

**MITIGATION  
MONITORING  
PROGRAM  
FOR:**

**CITY OF TORRANCE**

**GENERAL PLAN**

**UPDATE EIR**



*prepared for:*

**CITY OF TORRANCE**

*Contact:*  
*Ted Semaan*  
*General Plan and*  
*Redevelopment Manager*

*prepared by:*

**THE PLANNING  
CENTER**

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*Environmental Services*

**OCTOBER 2009**

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# 1. Introduction

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## 1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2008111046. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Torrance Monitoring Requirements. Section 21081.6 states:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
  - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
  - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.



## 1.2 PROJECT SUMMARY

The proposed project is the preparation of the City of Torrance General Plan Update, which consists of an update of the Torrance General Plan Elements and Land Use map. City of Torrance General Plan Update provides guidance that shapes the community for the next 15 to 20 years into the future. The General Plan includes the elements required by the state (circulation, conservation, housing, land use, noise, open space, and safety elements). The conservation and open space elements have been combined into one community resources element.

Pursuant to CEQA Guidelines Section 15064(d), the EIR considers the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the City of Torrance General Plan Update. Consequently, the EIR focuses on impacts from changes to land use associated with buildout of the Proposed Land Use Plan and impacts from the resultant population and employment growth in the City. The City of Torrance General Plan Update Proposed Land Use Plan for the ultimate development of the City is not linked to a timeline. However, for the purpose of this environmental analysis, buildout of the Proposed Land Use Plan is forecast for the year 2035.

# 1. Introduction

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## 1.3 PROJECT LOCATION

The City of Torrance is in southwestern Los Angeles County, in the highly urbanized South Bay region. The South Bay consists of the cities and communities of Compton, Gardena, Carson, Redondo Beach, Palos Verdes Estates, Lomita, Rolling Hills Estates, Rancho Palos Verdes, San Pedro, Wilmington, Harbor City, portions of Long Beach, and Torrance.

Communities directly adjacent to Torrance include Rolling Hills Estates and Palos Verdes Estates to the south, Redondo Beach to the east, Gardena and Lawndale to the north, and Carson to the west. The Pacific Ocean forms a small portion of the western border of the City. Interstate 405 (I-405) transects the northern portion of the City and provides regional access, along with I-110.

## 1.4 ENVIRONMENTAL IMPACTS

The environmental document for this project is a “program EIR” as defined by State CEQA Guidelines (Section 15161, California Code of Regulations, Title 14, Division 6, Chapter 3). As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project that are related either 1) geographically; 2) as logical parts of a chain of contemplated events; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and have generally similar environmental effects that can be mitigated in similar ways.

Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program’s effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope; and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][1]). If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the EIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

### 1.4.1 Impacts Considered Less Than Significant

Ten environmental categories are identified as having less than significant impacts that do not require mitigation. These categories are:

- Aesthetics
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

## **1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened**

The following have been identified as potentially resulting in significant adverse impacts that can be mitigated, avoided, or substantially lessened:

- Greenhouse Gas Emissions: Mitigation Measures 6-1 and 6-2 would reduce greenhouse gas emissions impacts to less than significant (Impact 5.6-1).
- Noise: Mitigation Measure 12-3 would ensure that any new vibration-sensitive structures near the Burlington Northern Santa Fe Railroad right-of-way would be constructed so that train-related vibration would not be perceptible and operational vibration impacts would be less than significant (Impact 5.11-4).
- Transportation and Traffic: Mitigation Measure 15-1 contains area roadway improvements that would reduce impacts related to the level of service on roadway networks in Torrance (5.15-1).

## **1.4.3 Unavoidable Significant Adverse Impacts**

There are two environmental categories considered to have impacts that would be significant and unavoidable and would not be lessened through mitigation.

### **Air Quality**

The project would not be consistent with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) because air pollutant emissions associated with buildout of the City of Torrance would cumulatively contribute to the nonattainment designations in the South Coast Air Basin (SoCAB). Furthermore, buildout of the proposed land use plan would exceed current estimates of population, employment, and vehicle miles traveled for Torrance and, therefore, these emissions are not included in the current regional emissions inventory for the SoCAB. As both criteria must be met in order for a project to be considered consistent with the AQMP, the project would be considered inconsistent with the AQMP. Consequently, this impact would remain significant and unavoidable. There is no feasible mitigation for this impact.

Construction activities associated with buildout of the Torrance General Plan Update would generate short-term emissions that exceed the SCAQMD's regional significance thresholds for VOC, CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. They would also cumulatively contribute to the SoCAB nonattainment designations for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and potentially elevate concentrations of air pollutants at sensitive receptors. Mitigation measure 2-1 would reduce short term construction impacts but not to levels that are less than significant.

Buildout of the Torrance General Plan Update would generate long-term operational phase emissions that exceed the SCAQMD's regional significance thresholds for VOC, CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and cumulatively contribute to the SoCAB nonattainment designations for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. There are no feasible mitigation measures available.

Approval of residential and other sensitive land uses in the vicinity of substantial pollutant generators, specifically roadway segments with high traffic volumes and industrial/warehouse areas, would result in exposure of persons to substantial concentrations of air pollutant emissions. Mitigation Measure 2-2 would reduce air pollution impacts to sensitive receptors but they would not be reduced to levels that are less than significant.



# *1. Introduction*

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## **Noise**

Buildout of the Torrance General Plan Update would result in the placement of noise-sensitive land uses near transportation land uses that have noise environments that exceed the City's normally accepted land use compatibility criterion (Impact 5.11-2). Mitigation Measure 11-1 would require land uses within these areas to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Guidelines and the California State Building Code and California Noise Insulation Standards (Title 24 of the California Code of Regulations).

Construction activities associated with buildout of the individual land uses associated with the proposed land use plan would expose sensitive uses to strong levels of groundborne vibration. Mitigation Measure 11-2 would reduce the impacts caused by construction-related vibrations on sensitive receptors, but it would not reduce the impact to less than significant.

Construction activities associated with buildout of the individual land uses of the Proposed Land Use Plan would substantially elevate noise levels in the vicinity of noise-sensitive land uses. Mitigation Measure 11-4 would reduce impacts through the use of sound barriers, installation of equipment mufflers, and reducing construction truck idling time; but they would not be reduced to impacts that are less than significant.

## 2. *Mitigation Monitoring Process*

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### 2.1 **MITIGATION MONITORING PROGRAM ORGANIZATION**

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the EIR, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring Program (MMP). In order to effectively track and document the status of mitigation measures, a mitigation matrix has been prepared and includes:

- Responsibility for implementation
- Timing
- Responsibility for monitoring
- Monitor

Mitigation measure timing of verification has been apportioned into several specific timing increments. Of these, the most common are:

- Prior to project approval
- Prior to issuance of grading permit(s)
- During construction

Information pertaining to compliance with mitigation measures or any necessary modifications or refinements will be documented in the comments portion of the matrix.

### 2.2 **MITIGATION MONITORING PROCEDURES**

The City of Torrance Community Development Department is the designated lead agency for the Mitigation Monitoring and Reporting Program. The City of Torrance includes the Mitigation Measures within the Special Conditions of Approval. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The Community Development Department shall designate a Project Mitigation Monitor for the proposed project.

#### 2.2.1 ***In-Field Monitoring***

The Responsible Monitoring Party shall exercise caution and professional practices at all times when monitoring construction. Protective wear (hard hats, glasses, etc.) shall be worn at all times in construction areas. Injuries shall be reported immediately to the Project Mitigation Monitor.

#### 2.2.2 ***Coordination with Contractors***

The construction manager/superintendent is responsible for coordination of contractors and for contractor completion of required measures in accordance with the provisions of this program.



## *2. Mitigation Monitoring Process*

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### **2.2.3 Recognized Experts**

The use of recognized experts as a component of the monitoring team is required to ensure compliance with scientific and engineering mitigation measures. While the recognized experts assess compliance with required mitigation measures, consultation with the City of Torrance planning staff shall take place in the event of a dispute.

### **2.2.4 Enforcement**

Agencies may enforce conditions of approval through their existing police power, using stop-work orders, fines, infraction citations, loss of entitlements, refusal to issue building permits or certificates of use and occupancy or, in some cases, notice of violation for tax purposes. Criminal misdemeanor sanctions could be available where the agency has adopted an ordinance requiring compliance with the monitoring program, similar to the provision in many zoning ordinances that affirms the enforcement power to bring suit against violators of the ordinances.

## ***3. Mitigation Monitoring Requirements***

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### **3.1 PRE-MONITORING MEETING**

A pre-monitoring meeting will be scheduled to review mitigation measures, implementation requirements, schedule conformance, and mitigation monitoring committee responsibilities. Committee rules are established, the entire mitigation monitoring program is presented, and any misunderstandings are resolved.

### **3.2 CATEGORIZED MITIGATION MEASURES/MATRIX**

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 3-1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

### **3.3 IN-FIELD MONITORING**

Project monitors and technical subconsultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (e.g., hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the mitigation monitoring committee.

### **3.4 DATA BASE MANAGEMENT**

All mitigation monitoring reports, letters, and memos shall be prepared utilizing Microsoft Word software on IBM-compatible PCs.

### **3.5 COORDINATION WITH CONTRACTORS**

The construction manager is responsible for coordination of contractors and for contractor completion of required mitigation measures.

### **3.6 LONG-TERM MONITORING**

Long-term monitoring related to several mitigation measures will be required, including fire safety inspections. Post-construction fire inspections are conducted on a routine basis by the Torrance Fire Department.



### *3. Mitigation Monitoring Requirements*

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### 3. Mitigation Monitoring Requirements

**Table 3-1  
Mitigation Monitoring Requirements**

| <b>Mitigation Measure</b>   | <b>Responsibility for Implementation</b>   | <b>Timing</b>                        | <b>Responsibility for Monitoring</b>              | <b>Monitor<br/>(Signature Required)<br/>(Date of Compliance)</b> |
|---|--|--------------------------------------|---|--|
| <b>5.2 AIR QUALITY</b>  |  |                                      |   |  |
| 2-1 The City of Torrance Community Development Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: <ul style="list-style-type: none"> <li>• Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as:               <ul style="list-style-type: none"> <li>◦ Requiring use of nontoxic soil stabilizers to reduce wind erosion.</li> <li>◦ Applying water every four hours to active soil-disturbing activities.</li> <li>◦ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.</li> </ul> </li> <li>• Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or more restrictive exhaust emission limits.</li> <li>• Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.</li> <li>• Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</li> <li>• Using super-compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufacturers can be found on the SCAQMD's website:<br/><a href="http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf">http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf</a>.</li> </ul> | City of Torrance Community Development Department in coordination with the landowner/project applicant's construction contractor | On-going during project construction | City of Torrance Community Development Department |  |



### 3. Mitigation Monitoring Requirements

**Table 3-1  
Mitigation Monitoring Requirements**

| <b>Mitigation Measure</b>   | <b>Responsibility for Implementation</b>   | <b>Timing</b>   | <b>Responsibility for Monitoring</b>  | <b>Monitor<br/>(Signature Required)<br/>(Date of Compliance)</b> |
|---|--|---|---|--|
| <p>building rating criteria. (municipal government operations strategy)</p> <ul style="list-style-type: none"> <li>Require all municipal fleet purchases to be fuel-efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency. (municipal government operations strategy)</li> <li>For new development projects in Torrance that require demolition, require a demolition plan to reduce waste by recycling and/or salvaging nonhazardous construction and demolition debris. (community-wide strategy)</li> <li>Require that new developments design buildings to be energy-efficient by siting them to take advantage of shade, prevailing winds, landscaping, and sun-screening to reduce energy required for cooling. (community-wide strategy)</li> <li>Require that cool roofs and cool pavement be incorporated into the site design for new development. (community-wide strategy)</li> <li>Evaluate the feasibility of implementing a public transit fee to support the Los Angeles County Metropolitan Transportation Authority (Metro) in developing additional transit service in the City. (community-wide strategy)</li> <li>Require diesel emission reduction strategies to eliminate and/or reduce idling at warehouses throughout the City. (community-wide strategy)</li> </ul> | <p>City of Torrance Public Works Department</p> <p>City of Torrance Community Development Department/Public Works Department</p> <p>City of Torrance Community Development Department/Individual Project Contractor</p> <p>City of Torrance Community Development Department/Individual Project Contractor</p> <p>City of Torrance Transit Department</p> <p>City of Torrance Community Development Department/Public Works Department</p> | <p>Ongoing</p> <p>Prior to individual project approval/Ongoing</p> <p>Ongoing</p> | <p>City of Torrance Public Works Department</p> <p>City of Torrance Community Development Department/<br/>Public Works Department</p> <p>City of Torrance Community Development Department</p> <p>City of Torrance Community Development Department</p> <p>City of Torrance Transit Department</p> <p>City of Torrance Community Development Department</p> |  |

### 3. Mitigation Monitoring Requirements

**Table 3-1  
Mitigation Monitoring Requirements**

| <b>Mitigation Measure</b>  | <b>Responsibility for Implementation</b>   | <b>Timing</b>  | <b>Responsibility for Monitoring</b>   | <b>Monitor<br/>(Signature Required)<br/>(Date of Compliance)</b> |
|--|--|--|--|--|
| <ul style="list-style-type: none"> <li>• Install energy-efficient lighting and lighting control systems in all municipal buildings. (municipal government operations strategy)</li> <li>• Require all new traffic lights installed be energy-efficient traffic signals. (municipal government operations strategy)</li> <li>• Require all new landscaping irrigation systems installed in the City to be automated, high-efficiency systems to reduce water use, and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. (community-wide strategy)</li> <li>• Conduct energy-efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems; lighting; water heating equipment; insulation; and weatherization. (municipal government operations strategy)</li> </ul> | <p>City of Torrance<br/>General Services<br/>Department</p> <p>City of Torrance<br/>Public Works Department</p> <p>City of Torrance<br/>Community Development<br/>Department/Public Works<br/>Department/Individual<br/>Project Contractor</p> <p>City of Torrance<br/>Public Works Department</p> | <p>Ongoing</p> <p>Ongoing</p> <p>Prior to individual project<br/>approval/Ongoing</p> <p>Ongoing</p> | <p>City of Torrance<br/>General Services<br/>Department</p> <p>City of Torrance Public<br/>Works Department</p> <p>City of Torrance<br/>Community Development<br/>Department/Public Works<br/>Department</p> <p>City of Torrance<br/>Public Works Department</p> |  |
| <p>6-2 Pursuant to a goal of overall consistency with the sustainable communities strategies, the City of Torrance shall evaluate new development with the development pattern set forth in the sustainable communities strategies plan or alternative planning strategy, upon adoption of the plan by the Southern California Association of Governments or South Bay Cities Council of Governments.</p>  | <p>City of Torrance<br/>Community Development<br/>Department</p>   | <p>Prior to individual project<br/>approvals</p>   | <p>City of Torrance<br/>Community Development<br/>Department</p>   |  |

### 3. Mitigation Monitoring Requirements

**Table 3-1  
Mitigation Monitoring Requirements**

| <b>Mitigation Measure</b>   | <b>Responsibility for Implementation</b>   | <b>Timing</b>                             | <b>Responsibility for Monitoring</b>                    | <b>Monitor<br/>(Signature Required)<br/>(Date of Compliance)</b> |
|---|--|---|---|--|
| <b>5.11 NOISE</b>   |  |   |   |  |
| 11-1<br>Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 60 dBA CNEL contour along major roadways, freeways, or railway, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Guidelines and the California State Building Code and California Noise Insulation Standards (Title 24 of the California Code of Regulations). | City of Torrance<br>Community Development<br>Department/Individual<br>Project Contractor | Prior to individual project<br>approval   | City of Torrance<br>Community Development<br>Department |  |
| 11-2<br>Individual projects that involve vibration-intensive construction activities, such as pile drivers, jackhammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceeds the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).   | Individual Project<br>Contractor   | Prior to issuance of<br>grading permit(s) | City of Torrance<br>Community Development<br>Department |  |
| 11-3<br>Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to a railway, the development project application shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures shall be implemented, such as use of concrete, iron, steel, or masonry materials, to ensure that levels of vibration amplification are within acceptable limits to building occupants, pursuant to the Federal Transit Administration vibration-annoyance criteria.   | Individual Project<br>Contractor   | Prior to issuance of<br>grading permit(s) | City of Torrance<br>Community Development<br>Department |  |

### 3. Mitigation Monitoring Requirements

**Table 3-1  
Mitigation Monitoring Requirements**

| <b>Mitigation Measure</b>  | <b>Responsibility for Implementation</b>              | <b>Timing</b>   | <b>Responsibility for Monitoring</b>   | <b>Monitor<br/>(Signature Required)<br/>(Date of Compliance)</b> |
|--|---|---|--|--|
| 11-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures—such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes—shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.  | Individual Project Contractor                         | Prior to individual project construction/During individual project construction | City of Torrance<br>Community Development Department                                       |  |
| <b>5.15 TRANSPORTATION AND CIRCULATION</b>   |   |   |  |  |
| 15-1 The General Plan Circulation Element identifies those roadways that are planned to accommodate current development and future growth established by the Land Use Element. The following improvements identified in Table 5.15-8 will be necessary to maintain acceptable levels of service within the anticipated theoretical buildout of the General Plan: <ul style="list-style-type: none"> <li>• Anza Avenue/Sepulveda Boulevard – Widen eastbound Sepulveda Boulevard approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.</li> <li>• Crenshaw Boulevard/190<sup>th</sup> Street – Widen the westbound Crenshaw Boulevard approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</li> <li>• Crenshaw Boulevard/Pacific Coast Highway (SR-1) – Modify the northbound Crenshaw Boulevard traffic signal phasing to include a northbound right-turn overlap, which will preclude movement from westbound to eastbound Pacific Coast Highway (SR-1).</li> <li>• Hawthorne Boulevard (SR-107)/Sepulveda Boulevard – Modify the northbound Hawthorne Boulevard (SR-107) traffic signal phasing to include a northbound right-turn</li> </ul> | City of Torrance<br>Transit/Transportation Department | Ongoing   | City of Torrance<br>Community Development Department/<br>Transit/Transportation Department |  |

### 3. Mitigation Monitoring Requirements

**Table 3-1  
Mitigation Monitoring Requirements**

| <b>Mitigation Measure</b>  | <b>Responsibility for Implementation</b> | <b>Timing</b> | <b>Responsibility for Monitoring</b> | <b>Monitor<br/>(Signature Required)<br/>(Date of Compliance)</b> |
|--|--|---------------|--------------------------------------|--|
| <p>overlap, which will preclude U-turn movement from westbound to eastbound Sepulveda Boulevard.</p> <ul style="list-style-type: none"> <li>Hawthorne Boulevard (SR-107)/Lomita Boulevard - Modify the westbound Lomita Boulevard traffic signal phasing to include a westbound right-turn overlap, which will preclude U-turn movement from southbound to northbound Hawthorne Boulevard (SR-107).</li> </ul> |  |               |                                      |  |

### *3. Mitigation Monitoring Requirements*

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## ***4. Mitigation Monitoring Reports***

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Mitigation monitoring reports are required to document compliance with the Mitigation Monitoring Program and to dispute arbitration enforcement resolution. Specific reports include:

- Field Check Report
- Implementation Compliance Report
- Arbitration/Enforcement Report

### ***4.1 FIELD CHECK REPORT***

Field check reports are required to record in-field compliance and conditions.

### ***4.2 IMPLEMENTATION COMPLIANCE REPORT***

The Implementation Compliance Report (ICR) is prepared to document the implementation of mitigation measures on a phased basis, based on the information in Table 3-1. The report summarizes implementation compliance, including mitigation measures, date completed, and monitor's signature.

### ***4.3 ARBITRATION/ENFORCEMENT REPORT***

The Arbitration/Enforcement Report (AER) is prepared to document the outcome of arbitration committee review and becomes a portion of the ICR.



## *4. Mitigation Monitoring Reports*

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## *5. Community Involvement*

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Monitoring reports are public documents and are available for review by the general public. Discrepancies in monitoring reports can be taken to the arbitration committee by the general public.

## *5. Community Involvement*

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