption in Los Angeles County by less than 0.01 percent.

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

As shown in Table E-2, fuel use associated with the vehicle trips generated by the proposed Project is estimated at 55,665 gallons of gasoline and 333,647 gallons of diesel fuel per year. The analysis conservatively assumes that all vehicle trips generated as a result of Project operation would be new to Los Angeles County. Based on fuel consumption obtained from EMFAC2021, approximately 3,659 million gallons of gasoline and approximately 300 million gallons of diesel fuel were consumed from vehicle trips in Los Angeles County in 2017. Therefore, vehicle and truck trips associated with the proposed Project would increase the annual fuel use in Los Angeles County by less than 0.01 percent for gasoline fuel usage and approximately 0.11 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

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

(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	6, 14	☐	☐	☒	☐

In 2002, the Legislature passed SB 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the

State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for Zero Emission Vehicles (ZEVs) and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

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

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

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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:	15,16,17, 19	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		☐	☐	☒	☐

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

ii) Strong seismic ground shaking?	15,16,17, 19, 21	☐	☐	☒	☐

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

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

iii) Seismic-related ground failure, including liquefaction?	15, 16, 17, 18, 19, 21	☐	☐	☒	☐

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

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

iv) Landslides?	16,17,18	☐	☐	☐	☒

The Project site is not located near substantial slopes or hillsides. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Additionally, according to the California Department of Conservation, the Project site is not within an area mapped for high susceptibility to landslides. Therefore, the Project would not expose people or structures to slope instability or seismically induced landslides, and no impacts would occur.

(b) Result in substantial soil erosion or the loss of topsoil?	20	☐	☐	☒	☐

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

(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	15, 16, 17,18, 19, 21	☐	☐	☒	☐

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

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. Groundwater was not discovered in the field evaluation to a maximum explored depth of 50 feet below existing grade. Records indicate groundwater levels recorded in the area are at depths of approximately 85 feet below existing ground surface. The site contains approximately two and a half to eight and a half feet of artificial fill that is underlain by gravelly sand. Therefore, the Project site is not susceptible to liquefaction (Appendix D). Similarly, the site is not susceptible to lateral spreading. Impacts would be less than significant with compliance with the mandatory CBC requirements.

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

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

(d) Be located on expansive soil, as identified in Table 18-1- B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	16, 19, 21	☐	☐	☒	☐

Expansive soils contain clay particles that swell when wet and shrink when dry. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils and could result in heaving and cracking of buildings and foundations. According to the Geotechnical Investigation of the Project site, the near-surface site soil consists of sands and silty sands. As such, site soils are not considered to be at risk of expansion (LGC, 2022). Additionally, the Project would require compliance with the CBC requirements and any recommendations in the Geotechnical Report, as implemented by the City's Municipal Code and through the plan check and permitting process. Thus, impacts related to expansive soils would be less than significant.

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

The Project would connect to the City's sanitary sewer system. No septic tanks or other alternative wastewater disposal systems are proposed. Therefore, no impact related to septic tanks or alternative wastewater disposal systems would occur, and no mitigation measures would be required.

(f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	23	☐	☒	☐	☐

A Paleontological Assessment (Appendix C) was completed for the Project site that included a locality records search, literature review, and a field pedestrian survey. The records search identified three fossil localities identified within 2 miles of the Project site, and five additional vertebrate localities beyond two miles from the Project site. The Project site is mapped as Pleistocene old alluvium which is known to be fossiliferous. Implementation of the Project would require grading and soil excavation on the Project site. Due to the existence of old alluvial deposits on the Project site and the presence of previously recorded fossil specimens less than five miles from the site, it is possible that there are fossils in the underlying of the Project site. Therefore, Mitigation Measure GEO-1 requires the Project to implement a Paleontological Resources Impact Mitigation Program (PRIMP) that would mitigate any adverse impacts to potential nonrenewable paleontological resources to a level below significant. Any significant adverse impacts related to buried paleontological resources or geographic features would be reduced to less than significant with the incorporation of the MM GEO-1.

Plans, Programs, or Policies (PPPs)

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

Project Design Features (PDFs)

None.

Mitigation Measures

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

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

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

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

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

5. Preparation of a final monitoring and mitigation report of findings and significance will be completed, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). A letter documenting receipt and

acceptance of all fossil collections by the receiving institution must be included in the final report. Work in the area of the discovery shall resume once the find is properly documented and the qualified paleontologist authorizes resumption of construction work. The report, when submitted to and accepted by the appropriate lead agency (e.g., the City of Torrance), will signify satisfactory completion of the Project program to mitigate impacts to any nonrenewable paleontological resources.

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

8. GREENHOUSE GAS EMISSIONS. Would the project:

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

- *Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.*
- *Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.*
- *Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:*
  - *All land use types: 3,000 $MTCO_2e$ per year*
  - *Based on land use type:*
    - *Residential: 3,500 $MTCO_2e$ per year*
    - *Commercial: 1,400 $MTCO_2e$ per year*
    - *Mixed use: 3,000 $MTCO_2e$ per year*
- *Tier 4 has the following options:*
  - *Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.*
  - *Option 2: Early implementation of applicable AB 32 Scoping Plan measures.*
  - *Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 $MTCO_2e$ /SP/year for projects and 6.6 $MTCO_2e$ /SP/year for plans.*
  - *Option 3, 2035 Target: 3.0 $MTCO_2e$ /SP/year for projects and 4.1 $MTCO_2e$ /SP/year for plans.*

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate.

Based on the foregoing guidance, the City of Torrance has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 $MTCO_2e$/yr threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The City understands that the 3,000 $MTCO_2e$/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 $MTCO_2e$/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal [80% below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use in 2022. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of analysis in this analysis, if Project-related GHG emissions do not exceed the 3,000 $MTCO_2e$/yr threshold, then Project-related GHG emissions would clearly have a less than significant impact.

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

Construction

During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Construction GHG emissions associated with the proposed Project were modeled using CalEEMod version 2022.1 and are presented in Table GHG-1. As shown on Table GHG-1, the proposed Project has the potential to generate a total of approximately 19.69 MTCO2e per year from construction emissions amortized over 30 years per SCAQMD methodology.

Table GHG-1: Project Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Proposed Project				
Mobile Sources[1]	3,126	0.14	0.43	3,261
Area Sources[2]	<0.01	<0.01	<0.01	<0.01
Energy Usage[3]	443	0.03	<0.01	445
Water and Wastewater[4]	59.5	0.98	0.02	91.0
Solid Waste[5]	11.1	1.11	0.00	38.7
Refrigeration[6]	--	--	--	117
Off-Road Equipment[7]	129	<0.01	<0.01	130
Fire Pump & Backup Generator[8]	11.2	<0.01	<0.01	11.2
TRU[9]	23.52	0.00	0.00	23.52
Construction[8]	19.37	<0.01	<0.01	19.69
Proposed Project Total Emissions	3,823	2.26	0.45	**4,137**
Existing Business Park				
Mobile Sources[1]	1,310	0.07	0.06	1,330
Area Sources[2]	1.76	<0.01	<0.01	1.77
Energy Usage[3]	376	0.03	<0.01	378
Water and Wastewater[4]	28.5	0.66	0.02	49.6
Solid Waste[5]	9.63	0.96		33.7
Refrigeration[6]	--	--	--	3.75
Existing Total Emissions	1,726	1.72	0.08	1,797
Project Increase	2,097	0.54	0.37	**2,340**
SCAQMD Draft Threshold of Significance				**3,000**
Exceed Threshold?				**No**

Notes:
[1] Mobile sources consist of GHG emissions from vehicles.
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of GHG emissions from electricity and natural gas usage.
[4] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[5] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Refrigeration includes GHG emissions from refrigerants (unrefrigerated warehouse space not refrigerated).
[7] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[8] Fire Pump analyzed based on a 236 horsepower diesel-powered fire pump operational up to 50 hours per year. Backup generator based on a 350 horsepower diesel powered generator operational up to 50 hours per year.
[9] TRU emissions were calculated with same methodology as the TRU emissions analyzed above in Section 8.3 and based on the OFFROAD2021 output files provided in Appendix C.
[8] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: Air Quality, Energy, GHG, and Health Risk Assessment Analysis (Appendix A)

Operation

Operation of the general light industrial warehouse would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. The CalEEMod modeled operational and total GHG emissions that would be generated from implementation of the proposed Project are shown in Table GHG-1. In accordance with SCAQMD's methodology, the proposed Project's construction-related GHG emissions are amortized over 30 years and added to the operational emissions estimate in order to determine the proposed Project's total annual GHG emissions. As shown in Table GHG-1, the Project would increase emissions over existing conditions by 2,340 $MTCO_2e$ per year. According to the SCAQMD, a cumulative global climate change impact would occur if the GHG emissions created from the ongoing operation of the project exceeded 3,000 $MTCO_2e$. The Project would be required to meet the 2022 Title 24 building standards for energy efficient lighting and appliances as well as CalGreen Standards which requires sustainable measures be taken such as the inclusion of bike racks, efficient lighting, and using trees as shade in parking lots. With the implementation of these standards, impacts related to the generation of greenhouse gas emissions through Project construction and operation would be less than significant.

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

City of Torrance General Plan and Climate Action Plan

The proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The City of Torrance General Plan Community Resources Element analyzed GHG emissions and provides objectives and policies to reduce GHG emissions. The GHG related objectives and policies outlined in the General Plan are for measures for the City to implement and none of the policies or objectives are to be implemented by new developments. In addition, the City of Torrance Climate Action Plan (CAP), December 2017, provides a GHG emissions reduction target for the city of 49 percent below 2005 levels by 2035. Of the many strategies the CAP employs to reach that emissions target, only Strategy LUT: D2.3 applies to new development

projects as it requires new developments to provide pedestrian, bicycle and transit amenities. As discussed previously, the Project would include improvements to the existing sidewalk adjacent to 205th street as well as providing an interior pedestrian walkway system that may be utilized for bicycles and bike parking would also be provided. As such, the Project would implement the applicable strategies in the CAP.

2022 Scoping Plan

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan, to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. As discussed above, the proposed Project would comply with the CALGreen Code regarding energy conservation and green building standards. In addition, the proposed Project would include all electric HVAC and equipment. Therefore, the proposed Project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the proposed Project would comply with the CALGreen Code, which includes a variety of different measures, including the reduction of wastewater and water use. In addition, the proposed Project would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the proposed Project would not conflict with any of the water conservation and efficiency measures. The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the proposed Project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed Project would not conflict with the identified transportation and motor vehicle measures. As such, the Project would not be inconsistent with the 2022 Scoping Plan.

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

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	20, 24	☐	☐	☒	☐

In 2009, a Phase I Environmental Site Assessment (ESA) was conducted for the Project site by ENVIRON International Corporation. (Appendix H). The site is currently developed with 6 business park buildings totaling 111,981 SF. The Phase I assessment for the Project site did not identify any recognized environmental conditions (RECs).

Construction

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

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

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

Operation

Once operational, the Project would be used for light industrial uses under the existing M-2 zoning designation. This zoning classification allows certain uses which might use hazardous materials. Any future tenant that proposes the transport, use or disposal of hazardous materials, would be required to submit an Emergency Response Business Plan, Emergency Response Plan Certification Business Checklist, and a Hazardous Material Inventory Form to the Torrance Fire Department (TFD). Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (California Health & Safety Code, Division 20, Chapter 6.95). The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from the release or threatened release of hazardous material. The HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities. With adherence to existing regulations, impacts related to hazards resulting from the routine transport, use, or disposal of hazardous materials would be less than significant.

(b) Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	20, 24	☐	☐	☒	☐

As discussed above, the Phase I ESA for the Project site did not identify any REC's (Appendix H).

Construction

While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of a SWPPP

would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict onsite handling rules and BMPs that include, but are not limited to:

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

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

Operation

Operation of the proposed general light industrial warehouse and associated areas involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. Normal routine use of these typical commercially used products pursuant to existing regulations would not result in a significant hazard to the environment or workers in the vicinity of the Project. Should future uses of the general light industrial warehouse utilize or store substantial amounts or acute types of hazardous materials, both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. Additionally, businesses are required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses are also required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. As a result, operation of the Project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment during operation, and impacts would be less than significant.

(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	15, 23	☐	☐	☒	☐

The Graceway Korean School is located approximately 350 feet south of the Project site. Additionally, the Switzer Learning Center is located 400 feet to the southeast.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be used for construction at the Project site. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous materials and may also generate hazardous emissions. As discussed in Impact (a), use of the hazardous materials would be regulated by the California Department of Toxic Substances Control, Regional Water Quality Control Board, and the Torrance Fire Department. Additionally, as discussed in Section 5.3, Air Quality, construction-related emissions would be regulated by SCAQMD Rules 401 and 403. Furthermore, to the extent possible, construction vehicles accessing the sites would use designated truck routes on Crenshaw Blvd and would turn north on Beech Ave, so trucks would not drive past the schools nearby. Therefore, potential construction-related impacts at the schools caused by hazardous emissions and materials would be less than significant.

Operation

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

The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Section 5.3, Air Quality, operational emissions of pollutant emissions or diesel particulate matter from the proposed development would not exceed established localized significance thresholds. Therefore, the use

of hazardous materials and the generation of hazardous emissions would not pose a significant hazard at nearby schools, and impacts would be less than significant.

(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	23	☐	☐	☐	☒

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

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

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	27	☐	☐	☐	☒

The Torrance Municipal Airport is approximately 2.8 miles south of the Project site. The Project site is outside of areas surrounding the airport where land uses are regulated to minimize air crash hazards to persons on the ground and is not located within the Torrance Municipal Airport land use plan. Aircraft operations are subject to Federal regulations regarding flight altitudes and aircraft noise. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and there would be no impact, and no mitigation measures would be required.

(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	25	☐	☐	☒	☐

Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The Project site is not adjacent to any identified emergency routes, the nearest one being Western Avenue 0.80 miles east. Any temporary lane closures needed for utility connections, driveway, or intersection construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

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

(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	28	☐	☐	☐	☒

The Project site is within a developed area in the City of Torrance. The Project site is bound by residences to the north and business park structures to the west, and east. West 205th Street borders the Project to the south followed by an industrial use. The Project site is not adjacent to any wildland areas. According to the CAL FIRE Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE, 2022). As a result, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
10.HYDROLOGY AND W ATER QUALITY. Would the project:					
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	20, 29, 30	☐	☐	☒	☐

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

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

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

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

The Project would also be required to comply with applicable regulations in the City of Torrance Municipal Code Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control). Municipal Code Section 410.1.040(b) also requires the preparation of an SWPPP. Additionally, construction and operation of the Project would be required to comply with applicable regulations in Municipal Code 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 (LID) plan 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. The Project has developed a Low Impact Development Standard Urban Storm Water Mitigation Plan (SUSMP) in order to comply with the City's NPDES permit. The SUSMP includes Project specific BMPs to implement during Project operation in order to minimize storm water pollution.

Compliance with the NPDES Construction General Permit and applicable regulations in the City of Torrance Municipal Code would ensure that the 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?	31	☐	☐	☒	☐

The Project would demolish the existing buildings onsite and develop a general light industrial warehouse that is consistent with the land use and zoning designation for the site. The Project would install new onsite water lines that would be connected to the City's

existing water lines in West 205th Street and would not deplete groundwater supplies. The Project currently receives water from the Torrance Municipal Water District that operates groundwater wells within Torrance as well as imports groundwater pumped from the Metropolitan Water District. The Basin is managed by the Water District, which regulates the amount of groundwater pumped from the Basin and sets the Basin Production Percentage for all pumpers. In addition, the Project would not extract groundwater. Thus, the Project would not result in the lowering of the local groundwater table, and impacts would be less than significant.

(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	20, 29,30	☐	☐	☒	☐
i) Result in substantial erosion or siltation on- or off-site;		☐	☐	☒	☐

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

Construction

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

Operation

The Project site is currently developed with six structures and paved with impervious surfaces. The development would comply with the City of Torrance LID ordinance requirements that would minimize off-site erosion and siltation. The Project has developed a Low Impact Development Standard Urban Stormwater Mitigation Plan (SUSMP) in order to comply with the City's NPDES permit and LID ordinance. The SUSMP includes Project specific BMPs to implement during Project operation in order to minimize storm water pollution. During operations, the paved portion of the Project site would not cause erosion or siltation, as there would be no exposed soil. In addition, the Project is required to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. The Project would install drainage infrastructure that would direct runoff from the Project to drainage inlets and gutters that would convey runoff to an underground infiltration basin that would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides).The unpaved approximately 38,293 SF of landscape area may initially temporarily cause erosion and siltation, but once the vegetation is established, erosion and siltation would not be substantial, as vegetation would stabilize the soil. Therefore, impacts to the existing drainage pattern of the site that would result in erosion or siltation would be less than significant on- or off-site.

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	20, 29, 30	☐	☐	☒	☐

As described in the previous response, the Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. In addition, the Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur.

Also, as described above, the Project would implement low impact development design that would install drainage infrastructure that would direct runoff from the Project to drainage inlets and gutters that would convey runoff to an underground infiltration basin that would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). The Project proposes 14.05% landscaping area that would further decrease surface runoff. Additionally, per the State Water Resources Control Board Municipal Separate Storm Sewer System (MS4) permit requirements, post development peak stormwater runoff discharge rates are not allowed to exceed the estimated pre-development water discharge rate. The implementation of the Project SUSMP requires the Project to implement BMPs during operation to ensure that the Project would comply with the City's NPDES permits. With installation of either an infiltration basin, modular wetland or biofiltration system, the rate of stormwater runoff would not substantially increase in a manner that would result in additional on-site flooding and would not result in off-site flooding. Therefore, impacts associated with changes to the existing drainage pattern that could result in flooding would be less than significant, and no mitigation measures would be required.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	20, 29, 30	☐	☐	☒	☐

As described in the previous responses, the Project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge, including Torrance Municipal Code Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control) and Division 4, Chapter 11 (Low Impact Development Strategies for Development and Redevelopment). Municipal Code Division 4, Chapter 10 requires the preparation of a SWPPP. Construction contractors would be required to obtain coverage under the NPDES Construction General Permit. A SWPPP would be prepared for the Project and would include BMPs that would limit the amount of polluted runoff entering the stormwater drainage system. Compliance with applicable regulations and requirements in the SWPPP would ensure that during construction, pollutants would not discharge from the Project site, and impacts related to drainage systems and water quality would be less than significant.

Also, the Project would comply with the City's LID requirements stated in Municipal Code Division 4, Chapter 11 and implemented in the Project specific SUSMP. The Project would install either an infiltration basin, modular wetland or biofiltration system to catch runoff from the Project site. After reaching the storage system, the flow would enter dry wells to be infiltrated back into the site which would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Thus, operation of the Project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the plan check and permitting process.

iv) Impede or redirect flood flows?	22, 32	☐	☐	☒	☐

The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for the Project area (06037C1930F) is identified as: Flood Zone X, an area of 0.2% annual chance of flood; an area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, or areas protected by levees from 1% annual chance flood (FEMA 2020). The City would review the Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed. Thus, the Project would not impede or redirect flood flows, and impacts related to flood flows would be less than significant.

(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	22, 32, 33	☐	☐	☒	☐

As discussed above, the Project site is classified as Flood Zone X which is an area of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. However, a SWPPP and low impact development design would be prepared and implemented as part of the Project to ensure pollutants are contained and would not be released from the Project site during construction as included in PPP WQ-1. Post construction stormwater infrastructure would ensure capture and treatment of storm flows up to the 2-year 1-hour storm. Therefore, implementation of the Project would not risk the release of pollutants due to Project inundation in a flood hazard zone.

Tsunamis are tidal waves generally caused by earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The Project site is approximately 4.23 miles from the Pacific Ocean shoreline. Based on the inland location of the site, the Project site is not within a tsunami zone.

A seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Project site is not within vicinity of any impounded bodies of water. As such, the Project is not at risk of a seiche and impacts would be less than significant.

(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	34, 35	☐	☐	☒	☐

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

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

The Project 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.

Plans, Programs, or Policies (PPPs)

PPP WQ-1: General Construction Permit. *Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Chapter 6.32. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff or its designee to confirm compliance.*

PPP WQ-2: Municipal Code Division 4, Chapter 11: Low Impact Development Strategies for Development and Redevelopment. *The provisions of this Chapter contain requirements for construction activities and facility operations of development and redevelopment projects to comply with the current municipal NPDES permit, lessen the water quality impacts of development by using smart growth practices, and integrate LID design principles to mimic predevelopment hydrology through infiltration, evapotranspiration and rainfall harvest and/or use.*

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:					
(a) Physically divide an established community?	3,4,37	☐	☐	☐	☒

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

The Project site currently contains six existing Business Park buildings and associated structures which would be demolished as part of the Project. The Project would construct a general light industrial warehouse that is consistent with the land use and zoning for the site. The site is surrounded by existing roadways, existing industrial uses, and residences. The Project would be consistent with the land use and zoning designations for the site. In addition, the Project does not involve development of roadways or other infrastructure that could divide a community. Therefore, implementation of the Project would not physically divide an established community.

(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	3,4,37	☐	☐	☒	☐

The Project site has an existing General Plan land use designation I-BP and zoning designation M-2. The M-2 zone allows for warehouse activities. According to the General Plan, the Business Park land use designation has a maximum FAR of 0.60. The Project has an FAR of 0.49 and therefore would be within the density allowed under the General Plan. Table LU-1 lists applicable policies from the General Plan that were adopted to avoid or mitigate environmental effects of new development projects and includes a discussion of whether the Project is consistent with those policies. As shown, the Project would be consistent with the applicable General Plan policies. Therefore, impacts associated with General Plan policy consistency would be less than significant.

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

General Plan Policy	Project Consistency
Land Use Element	
Policy LU.2.1: Require that new development be visually and functionally compatible with existing residential neighborhoods and industrial and commercial areas.	The Project is consistent with the General Plan land use designation and zoning. As shown in Table AES-1, the Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy LU.2.6: To the extent possible, preserve the balance between jobs and housing in Torrance through land use decisions	The Project would contribute to job growth by developing a general light industrial warehouse, increasing the available jobs within a housing-rich area. As discussed in Section 14, *Population and Housing*, the Project would provide approximately 111 jobs which would allow for shorter commutes for employees within the vicinity.
Policy LU.3.1: Require new development to be consistent in scale, mass, and character with structures in the surrounding area. For distinct neighborhoods and districts, consider developing design guidelines that suit their unique characteristics. Create guidelines that offer a wide spectrum of choices and that respect the right to develop within the context of existing regulations.	The Project is consistent with the General Plan land use designation and zoning. As shown in Table AES-1, the Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy LU.4.2: Encourage the use of development design and amenities that support transit and other alternative forms of transportation, including bicycling and walking.	The Project would include bike racks on-site as well as improved sidewalks on West 205th Street with non-vehicular onsite circulation

Policy LU.4.3: Require that new development projects provide their full fair share of the improvements necessary to mitigate project generated impacts on the circulation and infrastructure systems.	As discussed in Section 17, *Transportation*, the Project would not conflict with the City's Development Impact Fee Program and would contribute any applicable fees.
Policy LU.11.5: Require that commercial and industrial developments establish a high-quality visual environment through the use of design elements such as landscape, hardscape, signage, and lighting.	The Project is consistent with the General Plan land use designation and zoning. As shown in Table AES-1, the Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy LU.11.10: Encourage site and building design that integrates low-impact development Principles.	The Project would include Low Impact Design features such as drought tolerant landscaping to reduce water use and hydrologic features to reduce the impacts of soil erosion.
Policy LU.12.2: Require the equitable sharing of the full fair-share cost of public improvements between the public and private sector. Require that business- or development-specific improvements be paid for by those entities.	The Project would contribute to applicable fair share contributions.
Policy LU.12.4: Maintain a strong economic base by targeting and attracting new uses that provide high quality development and meet important economic goals such as employment and revenue generation.	The Project would contribute to job growth by developing a general light industrial warehouse, increasing the available jobs within a housing-rich area. As discussed in Section 14, *Population and Housing*, the Project would provide approximately 111 jobs which would allow for shorter commutes for employees within the vicinity.
Circulation Element	
Policy CI.1.3: Facilitate commercial vehicle traffic through Torrance while minimizing adverse impacts by regulating truck parking regulations, minimizing intrusions into neighborhoods, and enforcing the use of truck routes.	The Project does not propose any on-site truck trailer parking. All trucks accessing the site would use the truck route on Crenshaw Boulevard to minimize impacts.
Policy CI.3.4: Encourage the use of regional rail, buses, bicycling, carpools, and vanpools for work trips to relieve regional traffic congestion.	The Project site is adjacent to two Torrance Transit System Bus stops at Crenshaw Blvd and 208th Street as well as Crenshaw Blvd and Del Amo Blvd.
Policy CI.3.5: Encourage site and building design that reduces automobile trips and parking space demand.	The Project is located within 0.75 miles from three public transit stops. The Project would include 195 parking spaces that exceed the requirement of 122.
Policy CI.4.6: Require the equitable sharing between the public and private sector of the full fair-share cost of improvements needed to mitigate traffic impacts.	As discussed in Section 17, *Transportation*, the Project would contribute development impact fees required by the City.
Policy CI-5.1: Require new development to accommodate project-generated parking demand on site.	As shown in Table AES-1, the Project would provide 195 parking spaces that would exceed the requirement of 122.
Policy CI.6.2: Provide for the consistent use of street trees along all sidewalks, parkways, and property frontages	The Project would include street trees adjacent to the sidewalk along West 205th Street.
Policy CI-9.1: Require that developers, prior to issuance of building permits, demonstrate that adequate infrastructure exists or will be provided to serve proposed development and not diminish services to existing uses.	As discussed in Section 19, *Utilities and Service Systems*, the Project would be adequately served by the existing infrastructure on site.
Policy CI.9.4: Require that new development assume the full fair-share costs of construction and expansion of water, sewer, and storm drain system improvements necessitated by that development.	The Project would pay applicable development impact fees that would contribute to needed infrastructure improvements.
Policy CI.9.5: Require that private infrastructure be built to public standards, including water lines, sewers, storm drains, and paving materials, and that private maintenance programs comply with City standards and schedules	The Project would develop all onsite private infrastructure consistent with City standards and would be subject to review by the City's permitting process.
Policy CI.9.9: Require that developers address the City's Total Maximum Daily Load as required by a project's watershed.	As discussed in Section 10, *Hydrology and Water Quality*, the Project would include a SWPPP that develops Best Management Practices for reducing pollution in stormwater

	during construction. The Project would also develop a Low Impact Development Plan to reduce runoff pollutions into storm drains.
Community Resources Element	
Policy IIA. Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	As discussed in Section 4, *Biological Resources*, the Project is fully developed with 6 business park structures and is not a source of biological resources.
Policy CR.4.2: Require that developers and property owners improve their properties by providing landscaping and similar aesthetic treatments along roadways.	The Project is consistent with the General Plan land use and zoning designation. As shown in Table AES-1, the Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy CR.6.3: Require developers to dedicate land or pay sufficient in-lieu fees to meet established public recreational open space standards.	As discussed in Section 16, *Public Services*, the Project would contribute applicable development impact fees and would not conflict with the City's Development Impact Fee Program.
Policy CR.12.1: Encourage the preservation of public and private buildings which are of local, historical, or cultural importance.	As discussed in Section 5, *Cultural Resources*, there are no historic structures onsite.
Policy CR.13.1: Continue to participate in the efforts of the State Air Resources Board and the South Coast Air Quality Management District to meet State and federal air quality standards.	As discussed in Section 3, *Air Quality*, the Project would be below applicable thresholds and would be consistent with all SCAMD and SARB air quality standards.
Policy CR.13.5: Support air quality and energy and resource conservation by encouraging alternative modes of transportation such as walking, bicycling, transit, and carpooling	The Project site is adjacent to two Torrance Transit System Bus stops at Crenshaw Blvd and 208th Street as well as Crenshaw Blvd and Del Amo Blvd. Bike racks would also be provided on-site.
Policy CR.13.8: Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.	As discussed in Section 3, *Air Quality*, the Project would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants. The Project would include bike racks at office entrances as well as provide four parking spaces reserved for electric vehicles.
Policy CR.14.1: Support the California Air Resources Board in its ongoing plans to implement AB32, and fully follow any new AB32-related regulations.	As discussed in Section 8, *Greenhouse Gas Emissions*, the Project would be below the SCAQMD thresholds and would be consistent with the CARB Scoping Plan.
Policy CR.14.2: Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas reducing measures that are technologically feasible and cost effective	As discussed in Section 8, *Greenhouse Gas Emissions*, the Project would be below the applicable SCAQMD thresholds for GHG emissions.
Policy CR.14.3: Pursue actions recommended in the U.S. Mayors Climate Protection Agreement to meet AB32 requirements	As discussed in section 8, *Greenhouse Gas Emissions*, the Project would be consistent with AB32 requirements.
Policy CR.15.6: Reduce the amount of water used for landscaping through such practices as the planting of native and drought-tolerant plants, use of efficient irrigation systems, and collection and recycling of runoff.	The Project would utilize native and drought resistant landscaping to reduce the amount of water used.
Policy CR.20.1: Establish regulations for private lighting that minimize or eliminate light pollution, light trespass, and glare (obtrusive light).	As discussed in Section 1, *Aesthetics*, the Project would be consistent with the City of Torrance Municipal Code Section 92.30.5 which requires lighting to be shielded and directed downward and away from adjoining residential uses.
Policy CR.20.2: Require that nonresidential uses adjacent or near residential neighborhoods provide shielding or other protections from outdoor lighting and lighted signage.	As discussed in Section 1, *Aesthetics*, the Project would be consistent with the City of Torrance Municipal Code Section 92.30.5 which requires lighting to be shielded and directed downward and away from adjoining residential uses.
Safety Element	
Policy S.1.1: Adopt and strictly enforce the most recent State regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.	As discussed in Section 7, *Geology and Soils*, the Project would adhere CBC building guidelines regarding seismic hazards, which was adopted into City Municipal Code in Article 81.1.1.
Policy S.4.1: Adopt and strictly enforce the most current regulations governing hazardous waste management.	As discussed in Section 9, *Hazards and Hazardous Materials,* the Project would be consistent with all applicable regulations

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

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

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

The State Mining and Geology Board classifies lands in California based on the availability of mineral resources. Four Mineral Resources Zone (MRZ) designations have been established for the classification of sand, gravel, and crushed rock resources. According to the City of Torrance General Plan, the Project site is identified as MRZ-1, which means no significant mineral resources are present or likely to be present on the Project site. Accordingly, no impact to availability of valuable mineral resources would occur.

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

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

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
13. NOISE. Would the project:					
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		☐	☐	☒	☐

Federal Transit Administration (FTA) Manual

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

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

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

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

Source: Noise and Vibration Impact Analysis (Appendix G)

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

City of Torrance General Plan

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

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

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

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

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

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

City of Torrance Municipal Code

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

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

Region	Daytime (7:00 am to 10:00pm) L_{eq}	Nighttime (10:00 pm to 7:00 am) L_{eq}
1	70 dBA	65 dBA

Source: City of Torrance (2023).
[1] Region 1 includes the predominantly industrial areas in and around the refineries and industrial uses on the northern edge of the City
dBA = A-weighted decibels

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

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

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

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

Site Location	Description	Daytime Noise Levels[1] (dBA L_{eq})	Evening Noise Levels[2] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Daily Noise Levels[1] (dBA CNEL)
LT-1	Northwest corner of the Project site, on a light pole near 2336 Madrid Avenue, approximately 150 feet away from Del Amo Boulevard centerline	56.7-59.9	54.7-57.5	47.4-58.6	61.2
LT-2	Northeast corner of the Project site, on a tree south of 2772 Del Amo Boulevard, approximately 160 feet away from the Del Amo Boulevard centerline	51.4-58.3	53.7-56.6	44.1-52.8	58.1

Source: Noise and Vibration Impact Analysis (Appendix G)
Note: Noise measurements were conducted from April 19 to April 20, 2022, starting at 3:00 p.m.
[1] Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 7:00 p.m.
[2] Evening Noise Levels = noise levels during the hours from 7:00 p.m. to 10:00 p.m.
[3] Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.

Construction
Two types of short-term noise impacts could occur during the construction of the Project including construction crew commutes and construction activities. First, construction crew commutes and the transport of construction equipment and materials to the site for the Project would incrementally increase noise levels on access roads leading to the site. According to the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A), during grading, approximately 103 haul trips per day would occur resulting in 645 passenger car equivalent (PCE) vehicles. When compared to the estimated 2,900 vehicles on 208th Street, the main construction access street, based on volumes in the City's General Plan, an increase of less than 1 dBA CNEL is expected. A noise level increase of less than 3 dBA would not be perceptible to the human ear. Therefore, short-term construction-related roadway noise impacts associated with worker commute and equipment transport to the Project site would be less than significant.

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

Table N-4: Typical Construction Equipment Noise Levels

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

Source: Noise and Vibration Impact Analysis (Appendix G).
Notes: FHWA Roadway Construction Noise Model User's Guide, Table 1 (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
Lmax = maximum instantaneous sound level

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

As seen in Table N-5, the closest off-site sensitive residential receiver to the Project site is the existing adjacent development to the north, which is located as near as 255 feet from the Project boundary. There are also sensitive industrial receivers located as near as 255 feet to the south of the Project site. These noise level projections do not take into account intervening topography or barriers. Construction equipment calculations are provided in the Noise and Vibration Impact Analysis (Appendix G).

Table N-5: Potential Construction Impacts at Nearest Receivers

Receptor (Location)	Composite Noise Level (dBA L_{eq}) at 50 Feet[1]	Distance (Feet)	Composite Noise Level (dBA L_{eq})
Residence (North)	88	215	75
Light Industrial Uses (South)		255	74
Light Industrial Uses (East)		340	71
Light Industrial Uses (West)		340	71

Source: Noise and Vibration Impact Analysis (Appendix G)
The composite construction noise level represents the site preparation phase which is expected to result in the greatest noise level as compared to other phases.
dBA Leq = average A-weighted hourly noise level

As mentioned above, construction noise would vary, and it is expected that composite noise levels during construction at the nearest off-site industrial uses directly south of the Project would reach 74 dBA Leq while construction noise levels would approach 75 dBA Leq at the nearest sensitive residential use to the north during daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously; and therefore, are assumed to be rather conservative in nature. While construction-

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

As stated in the Noise and Vibration Impact Analysis, off-site construction-related noise impacts would remain below the 80 dBA and 90 dBA 1-hour construction noise level criteria as established by the FTA for residential uses and industrial uses, respectively, for the average daily condition as modeled from the center of the Project site.

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

Operation

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

The Noise and Vibration Impact Analysis, Applicant provided information, and the Trip Generation and VMT Screening Analysis were utilized to determine that within any given hour, up to three heavy duty trucks would use the proposed loading docks. The 3-D noise model software, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed building on-site and the existing8 foot wall at the northern boundary of the Project site. Noise levels generated by delivery trucks would be similar to noise readings from truck loading and unloading activities, which generate a noise level of 76.3 dBA Leq at 20 feet based on field measurements (Appendix G). Delivery trucks would arrive on site and maneuver the trailer to the loading dock. During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur for a shorter period of time (less than 5 minutes). After a truck enters the loading dock, the dock doors would be closed and the remainder of the truck loading activities would be enclosed and much less perceptible. To present a conservative assessment, it is assumed that truck arrivals and departure activities could take place at 3 spaces for a period of less than 5 minutes each and unloading activities could occur at 13 docks simultaneously for a period of more than 30 minutes in a given hour.

In addition to the loading dock noise, the Project has four rooftop HVAC units on the proposed building to provide ventilation to the proposed office spaces. The HVAC equipment could operate 24 hours per day and would generate sound power levels (SPL) of up to 87 dBA SPL or 72 dBA Leq at 5 feet, based on manufacturer data (Appendix G).

Approximately 20 percent of the building would be used for cold storage. Noise levels generated by cold storage fan units would generate a noise level of 57.5 dBA Leq at 60 ft based on measurements taken by LSA (Appendix G).

Tables N-6 and N-7 below shows the combined hourly noise levels generated by HVAC equipment, trash bin emptying activities, cold storage fan units, and truck delivery activities at the closest off-site land uses. The Project-related noise level impacts would range from 55.3 dBA Leq to 60.6 dBA Leq at the surrounding receptors. As shown in Table N-6, the combined noise levels generated by the Project would be less than the 70 dBA Leq residential use daytime noise standard and Table N-7 shows the Project would be below the residential nighttime noise standard of 65 dBA Leq at the closest sensitive receptors to the north.

Table N-6: Daytime Exterior Noise Level Impacts

Receptor	Direction	Existing Quietest Daytime Noise Level (dBA L_{eq})	Project Generated Noise Levels (dBA L_{eq})	Potential Operational Noise Impact?[1]
Residence (2264 Del Amo Blvd)	Northeast	51.4	60.6	No
Residence (2276 Del Amo Blvd)	North	51.4	59.0	No
Pueblo Park	North	56.7	55.6	No
Residence (2334 Madrid Ave)	Northwest	56.7	59.0	No

Notes: Noise and Vibration Impact Analysis (Appendix G)
[1] A potential operational noise impact would occur if (1) the project noise impacts are greater than the applicable noise standard, OR (2) if the quietest ambient hour is greater than the applicable noise standard and project noise impacts are 3 dBA greater than the quietest ambient hour.
dBA = A-weighted decibels
Leq = equivalent noise level

Table N-7: Nighttime Exterior Noise Level Impacts

Receptor	Direction	Existing Quietest Daytime Noise Level (dBA L_{eq})	Project Generated Noise Levels (dBA L_{eq})	Potential Operational Noise Impact?[1]
Residence (2264 Del Amo Blvd)	Northeast	44.1	60.4	No
Residence (2276 Del Amo Blvd)	North	44.1	58.7	No
Pueblo Park	North	47.4	55.3	No
Residence (2334 Madrid Ave)	Northwest	47.4	58.7	No

Notes: Noise and Vibration Impact Analysis (Appendix G)
[1] A potential operational noise impact would occur if (1) the project noise impacts are greater than the applicable noise standard, OR (2) if the quietest ambient hour is greater than the applicable noise standard and project noise impacts are 3 dBA greater than the quietest ambient hour.
dBA = A-weighted decibels
Leq = equivalent noise level

As shown above in Tables N-6 and N-7, Project noise levels would not exceed the permissible noise levels as set by the Torrance Municipal Code, therefore operational impacts would be less than significant, and no noise reduction measures are required.

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

Construction

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

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

Although there are no adopted State or City ground-borne vibration standards, vibration standards included in the FTA Manual were used to analyze the Project's ground-borne vibration impacts on human annoyance. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of 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.

The Noise and Vibration Impact Analysis prepared for the Project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-8, at approximately 25 feet, a pile driver would create a vibration level of 0.644 inch per second PPV.

Table N-8: Vibration Source Amplitudes for Construction Equipment

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

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
1 RMS vibration velocity in decibels (VdB) is 1 µin/sec.
µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inch/inches per second
LV = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

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

Tables N-9 and N-10 below provide a summary of off-site construction vibration levels.

Table N-9: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 feet[1]	Distance (Feet) [2]	Vibration Level (VdB)
Residence (North)	87	215	59
Light industrial Uses (South)		255	57
Light industrial Uses (East)		340	53
Light industrial Uses (West)		340	53

Source: Noise and Vibration Impact Analysis (Appendix G)
[1] The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.
ft= foot/feet
VdB = vibration velocity decibels

Table N-10: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft[1]	Distance (Feet) [2]	Vibration Level (PPV)
Residence (North)	87	10	0.352
Light industrial Uses (South)		80	0.016
Light industrial Uses (East)		70	0.019
Light industrial Uses (West)		55	0.027

Source: Noise and Vibration Impact Analysis (Appendix G)
[1] The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.
ft= foot/feet
PPV= peak particle velocity

As indicated in Table N-9, vibration levels are expected to approach 59 VdB at the closest residence to the north and 57 VdB at the closest industrial use to the west which is below the 78 VdB annoyance threshold for residential uses and 84 VdB for office uses. In addition, as indicated in Table N-10, vibration levels are expected to approach 0.352 PPV in/sec at the surrounding structures to the north which would exceed the Caltrans Manuel threshold of 0.3 in/sec PPV for building damage potential. Vibration levels at all other buildings would be lower. Although construction vibration levels at the nearest buildings would have the potential to result in an annoyance, these vibration levels would no longer occur once construction of the Project is completed. Therefore, the Project would be required to implement Mitigation Measure NOI-1, which would require vibration monitoring and heavy construction equipment to be limited within 12 feet of the property line. As such, construction would not result in any vibration damage, and impacts would be less than significant with the incorporation of Mitigation Measure NOI-1 as detailed below.

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

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

The Project site is located approximately 2.8 miles south of Torrance Municipal Airport and is outside the boundaries of the Airport Environs Land Use Plan for Torrance Municipal Airport. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

Mitigation Measure NOI-1: *Due to the close proximity to surrounding structures, the City of Torrance (City) Director of Community Development, or designee, shall verify prior to issuance of demolition or grading permits, that the approved plans require that the construction contractor shall implement the following mitigation measures during project construction activities to ensure that damage does not occur at surrounding structures should heavy equipment be necessary within 12 feet of surrounding structures:*

- *Identify structures that are located within 12 feet (ft) of heavy construction activities and that have the potential to be affected by ground-borne vibration. This task shall be conducted by a qualified structural engineer as approved by the City's Director of Community Development, or designee.*

- *Develop a vibration monitoring and construction contingency plan for approval by the City Director of Community Development, or designee, to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approached the limits.*

- *At a minimum, monitor vibration during initial site preparation activities. Monitoring results may indicate the need for more or less intensive measurements.*

- *When vibration levels approach limits, suspend construction and implement contingencies as identified in the approved vibration monitoring and construction contingency plan to either lower vibration levels or secure the affected structures.*

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)?	38,39	☐	☐	☒	☐

The Project would not directly result in unplanned population growth because it does not propose any residential dwelling units and development of the Project would be consistent with the General Plan land use and zoning designations for the site, which are used by both local and regional agencies to determine anticipated growth.

The Project would demolish the existing 111,981 SF of business park structures onsite to construct a new general light industrial warehouse. The Project site has a General Plan Land Use designation of Business Park. Development of the Project would be consistent with the General Plan land use designation for the site.

According to SCAG, the generation rate for employees required for operation of an industrial project is 1 employee for every 1,195 SF of industrial space. As the Project would build and operate 132,425 SF of light industrial warehouse and office space, operation of the Project would require approximately 111 employees. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of Los Angeles County in March 2023 was 5.0 percent, the City of Torrance was 3.8 percent, the City of Long Beach was 5.0 percent, and the City of Los Angeles was at 5.1 percent (State Employment Development Department, March 2023). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs for any housing.

Should the Project require employees to relocate to the area for work, there would be sufficient vacant housing available within the region. Los Angeles County has a vacancy rate of 5.2 percent. Los Angeles County has a total of 3,664,182 housing units, 192,189 of which are unoccupied (State Department of Finance 2023).

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

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

The Project site currently includes six business park buildings and associated structures. The Project would remove the existing structures and develop a new general light industrial warehouse. The removal of the existing structures would not displace anyone, there are no residents on site. Thus, the Project would not necessitate the construction of replacement housing elsewhere, and no impacts would result.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:					
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	41,42	☐	☐	☒	☐
(i) Fire protection?		☐	☐	☒	☐

The Torrance Fire Department provides fire protection to the City of Torrance, which includes the Project site. The services provided include fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response.

Two fire stations are located within 3 miles of the Project site. The closest fire station to the site is Station 1, which is located at 1701 Crenshaw Boulevard, Torrance, CA 90503, 1.5 miles from the site. In addition, Fire Station 3 is located 2.3 miles from the site at 3940 Del Amo Boulevard, Torrance, CA 90503. The Project would redevelop the site with light industrial warehouse uses. Workers are anticipated to already live within the region. Thus, no residents or habitable structures would be introduced to the site. The light industrial warehouse use is not anticipated to result in an increase in calls for fire department services. Also, implementation of the Project would be required to adhere to the California Fire Code, as included in the Municipal Code and ensured through the Project permitting process. Additionally, since November 2005, the City of Torrance has collected a Development Impact Fee (DIF) at plan check. The DIF is a one-time cost, other than a tax or special assessment fee, that is charged by a local government agency. The DIF is applied to pay a portion of the costs identified for public facilities used for transportation services, undergrounding of utilities, sewer and storm drains. As of January 2007, the DIF fees were also extended to cover Police and Fire Facilities. Therefore, the Project would not result in the need for new or expanded fire service facilities, and impacts related to fire protection services would be less than significant.

(ii) Police protection?	42	☐	☐	☒	☐

The Torrance Police Department provides policing services in the Project vicinity from Sheriff's Department, which is approximately 1.50 miles from the Project site. The Project would not result in a large increase in additional onsite employees and goods that could create the need for police services. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the general light industrial warehouse may generate a typical range of police service calls such as burglaries, thefts, and employee disturbances. The Project would include security lighting and other security measures. The additional need for law enforcement services from the Project would not result in the need for new or physically altered police facilities, since existing police personnel would be adequate to maintain existing response times. As discussed above, the City of Torrance would collect a DIF, which would include Police Facilities. Therefore, the Project would have less than significant impact with regard to police protection and no mitigation measures would be required.

(iii) Schools?	43	☐	☐	☒	☐

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

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

(iv) Parks?	42	☐	☐	☒	☐

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

(v) Other public facilities?	42	☐	☐	☒	☐

As previously discussed, development of the Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities. As described previously, the employees needed to operate the Project are expected to come from the Project region and commute to the Project site. Substantial in-migration of employees that could generate substantial usage of other public facilities is not anticipated to occur. As previously mentioned, the City collects a DIF, and applies a portion of the costs for public facilities used for transportation services, undergrounding of utilities, sewer and storm drains. The City of Torrance has expanded the DIF to cover parks, libraries, and general services. Therefore, impacts related to other public facilities would be less than significant and no mitigation would be required.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
16. RECREATION. Would the project:					
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	37	☐	☐	☒	☐

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

(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	42, 44	☐	☐	☒	☐

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

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	42, 44, 45	☐	☐	☒	☐

The Project site is located at 2271-2311 and 2341 West 205th Street and is bounded by West 205th Street to the south. Vehicular access to the Project site would be provided via two unsignalized full access driveways located along West 205th Street. Pedestrian circulation would be provided via existing public sidewalks along West 205th within the vicinity of the Project frontage. The existing sidewalk system within the Project vicinity provides direct connectivity to the surrounding commercial properties and major thoroughfares. The Project site's primary connection to the nearest regional transportation corridor, the I-405 Freeway, is via Crenshaw Boulevard approximately 1.20 miles north of the Project site.

A Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, dated June 2023, was prepared for the Project by EPD Solutions (EPD 2023). As shown on Table T-1, the Project would generate a net decrease of 261 weekday daily trips, including 3 net PCE trips during AM peak hour and 2 net PCE trips during the PM peak hour.

Table T-1: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates								
Business Park[1]	TSF	12.44	1.15	0.20	1.35	0.32	0.90	1.22
General Light Industrial[2]	TSF	4.87	0.65	0.09	0.74	0.09	0.56	0.65
Warehouse[3]	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Existing Use								
Business Park[1]	86.995 TSF	1082	100	18	118	28	79	107
Proposed Project								
General Light Industrial[2]	105.940 TSF	516	69	9	78	10	59	69
Warehouse[3]	26.485 TSF	45	3	1	4	1	3	4
Net New Trips (Without PCE Conversion)		**-521**	**-28**	**-8**	**-36**	**-17**	**-17**	**-34**
	TSF	561	72	10	82	11	62	73
Vehicle Mix[4]	***Percent***							
Passenger Vehicles	69.00%	387	50	7	57	8	43	51
2-Axle Trucks	6.80%	38	5	1	6	1	4	5
3-Axle Trucks	5.50%	31	4	1	5	1	3	4
4+-Axle Trucks	18.70%	105	13	2	15	2	12	14
		561	72	11	83	12	62	74
PCE Trip Generation[5]	***PCE Factor***							
Passenger Vehicles	1.0	387	50	7	57	8	43	51
2-Axle Trucks	1.5	57	8	2	9	1	6	8
3-Axle Trucks	2.0	62	8	2	10	2	6	8
4+-Axle Trucks	3.0	315	39	6	45	6	36	42
Total PCE Trip Generation		821	105	17	121	17	91	109
Net New PCE Trip Generation		-261	5	-1	3	-11	12	2

TSF = Thousand Square Feet
PCE = Passenger Car Equivalent
TOP = The Ontario Plan

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 770 - Business Park

[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 110 - General Light Industrial

[3] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 150 - Warehousing

[4] Vehicle Mix from the SCAQMD Warehouse With Cold Storage Truck Trip Study, July 2014. SCAQMD Composite.

[5] Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

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

Alternative Transportation
Public transit bus service in the Project's vicinity is provided by Torrance Transit. Torrance Transit operates Lines 1, 4, 5 and 10 within the Project's vicinity. There are 2 existing bus stops within 0.5 mile that currently serve and would continue to serve the Project site, are located within walking distance along Del Amo Boulevard at the intersections of Crenshaw Boulevard and Van Ness Avenue and at the intersection of Torrance Boulevard and Crenshaw Boulevard. There are no existing bike lanes located along the roadways adjacent to the Project site. The Project would include bike racks at each office entry and would not remove or alter any public bicycle facilities or transit service access. Therefore, the impacts would be less than significant.

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	44, 45	☐	☐	☒	☐

Section 3.2 of the City's Traffic Impact Analysis Guidelines provides VMT screening thresholds to identify projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project would be considered less-than significant and no further analysis of VMT would be required:

1. *The project is a small project (net increase of 110 or less daily trips).*
2. *The project is a residential or office project in a low VMT generating area.*
3. *The project is located within one-half mile of either an existing major transit stop or an existing stop along an existing high quality transit corridor.*
4. *The project has 100% affordable housing units.*
5. *The project contains a retail use of 50,000 sf or less.*
6. *The project is a locally serving public facility.*

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

<u>Screening Criteria 1 – Small Projects:</u> According to the City's guidelines, projects which would generate fewer than 110 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT. As shown in Table 1, the Project would generate 521 fewer ADT (without PCE) than the existing land use. Because the Project would not create any new trips, it is presumed to have a less than significant impact on VMT and further analysis would not be required.

<u>Screening Criteria 2 – Map-Based Screening for Residential and Office Projects:</u> The City's guidelines include maps showing locations of low VMT generating areas. Low VMT generating areas are defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is 15% less than the baseline level for the City. The Project is in TAZ 21293100, which is not in a low VMT generating area. Therefore, the Project would not meet Screening Criteria 2 – Map-Based Screening for Residential and Office Projects.

<u>Screening Criteria 3 – Proximity to Transit:</u> According to the City's guidelines, projects within one-half mile of either an existing major transit stop or an existing stop along an existing high quality transit corridor may be presumed to have a less than significant impact. Based on Figure 10 – Transit Priority Area Map in the City's guidelines, the Project in not within a High-Quality Transit area does not satisfy Screening Criteria 3 – Proximity to Transit.

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

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

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

As shown in Table T-1, the Project is forecast to generate 261 fewer daily PCE trips compared to the existing use. The Project would result in 3 PCE trips during the AM peak hour and 2 PCE trips during the PM peak hour compared to the existing use. The City's Guidelines do not require projects to prepare a LOS analysis if they generate fewer than 500 daily trips. Based on the daily trip generation of 261 fewer daily PCE trips than the existing land use, the Project would not meet the City's threshold for preparation of a LOS Analysis

As discussed above, the Project would not meet Screening Criteria 2-6. However, the Project has a daily trip generation of 261 fewer daily PCE trips than the existing land use and would, therefore, satisfy Screening Criteria 1, Small Projects. Therefore, VMT impacts would be considered less than significant and further analysis of VMT would not be required. Therefore, impacts related to consistency with CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	44	☐	☐	☒	☐

Vehicular access to the Project site would be provided via two ingress and egress driveways connecting to West 205th Street. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. Design of the Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's development standards. For example, the design of the internal drive aisle would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant.

(d) Result in inadequate emergency access?	44	☐	☐	☒	☐

Construction

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

Operation

As described previously, the Project area would be accessed from two driveways on West 205th Street. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project area. Because the Project is required to comply with all applicable City codes, as verified by the City potential impacts related to inadequate emergency access would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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:	1,12, 46	☐	☐	☐	☐
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		☐	☒	☐	☐

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

A Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) was requested by Brian F. Smith and Associates on April 15, 2022 (Appendix B). The NAHC responded on May 19, 2022, stating the SLF search did not identify previously known tribal cultural resources or sacred lands within the Project site or within 1-mile of the Project site. To identify if any tribal cultural resources are potentially located within the Project site, the City sent notices in October 2023, regarding the Project to the Native American tribes provided by the NAHC.

One response was received from the Gabrieleño Band of Missions Indians- Kizh Nation which stated that the Project site is potentially sensitive for buried tribal cultural resources and requested Tribal Monitors to be onsite during all ground disturbing activities. During the course of the tribal consultation process, no Native American tribe provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present on the Project site or have been found previously on the Project site. However, due to the Project site's location in an area where Native American tribes are known to have a cultural affiliation, there is the possibility that archaeological resources, including tribal cultural resources, could be encountered during ground disturbing construction activities. As such, Mitigation Measures TCR-1, TCR-2, and TCR-3 are included to require Tribal Monitoring by the consulting Tribe and measures for the inadvertent discovery of cultural resources. With implementation of Mitigation Measures CUL-1, TCR-1, TCR-2, and TCR-3, impacts to tribal cultural resources would be less than significant.

(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision(c) of Public Resources Code Section 5024.1. In applying the criteria set 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.	46	☐	☒	☐	☐

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

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

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

As discussed in Section 5.5, Cultural Resources, in the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, included as Mitigation Measure CUL-3) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

Mitigation Measure CUL-1: Cultural Resources Monitoring Program. *As discussed previously in Section 5 Cultural Resources.*

Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. *The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.*

B. *A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.*

C. *The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.*

D. *On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.*

Mitigation Measure TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. *Upon the discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.*

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

A. *Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.*

B. *If Native American human remains and/or grave goods are discovered or recognized on the project site, then public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.*

C. *Human remains and grave burial goods shall be treated alike per California Public Resources Code section 5079.98(d)(1) and (2).*

D. *Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.*

E. *Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.*

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	20,29,30,31	☐	☐	☒	☐

Water Infrastructure

The Project Applicant would develop the Project site and would install new water infrastructure at the Project site that would connect to existing water infrastructure within West 205th Street. The new onsite water system would convey water supplies to the proposed general light industrial warehouse and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

The Project would receive water supplies through the existing 2-inch water lines located within the West 205th Street right-of-way that have the capacity to provide the increased water supplies needed to serve the Project, and no expansions of the water pipelines that convey water to the Project site would be required. Installation of the new water distribution lines would only serve the Project and would not provide new water supplies to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, construction emissions from excavation and installation of the water infrastructure are included in Sections 5.3, Air Quality and 8, Greenhouse Gas Emissions. Therefore, the Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater

The Project would include the installation of onsite sewer lines that would connect to the existing 8-inch sewer line in West 205th Street. The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the Project. The necessary on-site installation of wastewater infrastructure is included as part of the Project and would not result in any physical environmental effects beyond those identified in other sections of this MND. Therefore, the Project would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Storm Drainage

As discussed previously, the Project site is relatively flat, and would install an onsite storm drainage system that would direct onsite stormwater runoff into an underground infiltration chamber located near withing the proposed truck court. Overflow from the proposed stormwater capture system would be discharged to the existing 42-inch storm drain in West 205th Street (WA, 2022b). The proposed wetland system would provide retention and infiltration of the Project's stormwater drainage.

As further discussed in Section 5.10, Hydrology and Water Quality, due to the appropriate sizing of the onsite drainage features, as ensured through the Project permitting process, operation of the Project would not substantially increase stormwater runoff over existing conditions. Runoff from the site would be directed to a proposed underground infiltration chamber. Onsite stormwater drainage would connect to the existing stormwater pipe in West 205th Street, which drains to the Amie Basin. As such, the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities, the construction of which could cause significant environmental effects. The required installation of the proposed drainage features is included as part of the Project and would not result in any physical environmental effects beyond those identified in other sections of this MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

Electric Power

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

(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	31	☐	☐	☒	☐

Water service would be provided to the Project site by the Torrance Municipal Water District (TMWD). The 2020 City of Torrance Urban Water Management Plan (UWMP), adopted in June 2021, was prepared for the TMWD and therefore accounts for the water usage that would be attributed to the development of the Project site, consistent with its land use designation and zoning classification. According to the UWMP, the TMWD has three sources of water to provide to its service area: imported water from the Metropolitan Water District, local groundwater, and recycled water (UWMP 2020).

The TMWD provides water supplies to the Project area. In addition to treated water that is delivered to the TMWD by the Metropolitan Water District, the TMWD purchases recycled water from the Torrance Refining Company (TRC) which saves the City 5,500 to 6,000 acre-feet per year (AFY) per year on average (UWMP 2020).

According to the TMWD's 2020 Urban Water Management Plan, water supply met water demand for the TWMD coverage area through 2020, with a total supply of 24,372 acre-feet (AF) and an actual demand of 24,372 AFY. Supply and demand are forecasted to be balanced through 2045 (TMWD UWMP). In addition, the projected supply of water is expected to equal demand through the year 2045 under a single dry-year scenario and multiple dry-year scenario. (TMWD UWMP).

The Project proposes a new general light industrial warehouse with office space which is not a water-intensive use. To further minimize any potential groundwater depletion, the Project would include an on-site underground infiltration system to assist with groundwater recharge. The Project proposes an approximately 132,425 SF light industrial warehouse with ancillary office space on approximately 6.26 acres. According to 2020 UWMP, TMWD's water demand is 108 gallons per capita per day. As discussed in Section 14, Population and Housing, the Project is estimated to generate 111 employees. Therefore, the Project would demand water at a rate of approximately 11,988 gallons per day or 13.43 AFY. The current uses on site have approximately 70 employees, which has a water demand rate of approximately 7,560 gallons per day or 8.47 AFY. There would be an expected increase in demand of 4.96 AFY, which is within the projected demands for TMWD.

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

(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	48	☐	☐	☒	☐

The Project site receives wastewater service from the City of Torrance. The Project would develop new onsite sewer infrastructure that would connect to sewer lines in West 205th Street. A Sewer System Management Plan (SSMP) was developed by the City of Torrance and was adopted in July 2021. The City of Torrance's wastewater collection system consists of approximately 340 miles of pipeline ranging from 6 inches to 27 inches in diameter. Wastewater generated within the City is conveyed to the Sanitation Districts of Los Angeles County (LACSD) Joint Water Pollution Control Plant (JWPCP) in Carson, via LACSD interceptor sewers. The facility sees typical daily flows of approximately 385 million gallons per day and has capacity for 540 million gallons per day. Light industrial uses generate approximately 1,700 gallons per day per acre of wastewater. Thus, the Project would generate approximately 10,642 gallons of wastewater per day. The existing commercial uses on site generate approximately 5,350 gallons of wastewater per day. Therefore, the Project's wastewater generation increase of approximately 5,292 gallons per day would be within the current capacity for the JWPCP. Under existing conditions, JWPCP has an excess treatment capacity of approximately 155 million gallons per day. Implementation of the Project would utilize approximately 0.007 percent of JWPCP daily excess treatment capacity. Therefore, the Project's wastewater generation would be within the current capacity for the JWPCP.

All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). As such, the JWPCP would have adequate capacity to serve the Project. The Project would connect to and operate under capacity of the current water treatment facility, allowing for sufficient service to the Project area. The Project would not result in any of the wastewater treatment plants discussed above exceeding wastewater treatment requirements. Therefore, impacts related to wastewater generation are less than significant.

(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	47,49	☐	☐	☒	☐

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 1.24 tons per 1,000 square feet per year for industrial buildings, full buildout of the Project would generate approximately 164.2 tons of solid waste per year, or approximately 900 pounds of solid waste per day, which represents less than 0.1 percent of the permitted daily intake capacity at the Sunshine Canyon Landfill. Thus, the Project can be adequately served by the City's solid waste provider.

Additionally, the 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 Project involves the demolition of paved surfaces and the existing vacant structure on the Project site. The applicant of the Project would be required to comply with CALGreen Code Section 4.408, which requires that at least 65 percent of demolition and construction debris be diverted from landfills by recycling and/or salvage for reuse. Additionally, the City requires that 100 percent of excavated soil, land-clearing debris, and any universal waste that leaves the Project site be recycled or reused. The City requires the applicant to prepare a Waste Management Plan stating how these solid waste reductions would be achieved. The 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?	49	☐	☐	☒	☐

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

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

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

ENVIRONMENTAL ISSUES	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones (VHFHSZ), would the project:					
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	22, 25, 28	☐	☐	☒	☐

According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022). The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. Additionally, the Project has been reviewed by the Torrance Fire Department to ensure adequate emergency access is provided. During construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles. Therefore, The Project would not result in impairment of an emergency response plan, and impacts would be less than significant.

(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	22, 25, 28	☐	☐	☒	☐

According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022). Implementation of the Project would be required to adhere to the California Fire Code, as adopted by the City of Torrance in Municipal Code Section 85.1.010, and would be reviewed by the City's Building and Safety Division during the permitting process to ensure that the Project plans meet the fire protection requirements. The Project site does not include any slopes or prevailing winds that would exacerbate fire risks. Therefore, the Project would not result in new impacts related to exposure of people or structures to significant risk involving wildland fires.

(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	22, 25, 28	☐	☐	☒	☐

According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022). The Project does not include the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk. Therefore, the Project would result in a less than significant impact.

(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	22, 25, 28	☐	☐	☒	☐

According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022). The Project would not result in changes to drainage and as discussed in Section 5.7, Geology and Soils, the Project site is not in an area susceptible to landslides. Therefore, the Project would result in less than significant impacts related to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Plans, Programs, or Policies (PPPs)

None.

Project Design Features (PDFs)

None.

Mitigation Measures

None.

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

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

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

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

The long-term cumulative impacts of development in the City, pursuant to the Torrance General Plan (2009), were assessed in the General Plan Update Final EIR. The EIR identified certain cumulative impacts such as generation of air pollution, 100-year flood protection, traffic congestion, limited solid waste disposal facilities in Los Angeles County, and limited water supply for Southern California. These cumulative impacts are considered to be previously assessed and the development does not have impacts that are individually limited, but cumulatively considerable. Therefore, impacts are considered less than significant, and no additional mitigation measures would be required.

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

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

22. EARLIER ANALYSIS:

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

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24. APPENDICES:

A. Air Quality, Health Risk Assessment, Energy, and GHG Impact Analysis- May 2023, Vista Environmental
B. Cultural Resources Study- December 2022, Brian F. Smith and Associates, Inc.
C. Paleontological Assessment- December 2022, Brian F. Smith and Associates, Inc.
D. Preliminary Geotechnical Evaluation- June 2022, LGC Geotechnical, Inc.
E. Preliminary Hydrology Study- December 2022, Walden & Associates
F. Low Impact Development Standard Urban Storm Water Mitigation Plan- December 2022, Walden & Associates
G. Noise and Vibration Impact Study- May 2023, LSA
H. Phase I Environmental Site Assessment- January 2009, LFR, Inc.
I. Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis- December 2022, EPD Solutions, Inc.