

AGENDA ITEM NO. 11A

CASE TYPE AND NUMBERS: Final EIR (SCH#2007121119),
Environmental Assessment – EAS07-00003,
Conditional Use Permit – CUP07-00016, and
Division of Lot – DIV07-00020

NAME: Rockefeller Group Professional Center Development - Rock-Lomita LLC

PURPOSE OF APPLICATION: Consideration of certain findings and determinations related to the adoption of a Statement of Overriding Considerations and a Mitigation Monitoring Program associated with the certification of a Final EIR and approval of a series of entitlements to allow the phased construction of a Business Park on currently vacant property located in the M-2 Zone at 2740 Lomita Boulevard (between Garnier Street and Crenshaw Boulevard). The proposed development would consist of approximately 351,200 square feet of medical/office, professional office and light industrial condominium buildings, to be developed in two phases. A Conditional Use Permit (CUP 07-00016) has been proposed to allow a series of structures exceeding 15,000 square feet and to allow the proposed uses of professional office and medical in-out patient care services in the M-2: Heavy Manufacturing District. The applicant has also submitted a Tentative Parcel Map (DIV07-00020) proposing the subdivision of the site into three new lots and for condominium purposes.

LOCATION: 2740 Lomita Boulevard (APN#7277-009-017)

ZONING: M-2: Heavy Manufacturing District

ADJACENT ZONING AND LAND USE:

North: M-2: Tank Farm & Industrial
South: PD/M-2: Commercial & Industrial
East: PD/M-2: Commercial & Pumping Station
West: M-2: Church with Daycare, Commercial & Industrial Buildings

GENERAL PLAN DESIGNATION: Light Industrial

COMPLIANCE WITH GENERAL PLAN: This site has a General Plan land use designation of Light Industrial, which allows a maximum floor area ratio of 0.6. The Light Industrial designation is intended for a wide variety of industrial uses, including manufacturing, ware/distribution, research and development, ancillary office and commercial development, and assembly plants. Manufacturing and assembly activities are primarily restricted to enclosed buildings. Although the Light Industrial designation is implemented by the M-1 Light Manufacturing and ML Limited Manufacturing Zones, the proposed medical/office/industrial park use at this location is consistent with the Light Industrial land use designation and M-2 Heavy Manufacturing zoning designation.

EXISTING IMPROVEMENTS AND/OR NATURAL FEATURES

The Site is presently undeveloped and features a downward slope towards the rear of the site.

ENVIRONMENTAL FINDINGS:

The potential environmental impacts associated with the construction of the proposed Business Park, which initially involved only the first phase of development (approximately 210,000 square feet of medical, office and industrial uses), were assessed in an Initial Study, referenced as EAS07-00003. The City concluded that an EIR was required in order to analyze the impacts of the first phase and of any further development at similar intensities. The Environmental Assessment determined that further study was required in several areas, including hazards and hazardous materials, utilities/service systems, hydrology/water quality, noise air quality, land use/planning, transportation/traffic, and mandatory findings of significance. The applicants revised the project to include both phases with the same uses, and as such, the EIR and all technical studies assessed the impacts of both phases now proposed by the applicant.

The consulting firm of Gruen Associates was contracted to prepare the EIR. An EIR is an informational document which is prepared to allow decision makers to understand the environmental consequences of a project prior to their decision on the project itself.

As the decision-making body relative to the proposed development, it is the Planning Commission's role to review the information provided within the Final EIR (FEIR) and determine the extent of potential environmental impacts. If, on the basis of the FEIR and related public testimony, the Planning Commission finds that there is no substantial evidence that the project will have a significant effect on the environment, would Certify the FEIR, prior to taking action on the project. If the Planning Commission finds that there are Unavoidable Significant Impacts, the Planning Commission may still Certify the FEIR by making certain findings and determinations and a Statement of Overriding Considerations, if specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects. In such circumstances, CEQA requires a decision-making agency to balance, as applicable, the aforementioned factors of economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project and may consider the adverse environmental effects to be acceptable. A Statement of Overriding Considerations details the specific reasons as to why the proposed development is acceptable and outweighs the adverse significant impacts that are not avoided or substantially lessened and must be supported by substantial evidence in the record.

Department of Toxic Substances Control (DTSC) and the City have coordinated the preparation of the EIR to ensure the document can be used for both the review of the proposed development for the City's purposes and the review of the remediation activities for DTSC's purposes. Should the Planning Commission certify the FEIR and adopt a Statement of Overriding Considerations, DTSC will then be able to use the certified FEIR to forward the Hazardous Materials Response Plan they have reviewed for approval and to allow for the site to be properly remediated.

BACKGROUND:

The project site has been developed with a variety of industrial uses since 1927 and has been occupied by such companies as Teledyne, Eden National Steel, Doheny Stone Company, Ryan Aeronautical, Douglas Aircraft Company and Archer Pipe and Supply.

Industrial operations at the site ceased in the 1990s and the previous structures were demolished in the mid 1990s.

A long history of various industrial operations on the property have left the site with soils contamination issues that will need to be addressed during site preparation and construction. As previously mentioned, City Staff has been coordinating the review of the Project and proposed remediation with DTSC, who will be the Lead Agency, and provide oversight, during all clean-up activities at the site, should the project be approved.

PROJECT ANALYSIS:

The proposed development would consist of approximately 351,200 square feet of medical/office, professional office and light industrial condominium buildings, to be developed in two phases. A Conditional Use Permit (CUP 07-00016) has been proposed to allow a series of structures exceeding 15,000 square feet and to allow the proposed uses of professional office and medical in-out patient care services in the M-2: Heavy Manufacturing District.

The applicant has also submitted a Tentative Parcel Map (DIV07-00020) proposing the subdivision of the site into three new lots and for condominium purposes to allow for the individual sale of the non-residential office suites. The proposed subdivision would consist of subdividing the existing 23.58-acre parcel into three parcels measuring 14.04 acres, 4.72 acres and 4.82 acres. The 14.04-acre lot located on the western portion of the site would comprise Phase I of the project totaling approximately 210,200 square feet of building area. The 4.72-acre and 4.82-acre lots proposed along the east side of the central roadway would comprise Phase II of the project totaling approximately 141,000 square feet of building area. The individual buildings would be further divided into suites that would be available for purchase as office condominiums.

Vehicular access to the site would be provided off of Lomita Boulevard at a new signalized entry. Vehicular access to the buildings would be provided from shared driveways. Staff has added a condition to the Parcel Map that reciprocal cross access and parking easements be established. Pedestrian access would be provided from a shared walkway system connecting to a larger internal walkway network proposed. Buildings would be separated by greenbelts, and parking would be available in adjacent parking lots. Green space would surround each building with courtyard areas created when two buildings are adjacent to one another.

The proposed business park is comprised of 11 buildings in Phase 1 and seven buildings in Phase 2 for a total of 18 Buildings. Each structure is two-stories with maximum height of 35 feet. The buildings would feature a varied street setback of more than 90 feet, 80 feet from the existing Costco secondary access road along the westerly property line, 84 feet from the easterly property line and 52 feet from the southerly property line. The setback areas would include landscaped areas, parking, and internal roadways. The medical office, professional office and industrial/R&D buildings would have similar architectural features to create a unified built environment. Architectural features would include metal canopies, aluminum storefronts with insulated glass, and painted exterior walls with brick veneer.

Both phases situate the medical uses closest to the Lomita Boulevard frontage, professional office uses along the center and the Industrial/Research and Development spaces along the

southerly property line. The professional office buildings are situated in clusters to form common courtyards and the rear Industrial/R&D buildings were designed in a linear fashion along the rear property line to avoid potential conflict with the professional office uses and the proposed roll-up doors for the more industrial operations that are likely to occupy these units.

Phase 1 is proposed on a single 14.04 acre parcel and would include three medical office buildings with approximately 66,200 square feet, seven professional office buildings with approximately 99,790 square feet and one light industrial building with approximately 44,200 square feet. The Floor Area Ratio (FAR) for Phase 1 would be 0.34. Phase 2 of the project is proposed on two 4.72 acre and 4.82 acre parcels and would include three medical office buildings with approximately 62,850 square feet, three professional office buildings with approximately 40,150 square feet, and a light industrial building with approximately 38,030 square feet. The FAR for Phase 2, on the two proposed lots comprised of 9.54 acres, would also be 0.34 for an overall project FAR of 0.34.

Parking for the Business Park is calculated at a rate of 1 space per 200 square feet (sf) of medical office, 1 space per 300 sf for professional office and 1 space per 400 sf for Industrial/R&D operations. In order to allow for flexibility of use for the buildings along the southerly property line, the applicant has provided parking at the rate of 1 space per 300 sf for these buildings. Staff notes that the Traffic Study was prepared using the professional office trip generation ratios for the entire square footage of these two rear buildings in order to accurately estimate the potential maximum trip generation. The following is a detailed summary of parking and FAR analysis:

Building	Phase 1	Phase 2	Total By Use	Parking Required	Parking Provided
Medical Office	66,182	62,838	129,020	645.10	-
Professional Office	99,790	40,158	139,948	466.49	-
Industrial/R&D*	44,211	38,265	82,476	274.92*	-
Totals	210,183	141,261	351,444	1,386.51	1,448
*If applied Industrial/R&D ratio, required parking would be 206.19, rendering an additional 68.73 stall overage.					
Area	SF	Acres	FAR	Parking Required	Parking Provided
Parcel 1	611,582	14.04	0.34	810.91	867
Parcel 2	205,603	4.72	0.31	314.19	315
Parcel 3	209,959	4.82	0.37	261.41	266
Totals	1,027,145	23.58	0.34	1,386.51	1,448

Access to the site along Lomita Boulevard will be provided via a new signalized main driveway that is located in the center of the project. The project also proposes a driveway along the eastern portion of the project and will preserve the existing driveway along the western portion of the property, otherwise known as the Costco easement, as roadway is located on the subject parcel. The western portion of the proposed Parcel 1 provides several points of access to the Costco easement allowing north and southbound movements. Staff has worked with the applicant to provide for additional future points of cross connection between the subject site and the Costco property to the south and the Sam's Club driveway

to the east. The applicant has designated a southern access point that aligns with the existing drive aisles along the eastern side of the Costco building, as well as an access point to the Sam's Club driveway just north of the boundary between proposed Parcels 2 and 3. Although the adjoining properties to the east and south are not under review at this time, Staff is recommending a condition on the proposed project that future cross access easements be designated for the adjoining properties to the east and south and that such easements should take effect at such time that those properties grant the same easements to the subject property and proposed parcels. Once implemented, multiple points of cross access allow for the potential to minimize the on-street vehicle movements through the ability for ingress/egress vehicular movements that utilize the most convenient, and likely shortest access point, granted by cross access accommodations. Such cross access and the proximity of adjoining commercial uses should also render a reduction of vehicles trips needed to leave the site during high volume lunch periods.

ENVIRONMENTAL ANALYSIS:

In December of 2007, an Initial Study (EAS07-00003) determined that the proposed project may have a potentially significant impact or potentially significant unless mitigated impact on the environment requiring additional study of several key areas. Following the preparation of the Initial Study, a Notice of Preparation (NOP) was circulated between December 24th, 2007 and January 22nd, 2008, advising responsible agencies and the community that an EIR would be prepared to address the potential impacts from the proposed project. After completing additional investigation in several areas identified as in EAS07-00003, a Draft Environmental Impact Report (DEIR) was prepared and circulated for public review between May 7th, 2009 and June 22nd, 2009. A total of ten comment letters were received from various public agencies and surrounding local jurisdictions. The Final EIR (FEIR) includes the responses and corrections based on the comment letters. The 10 commenting agencies were provided with hardcopies of the FEIR and the public was re-noticed as to the 10-day review period between February 19th, 2010 and March 1st, 2010. A total of three comments were collected during the 10-day review period and provided under Attachment #7. No comment submitted substantively changed the environmental analysis or technical information provided in the FEIR. A correction to the expected start dates of construction was noted, comments on the project use(s) itself and appropriateness for the area and a comment to the City of Los Angeles comment as to suggested modifications the intersection of Sepulveda Boulevard and Western Avenue. Suggested modifications to the intersection were provided, however, such modifications were not identified as mitigation measures to alleviate traffic impacts related to the project. Staff also notes that the area of the suggested modifications are located in the City of Los Angeles and are under the control of Caltrans. Staff will be forwarding the suggested circulation enhancement to representatives to both Caltrans and the City of Los Angeles.

One additional FEIR comment letter was submitted after the review period by the Los Angeles County Sanitation District. They noted a correction to the 290 millions gallons per day (mgd) of average flow processed by the Joint Water Pollution Control Plant, stating that the correct average flow is 282.2 mgd. Staff nor the environmental consultant take issue with this discrepancy as the project over-analyzed rather under-analyzed the project related impacts to the Wastewater section of the FEIR Utilities Section (3.6).

Additional correspondence that were received during non-public review periods of the Draft and Final EIRs have been provided under Attachment #6.

FEIR

Chapter 3 of the FEIR, focuses on the environmental analysis of the proposed project in terms of Land Use, Transportation and Parking, Air Quality, Noise, Hazardous Materials, and Utilities.

LAND USE

Land Use addresses compatibility with adjacent land uses and with the City's adopted Zoning and General Plan policies and goals. The FEIR concluded that the proposed project would not pose a significant impact with regards to Land Use, as it was in keeping with the General Plan designation and Zoning classification for the property. The FEIR did recommend, however, a Mitigation Measure (3.1.(1)) requiring the applicant to submit a "Notice of Proposed Construction or Alteration" to the Federal Aviation Administration due to the project's location under an existing flight path and proximity to the Torrance Municipal Airport. Staff notes that the applicant would need to complete this measure prior to issuance of a building permit.

TRANSPORTATION AND PARKING

The Traffic analysis of the FEIR analyzed 42 area intersections that could be potentially impacted by the proposed development. The study took into account the two phases of the project, to determine at which point in the project's development significant impacts were created. Twenty-eight of the intersections evaluated are within the City of Torrance, seven within the City of Los Angeles, one is shared with between the cities of Los Angeles and Torrance, two are within the City of Rolling Hills Estates, five are within the City of Lomita and two are shared between the cities of Lomita and Torrance. Nineteen of these intersections are under the jurisdiction of Caltrans and six under the Los Angeles County Congestion Management Program.

The study identified that Phase I of the project will generate 3,976 trips daily, of which 387 will be generated during the AM peak hour and 461 will be generated during the PM peak hour. Build-out of the project, including both Phase 1 and Phase II, will generate 664 AM peak hour, 812 PM peak hour, and 7,107 daily trips. These trips were distributed over the existing circulation system, and the project's impacts determined at 42 study locations. Based on the criteria of six different jurisdictions, the project will have a significant impact on 22 study intersections (11 in the City of Torrance, five in the City of Lomita, five in the City of Los Angeles, and one shared between the City of Torrance and the City of Los Angeles). Intersection improvements were identified for the 22 significantly impacted intersections. These mitigation measures consisted of both feasible and infeasible components. Feasible Mitigation measure components were identified at 13 study intersections, of which seven would fully mitigate the project increase.

The following table listed the 22 significantly impacted intersections, the jurisdictions(s) and the feasibility of identified Mitigation Measures. Staff notes that 24 listings are provided to represent the Mitigation Measures identified for the two shared intersections of Western Avenue/Sepulveda Boulevard and Lomita Boulevard/Crenshaw Boulevard. :

Mitigation Measure	Intersection	Municipality	Feasible	Mitigated after Feasible Mitigation
3.2(1)	Calle Mayor @ PCH	Torrance	No	No
3.2(2)	Hawthorne Blvd @ Torrance Blvd	Torrance ¹	Partially Feasible	No
3.2(3)	Hawthorne Blvd @ Carson Street	Torrance	No	No
3.2(4)	Hawthorne Blvd @ Sepulveda Blvd	Torrance ¹	Yes	Yes
3.2(5)	Hawthorne Blvd @ Lomita Blvd	Torrance ¹	Partially	No
3.2(6)	Hawthorne Blvd @ PCH	Torrance ^{1,2}	Partially	Yes
3.2(7)	Crenshaw Blvd @ Torrance Blvd	Torrance	No	No
3.2(8)	Crenshaw Blvd @ Carson Street	Torrance	No	No
3.2(9)	Crenshaw Blvd @ Sepulveda Blvd	Torrance	Partially	No
3.2(10)	Crenshaw Blvd @ Lomita Blvd	Torrance/ Lomita	No	No
3.2(11)	Crenshaw Blvd @ PCH	Torrance ^{1,2}	Partially	Yes
3.2(12)	Arlington Ave @ Sepulveda Blvd	Torrance	Yes	Yes
3.2(13)	Western Ave @ Sepulveda Blvd	Torrance/ Los Angeles	Yes	Yes
3.2(14)	Crenshaw Blvd @ Lomita Blvd	Lomita/ Torrance	No	No
3.2(15)	Pennsylvania Ave @ Lomita Blvd	Lomita	Partially	No
3.2(16)	Narbonne Ave @ Lomita Blvd	Lomita	No	No
3.2(17)	Narbonne Ave @ PCH	Lomita	No	No
3.2(18)	Eshelman Ave @ PCH	Lomita	No	No
3.2(19)	Western Ave @ Sepulveda Blvd	Los Angeles Torrance/	Yes	Yes
3.2(20)	Western Ave @ PCH	Los Angeles ^{1,2}	Partially	No
3.2(21)	Vermont Ave @ PCH	Los Angeles	No	No
3.2(22)	I-110 South @ PCH	Los Angeles ¹	Yes	Yes
3.2(23)	Figueroa St @ I-110 North	Los Angeles ¹	Yes	Yes

3.2(24)	Figueroa St @ PCH	Los Angeles ²	No	No
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- 1) Caltrans jurisdiction
- 2) Los Angeles County CMP intersection

No significant impacts were identified related to Parking as the proposed project exceeds the number of total required parking stalls required. The project has even provided sufficient parking to allow for the 82,230 square feet of R&D/Light Industrial space at the southerly end of the project to be occupied by professional office users should the demand for additional office space present itself.

AIR QUALITY

Potential Air Quality impacts, with respect to short-term construction emissions and effects related to the ongoing operation of the proposed project were also analyzed. The analysis focused on the daily emissions and pollutant concentrations. Significant impacts would be created for both daily regional and localized construction emissions. Regional construction emissions would exceed the Southern California Air Quality Management District (SCAQMD) threshold for Reactive Organic Gas (ROG) and Nitrogen Oxides (NO_x). Daily localized construction emissions would exceed SCAQMD localized significance thresholds for PM_{2.5} and PM₁₀ during Phase I of construction activity, and PM₁₀ during Phase II construction activity.

A total of 14 mitigation measures have been identified as feasible control measures that are commonly recommended by SCAQMD for construction emissions and would be required for all construction activities related to the proposed project.

With the implementation of Mitigation Measures fugitive dust emissions would be reduced by 61%, engine emissions by approximately 5%, and architectural coating emissions by at least 70%. Both Phase I and Phase II ROG emissions would be below SCAQMD thresholds. However, NO_x emissions from construction would still exceed the SCAQMD threshold by at least 34 ppd. Construction emissions would result in a significant and unavoidable impact.

The analysis also determined that daily operational emissions of the completed project would exceed the SCAQMD significance threshold for Carbon Monoxide (CO), ROG and NO_x. An analysis of worst case sidewalk locations at ten study intersections determined that localized CO concentrations would not exceed the State one-hour and eight-hour standards and would result in a less than significant impact. No mitigation measures were identified for the operational impacts related to the project as the majority of operational emissions would result from vehicle-trips related to the project. Mobile sources emissions cannot be substantially reduced through mitigation as the Applicant cannot reasonably impose mitigation measures on private vehicles. As such, regional operational emissions would result in a significant and unavoidable air quality impact.

The project would also cause a significant and unavoidable concurrent construction and operational ROG and NO_x air quality impact should the occupancy of Phase I commence prior to the completion of Phase II. As the proposed project would result in a significant ROG and NO_x impact during operations, it would result in a regional cumulative operations impact given the South Coast Air Basin (exhibit FEIR 3.3.-12) is in nonattainment for ozone (O₃) and the proposed project would exceed the regional daily emissions threshold for an ozone precursor, NO_x.

The proposed project, however, would comply with the Air Quality Management Plan (AQMP) Consistency Criterion No. 1 and No. 2 and would thereby be considered consistent with the AQMP. The cumulative impacts related to global warming were also determined to be less than significant as the carbon dioxide (CO₂) emissions represents 0.0000291% of statewide emissions.

NOISE AND VIBRATION

Noise and Vibration impacts were analyzed by assessing the existing noise and vibration conditions at the project site and its vicinity, short-term construction noise and vibration impacts and long term operational noise and vibration impacts associated with the proposed project. The analysis determined that construction activity would result in a less than significant noise impact. However, mitigation measures were recommended due to the proximity of the Bread of Life Church campus to the project site.

With implementation of Mitigation Measure 3.4(1) through 3.4(4), construction noise levels at the Bread of Life Church would be reduced by at least 8 dBA during construction activity. Staff also notes that construction activity would be required to comply with the Torrance Noise Ordinance and Construction hour requirements. Therefore, construction noise would result in a less-than-significant impact.

The analysis also determined that operational phase noise impacts related to project related traffic, mechanical equipment operations and parking activity would be less than significant and no mitigation measures were required.

Construction phase vibration levels would result in less than significant impact as the use of heavy equipment required for the site construction activities would not exceed a potential building damage threshold of 0.5 inches per second peak particle velocity (PPV). Operational phase ground-borne vibration in the project would be generated by vehicular traffic on local roadways. Similar to existing conditions, however, traffic-related vibration levels would not be perceptible by sensitive receptors, and would be less than significant requiring no mitigation measures.

HAZARDS AND HAZARDOUS MATERIALS

The Hazards and Hazardous Materials section identified the potential for the proposed project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions within the project area or surroundings, or new hazards created as a result of the proposed project. The subject property has been a site of much investigation over the last 20 years. These investigations were overseen by the Environmental Protection Agency, the Torrance Fire Department (TFD), County of Los Angeles and since 2006, the Department of Toxic Substances Control (DTSC). The results of the investigations indicate:

- The primary chemicals with apparently elevated concentrations at the project site are volatile organic compounds (VOCs), specifically trichloroethene (TCE) and tetrachloroethylene (PCE), and total petroleum hydrocarbons as diesel (TPHd).
- VOCs have impacted soil vapor in selected areas of the project site and TPHd-impacted soil is present in an area referred to as the Diesel-Impacted Soil area. Poly nuclear aromatic (PNA) hydrocarbons were found in soil in a small localized area.

- Although concentrations of TCE and PCE have been detected in groundwater, these concentrations may be from an off-site source to the south of the project site.
- The proposed remediation as presented in the response plan includes the implementation of soil vapor extraction (SVE) and excavation in areas with elevated chemical concentrations in soil and soil gas. Groundwater remediation will include in situ chemical oxidation as well as the inclusion of vapor barriers under all of the proposed buildings underlain by impacted groundwater.

Without proper mitigation, hazardous materials currently located on the site have the capacity to cause harm or health risks to people during normal or accidental exposure. Mitigation measures required during construction and development of the proposed project would comply with guidelines set by the City of Torrance Fire Department and the DTSC. Remediation requirements, included as part of the project would assure that any potential impacts are reduced to a level of less than significant. The potential environmental impacts that may result from the release of chemicals at the project site are being overseen by DTSC who is the lead and sole agency for these issues. As such, all mitigation requirements imposed by DTSC will be implemented by the applicant to the agreed upon standards or such other standards as imposed by DTSC and result in a level of risk that is less than significant.

The mitigation measures outlined in the response plan would include operation of a vapor extraction system, removal of contaminated soil, and groundwater treatment by in situ injection of a chemical oxidation agent. Implementation of the mitigation measures would reduce the risks associated with exposure to, and the use of, hazardous materials during construction and operation of the proposed project. Precautionary measures due to its proximity to the ConocoPhillips Tank Farm, immediately north of Lomita Boulevard, and the Torrance Municipal Airport, to the south of Skypark Drive, have also been included. Although the risk for a potential explosion at the Tank Farm is low, the applicant would need to prepare an emergency response plan for the evacuation of workers at the project site in case of such an emergency. The applicant would also need to obtain a "No Hazard Determination" from the Federal Aviation Administration (FAA) prior to construction. Therefore, the proposed project would result in less than significant impacts to Hazards and Hazardous Materials with mitigation.

UTILITIES

Utilities, such as Water, Waste Water and Storm Drain facilities and infrastructure were analyzed for existing and proposed capacity. Water consumption levels for the proposed project were studied for both construction and operation. Consumption during construction would be limited to fugitive dust control measures. As the use would be limited and would not require additional water facilities, construction of the proposed project would be considered less than significant impact and would not require mitigation.

The project would include the construction of a water piping system within the project area that would consist of primarily 8-inch pipes. The project would connect to the existing 8-inch water supply line along Lomita Boulevard that was used for previous developments on the property. Additional water infrastructure would not need to be built to accommodate the project and impacts on water services would be less than significant and would not require mitigation.

As the site is currently vacant, the proposed development would result in an increase in demand for operational uses, including landscape irrigation, maintenance, and other activities on the site. Phases I and II of the proposed project are estimated to demand approximately 30,765 gallons and 24,790 gallons of water per day respectively, with a total demand of 55,555 gallons per day or 62 acre-feet per year (AFY) at build-out.

A Water Supply Assessment (WSA) was prepared for the project to fulfill requirements of Senate Bill (SB) 610, which requires a water source to be identified for a proposed project in the event that the project would employ more than 1,000 people or be over 250,000 square feet in size. The Rockefeller Group Professional Center project falls within both criteria and would be less than 0.2 percent of the total water demands of the Torrance Municipal Water District. The WSA concluded that current and projected water demand and supply for the City of Torrance through 2030 showed a supply surplus demonstrating sufficient supply for the City and the proposed project over a 20-year planning period (2010 through 2030).

There is currently no existing wastewater service provided to the project site and there would be no additional wastewater service necessary during construction because there would be no additional facilities to serve. Waste from these portable toilets would be collected and disposed of at an off-site location. As a result, there would be no significant impacts to the sewer system during proposed project construction.

The estimated average wastewater flow during the operation of the proposed project is estimated to be 42,013 gallons per day (gpd) for Phase I and 28,252 gallons per day for Phase II, resulting in a total of 70,265 gpd (or 0.11 cubic feet per second(cfs)). During peak wastewater flows the project would result in up to approximately 229,380 gpd or 0.35 cfs (Appendix G). Both the existing wastewater infrastructure and the existing wastewater treatment facilities would have adequate capacity to accept average and peak flow increases of wastewater produced by the proposed project.

The project would include the construction of a new sanitary sewer system within the project area consisting of 6-inch and 8-inch sewer lines. The sewer lines would discharge into a 15-inch sewer line that discharges into the Districts' existing 15-inch Lomita Extension Sewer located under Lomita Boulevard. Because the existing system has sufficient capacity to handle the proposed project, it is anticipated that the project would result in a less than significant impact to wastewater infrastructure and no mitigation measures are required.

The analysis also included several recommended water demand and wastewater generation measures to further reduce the already less than significant impacts. These measures include the use of drought-tolerant landscaping, 'Smart' irrigation controllers and practices, use of pervious paving material where appropriate and efficient plumbing fixtures and fittings.

The proposed project would result in an increase in quantity of storm water due to the introduction of impervious surfaces, such as parking lots, sidewalks and buildings, to a site that has been unpaved. Mitigation measures have been recommended to reduce adverse effects to both quantity and quality of storm water on the site to less than significant after mitigation.

The proposed project would include construction of a new storm drainage network on the site involving the replacement of an existing 30-inch storm drain located beneath the southern

edge of the project site with a new 24-inch reinforced concrete pipe (RCP) in Phase I and in Phase II, the existing 36-inch RCP would be relocated from the center of the project site closer to the eastern property line.

It is estimated that a 50-year storm would generate 29 cfs and 20 cfs of storm water in Phases I and II of the project respectively. The allowable discharge from the project site would be 17.7 cfs in Phase I and 11.2 cfs in Phase II. Therefore, detention would be required for 11.3 cfs of storm water in Phase I and 8.8 cfs in Phase II.

To treat initial runoff prior to discharging to storm drain system, and to limit runoff from the project site, an underground storage system would be provided for approximately 35,900 cubic feet in Phase I and approximately 23,000 cubic feet in Phase II. The underground storage would be sized to store and treat the first $\frac{3}{4}$ " of runoff. The runoff would be stored and slowly released to allow pollutants to settle in the separation chambers. In order to accommodate overflow, surface ponding areas would be provided as apart of the proposed project.

Construction of the new storm drainage network would not require alteration of the existing storm drain under Costco property or any other off-site drainage facilities. The inlet along Lomita Boulevard would be preserved at its current location.

PROJECT ALTERNATIVES

A discussion of reasonable alternatives is provided as required by CEQA. Reasonable alternatives to the proposed project "feasibly attain most of the basic objectives of the project", while avoiding or substantially avoiding significant adverse impacts of a proposed project. Several primary objectives of the project are provided in Section 4.1 of the FEIR. Specifically, the proposed project allows for the site to be remediated allowing for a productive reuse and creation of a first class business park to be developed on currently vacant land. The project would also serve as both a short term employment engine, for the various on and off-site construction items, and long term jobs in industrial, professional and medical industries.

The FEIR identifies several project alternatives including a No Project Alternative, Reduced Intensity Alternative, Industrial Alternative, Commercial Alternative, Office/Industrial Alternative without Medical Office, Medical office Alternative, project on Phase I site and industrial uses on Phase II site Alternative, and Alternative Location in Torrance.

Although the "No Project Alternative" would eliminate all significant adverse impacts related to Transportation and Air Quality, the site would not be remediated and not a single project objective would be achieved. Staff also notes that this option does not prevent the potential for a future development proposal on the property as the "No Project Alternative" does not alter the Zone and General Plan designations.

The "Reduced Intensity Alternative" would reduce the overall square footage by 10%. This would reduce the daily trips generated by approximately 700 and one less intersection would be impacted. Air Quality Impacts would still remain significant and unavoidable.

The "Industrial Alternative" would eliminate any inclusion of medical and professional offices but would increase the FAR to 0.45 (totaling 462,600 square feet) as less parking would be

required and more area would be available for buildings. This alternative would reduce daily vehicle trips by approximately 3,900 and would result in six fewer significantly impacted intersections. Although operational air quality impacts would be less than significant, construction air quality emissions and concentrations would remain significantly impacted. The 'Industrial Alternative' would not meet the employment objectives and reduce the potential for available medical space in close proximity to a regional medical center.

"Office/Industrial without Medical Office" and "Phase I of the project with Industrial Uses on Phase II" alternatives were also analyzed. These projects would reduce daily trips by 3,240 and 2,147 respectively, and would significantly impact three and two respectively, fewer intersections. Operational Air Quality impacts would no longer be significantly impacted for the "Office/Industrial" Alternative. These alternatives also eliminate or limit the potential for medical space as well as limit the economical viability of the project given the medical area, generally a more valuable asset, is reduced. Potentially complicating the ability to secure financing to commence and complete the project without or with reduced medical office areas.

Both the "Commercial Alternative" and "Medical Alternative" would increase the level of daily trips by 6,130 and 5,583 respectively, and would impact one and three more respectively, significantly impacted intersections. Both alternatives would also experience intensified Air Quality impacts and create a significant impact with regards to Noise. Both alternatives would generally meet the objectives of the project only after resulting in a greater environmental impact than the proposed project.

Alternative Locations for the Proposed Project within Torrance were explored. As there does not exist an industrially zoned/designated area comparable to the proposed project and presently available, this alternative is not feasible.

SUMMARY

The subject proposal is in conformance with both the Light Industrial Zoning and General Plan Designations for the property and the area. The development also proposes a FAR of 0.34, nearly half the allowable for the site which is set at a Maximum of 0.60 by the General Plan designation. Although the development does create significant adverse impacts with regards to Transportation and Air Quality, the use is compatible to the surrounding uses and has been designed to maximize vehicular and pedestrian connectivity with surrounding commercial uses. In addition to minimizing the need for multiple on-street movements once at the site, the project provides excess parking, allows for the revitalization of a property that has been vacant for more than a decade, allows for small and medium sized business ownership abilities and will create an attractive business park that will offer specialized and technical workforce opportunities. The proposed streetscape and modern designed structures would assist in maintaining a diversified base of uses while implementing sustainable design elements and new and efficient structures. Although the applicants have noted that LEED certification would not be pursued on this project, the design does incorporate several sustainable design features into the site and buildings proposed. Examples include shallow floorplates and high-glazing factors on the buildings that will maximize natural lighting and "connection" to outdoors and hermetically sealed, dual-pane, insulated glazing providing insulation and reduced noise. The project also has been

conditioned to incorporate low flow water fixtures and "Smart" irrigation systems to reduce water consumption. Recycled content materials will also be used in the construction materials, such as steel, and interior finishes such as carpet and flooring.

The Rockefeller Group Professional Center will provide additional services to the community and will upgrade the Lomita Boulevard frontage in aesthetics, public improvements and landscaping by continuing the modernization of the streetscape and façade appeal in the City's southeast Industrial Sector. The project will also resolve long standing environmental issues with the site. Lastly, the project would create both a short and long term economic engine for the South Bay region. In addition to temporary construction jobs, the FEIR projects an estimated 1,300 permanent jobs will be added to the area once fully completed. For these reasons, staff recommends approval of the request as conditioned.

The applicant is advised that Code requirements have been included as an attachment to the staff report, and are not subject to modification by the Planning Commission.

PROJECT RECOMMENDATION: Approval.

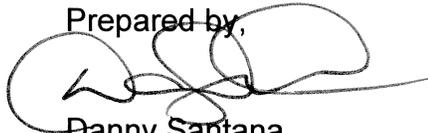
FINDINGS OF FACT TO SUPPORT APPROVAL OF STATEMENT OF OVERRIDING CONSIDERATIONS, CONDITIONAL USE PERMIT AND DIVISION OF LOT:

Findings of fact are set forth in the attached resolutions.

RECOMMENDED CONDITIONS, IF APPLICATION IS APPROVED:

Recommended conditions are set forth in the attached resolutions.

Prepared by,



Danny Santana
Senior Planning Associate

Respectfully submitted,



Gregg D. Lodan, AICP
Planning Manager

Attachments:

1. Land Use Entitlement Resolutions
2. FEIR Certification Resolution with Exhibits A, B & C
3. Location and Zoning Map
4. Feasible Mitigation Measures
5. Code Requirements
6. Correspondence
7. Final EIR 10-day Review Period Comments
8. Final EIR (Limited Distribution)
9. Site Plan, Floor Plan & Elevations (Limited Distribution)

PLANNING COMMISSION RESOLUTION NO. 10-018

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF TORRANCE, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT AS PROVIDED FOR IN DIVISION 9, CHAPTER 5, ARTICLE 1 OF THE TORRANCE MUNICIPAL CODE TO ALLOW A SERIES OF STRUCTURES EXCEEDING 15,000 SQUARE FEET AND TO ALLOW THE PROPOSED USES OF PROFESSIONAL OFFICE AND MEDICAL IN-OUT PATIENT CARE SERVICES ON PROPERTY LOCATED IN THE M-2 ZONE AT 2740 LOMITA BOULEVARD.

CUP07-00016: ROCK-LOMITA LLC

WHEREAS, the environmental impacts of the construction of medical, professional and R&D/light industrial business park were analyzed in a Final Environmental Impact Report (FEIR) State Clearinghouse Number 2007121119; and

WHEREAS, the Planning Commission of the City of Torrance held a duly noticed public hearing on March 17, 2010 to consider the environmental issues related to the project and receive and consider public testimony; and

WHEREAS, the Planning Commission of the City of Torrance at its meeting of March 17, 2010 certified the FEIR, adopted findings of fact and adopted a State of Overriding Considerations; and

WHEREAS, the Planning Commission of the City of Torrance finds that the project will not individually or cumulatively have an adverse effect on fish and wildlife resources and their habitats, as defined in Section 711.2 of the California Fish and Game Code, and therefore, such environmental effect is de minimis; and

WHEREAS, the Planning Commission of the City of Torrance conducted a public hearing on March 17, 2010, to consider an application for a Conditional Use Permit filed by Rock-Lomita LLC to allow a series of structures exceeding 15,000 square feet and to allow the proposed uses of professional office and medical in-out patient care services on property located in the M-2 Zone at 2740 Lomita Boulevard; and

WHEREAS, due and legal publication of notice was given to owners of property in the vicinity thereof and due and legal hearings have been held, all in accordance with the provisions of Division 9, Chapter 5, Article 1 of the Torrance Municipal Code; and

WHEREAS, the Planning Commission of the City of Torrance does hereby find and determine as follows:

- a) That the property under consideration is located at 2740 Lomita Boulevard;
- b) That the property is described as Assessor Parcel Number 7277-009-017;
- c) That the proposed medical, professional and R&D/light industrial business park is conditionally permitted in the M-2 Zone, and complies with all of the applicable provisions of this Division;
- d) That the proposed uses will not impair the integrity and character of the M-2 Zone because the medical, professional and R&D/light industrial business park, as conditioned,

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is consistent with the Light Industrial Designation and will provide services and potential employment opportunities for the South Bay region;

- e) That the subject site is physically suitable for the business park, as conditioned, because the proposed development is in conformance with the zoning classification, general plan designation, all development standards and has provided parking spaces in excess of the minimum required;
- f) That the proposed medical, professional and R&D/light industrial business park, as conditioned, will be compatible with existing and proposed future land uses within the M-2 Zone and the general area in which the proposed project is to be located because the project is located in an area developed with a mixture of industrial, professional office and commercial, including medical and retail, uses;
- g) That the business park, as conditioned, will encourage and be consistent with the orderly development of the City as provided for in the General Plan because the development meets all development standards, exceeds the parking requirements and provides ample landscape setbacks and future off-street cross connection points with surrounding properties and uses;
- h) That the proposed business park, as conditioned, will not discourage the appropriate existing or planned future use of surrounding property because the project furthers the goals of the General Plan, complies with applicable development standards in terms of parking and setbacks, as conditioned, and is compatible with both the surrounding properties in the area and recent business park developments within the City;
- i) That the proposed business park was properly analyzed and that the project's infrastructure requirements adequately provide water, sanitation, and public utilities and services to the project, as identified in the FEIR, and that the proposed business park, as conditioned, is not detrimental to public health and safety;
- j) That there will be adequate provisions for public access to serve the proposed business park, as conditioned, because the project will allow for proper pedestrian and vehicular access from public right-of-ways and provide for multiple future off-street cross connection points to adjoining properties;
- k) That the location, size, design, and operating characteristics of the business park, as conditioned, would not be detrimental to the public interest, health, safety, convenience or welfare, or to the property of persons located in the area because the proposed project, as conditioned, complies with all development standards, is consistent with the General Plan designation and represents a significant improvement to the surrounding properties;
- l) That the proposed Business Park, as conditioned and identified in the FEIR, will not produce any or all of the following results:
 - 1. Damage or nuisance from noise, smoke, odor, dust or vibration,
 - 2. Hazard from explosion, contamination or fire,
 - 3. Hazard occasioned by unusual volume or character of traffic or the congregating of large numbers of people or vehicles.

WHEREAS, the Planning Commission at its meeting of March 17, 2010 considered CUP07-00016 filed by Rock-Lomita LLC to allow a series of structures exceeding 15,000 square feet and to allow the proposed uses of professional office and medical in-out patient

care services on property located in the M-2 Zone at 2740 Lomita Boulevard and approved by the following role call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

NOW, THEREFORE, BE IT RESOLVED that CUP07-00016 filed by Rock-Lomita LLC to allow a series of structures exceeding 15,000 square feet and to allow the proposed uses of professional office and medical in-out patient care services on property located in the M-2 Zone at 2740 Lomita Boulevard on file in the Community Development Department of the City of Torrance, is hereby approved subject to the following conditions:

1. That the use of the subject property as Medical, Professional and R&D/Light Industrial Business Park shall be subject to all conditions imposed in Conditional Use Permit CUP07-00016 and any amendments thereto or modifications thereof as may be approved from time to time pursuant to Section 92.28.1 et seq. of the Torrance Municipal Code on file in the office of the Community Development Director of the City of Torrance; and further, that the said use shall be established or constructed and shall be maintained in conformance with such maps, plans, specifications, drawings, applications or other documents presented by the applicant to the Community Development Department and upon which the Planning Commission relied in granting approval;
2. That if this Conditional Use Permit CUP07-00016 is not used within one year after granting of the permit, it shall expire and become null and void unless extended by the Community Development Director for an additional period as provided for in Section 92.27.1;
3. That within 30 days of the final public hearing, the applicant shall remove the City's "Public Notice" signs (provided there is no appeal) to the satisfaction of the Community Development Director; (Development Review)
4. The applicant shall agree to defend, indemnify, and hold harmless the City of Torrance (the "City"), its agents, officers and employees from any claim, action or proceeding to attack, set aside, void, or annul the approval of this Conditional Use Permit. The City shall have sole discretion in selecting its defense counsel. The City shall promptly notify the applicant of any claim, action or proceeding and shall cooperate fully in the defense; (City Attorney).
5. That the applicant shall complete the Mitigation Monitoring Plan and all Mitigation Measures noted in the Final Environmental Impact Report and listed in the Mitigation Measure List; (Development Review)
6. That a copy of the Covenants, Conditions and Restrictions shall be submitted to the Community Development Director for approval by the City Attorney prior to the issuance

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of building permits to ensure that all conditions required by the Planning Commission to be included in the CC&R's are in fact properly included in the document and a copy of the document shall be submitted to the Community Development Department for placement in the permanent file; (Development Review)

7. That the Covenants, Conditions and Restrictions shall make a provision for a tie breaker in the event of a disagreement between the owners of the condominiums; (Development Review)
8. That the Covenants, Conditions and Restrictions shall contain a provision that requires medical operations be limited to outpatient care, pharmacy, records storage and support of these uses, while strictly prohibiting urgent care operations between the hours of 10:00 pm and 7:00 am, emergency room and overnight care services; (Development Review)
9. That the Covenants, Conditions and Restrictions shall contain a provision that prohibits the use of any building or site for youth oriented instruction, such as but not limited too, Tutoring, Kumon, Test Preparatory, Day-care/Pre-school, K-12 instruction, grammar/preparatory, and recreation operations, such as but not limited too, martial arts, dance or athletic/training gyms; (Development Review)
10. That the applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) and prior to construction the applicant shall submit proof of a "No Hazard Determination" to the satisfaction of the Community Development Director; (Development Review)
11. That the maximum height of the structure at the highest point of the roof shall not exceed a height of 40 feet, including roof equipment screening to the satisfaction of the Community Development Director; (Development Review)
12. That exterior color and material samples shall be submitted to the Community Development Department for approval prior to the issuance of any building permits; (Development Review)
13. That a detail (materials, height and placement) of the perimeter walls and gates shall be provided to the Community Development Department for approval prior to the issuance of building permits to assure that there is one cohesive design and finishing/treatment, with a specific prohibition of chain link and barbed wire except during permitted construction activities or between subphases of construction, to the satisfaction of the Community Development Director; (Development Review)
14. That a landscape plan demonstrating compliance with AB1881 upon project completion, shall be submitted to the Community Development Department for approval prior to the issuance of any building permits and shall be implemented prior to occupancy. The plan shall utilize drought resistant/xeriscape plant materials, and shall provide state-of-the-art water saving irrigation system and/or drip irrigation for larger shrubs and trees; (Development Review)
15. That the landscape irrigation system used shall be a "Smart" irrigation system in compliance AB1881, to the satisfaction of the Community Development Director; See comments under #13. (Development Review/Green Team)

16. That in the event the applicant elects to construct the project in subphases of one building or more, applicant shall submit for each such subphase a detail showing the on-site infrastructure components of each subphase for approval prior to the issuance of building permits to assure that there is one cohesive design, to the satisfaction of the Community Development Director; (Development Review)
17. That the applicant shall show the location of all electrical/mechanical equipment located on the property and the method of screening to the satisfaction of the Community Development Director. Equipment shall not be located within the front setback areas; (Development Review)
18. That mechanical/electrical equipment located on the ground or roof shall be screened from view with architecturally compatible materials to the satisfaction of the Community Development Director; (Development Review)
19. That a lighting plan shall be submitted for approval by the Community Development Department prior to the issuance of building permits to demonstrate how no lighting will spill onto adjoining properties or right-of-ways; (Development Review)
20. That all interior fixtures and fittings provide a minimum 20% reduction of potable water consumption beyond what is required by the applicable California Plumbing Code; (Development Review/Green Team)
21. That a minimum of one bike rack shall be provided for every 10,000 square feet of building area and such racks shall be evenly spread throughout the project site and located in common courtyards or in front of individual buildings to the satisfaction of the Community Development Director; (Development Review/Green Team)
22. That 2% of the total parking required shall be marked for carpool, low-emitting or fuel-efficient vehicles as defined by the California Air Resources Board and shall be provided as vehicle parking spaces in stalls closest to main building entrances, with exception of required handicap parking stalls, to the satisfaction of the Community Development Director; (Development Review/Green Team)
23. That the driveways and pedestrian walkways shall include sections of decorative/stamped concrete or other materials and that a detail of the driveways and pedestrian walkways shall be submitted to the Community Development Department for approval prior to the issuance of building permits; (Development Review)
24. That the applicant shall use a combination of methods to ensure the site improvements allow for more than 40% of the parking spaces will be shaded by tree canopies (within five years of occupancy), use paving materials with Solar Reflectance Index (SRI)² of at least 29 or use an open grid pavement system; (Development Review/Green Team)
25. That the applicant shall provide at least 75% of all roof surfaces with a minimum Solar Reflective Index (SRI)³ of at least 78 so as to reduce potential for unnecessary building heat absorption; (Development Review/Green Team)
26. That there shall be no paid parking restrictions without the prior approval of the Planning Commission; (Development Review)

27. That reciprocal cross access and parking easements be granted between the subdivided properties to the satisfaction of the Community Development Director; (Development Review)
28. That all roof equipment screening, including elevator penthouses, shall be incorporated into the design of the structure to the satisfaction of the Community Development Department; (Development Review)
29. That there shall be no pay phones, vending machines or news racks provided outside the buildings; (Development Review)
30. That all trash enclosures shall be provided with a decorative trellis cover with a solid underlayment, to avoid the intrusion of rain water, and feature solid roll-up doors to the satisfaction of the Community Development Director; (Development Review)
31. That trash enclosures shall be of an appropriate size to accommodate additional bins within the trash enclosure for the storage and pick-up of recyclable materials to the satisfaction of the Community Development Director; (Environmental/Green Team)
32. That a noise study shall demonstrate compliance with the Torrance Noise Ordinance and shall be submitted to the Environmental Division for approval prior to the issuance of any building permits. The study shall account for the finished building materials/uses, noise from Lomita Boulevard, noise and vibration from the elevators and any other relevant noise sources; (Environmental)
33. That all signs shall be approved by the Environmental Division, with appeal rights to the Torrance Environmental Quality and Energy Conservation Commission; (Environmental)
34. That no pole signs shall be permitted on the site; (Development Review/Environmental)
35. That the applicant shall provide a permanent architecturally compatible design element from which for sale signs can be displayed and that no individual for sale signs shall be permitted; (Environmental)
36. That the applicant shall provide a plan that details the height, design and illumination of lights on the exterior of the main level; (Environmental/Development Review)
37. That the applicant shall strategically locate any exterior designated smoking areas away from main entries to the satisfaction of the Community Development Director; (Development Review/Green Team)
38. That the applicant shall provide four foot address numerals on the roof of the building in a contrasting color; (Environmental)
39. That the applicant shall submit both a closure letter and a copy of an approved Human Health Risk Assessment from the Department of Toxic Substance Control to the satisfaction of the Torrance Fire Marshall; (Fire Prevention)
40. That prior to the issuance of the first certificate of occupancy for the project, the developer shall design and construct the proposed traffic signal, on Lomita at the project entrance, with the most recent MUTCD California Edition standards. The traffic signal timing and synchro evaluation must be conducted as part of the signal design. The traffic signal must

be designed with video-detection and interconnected (hardwire or wireless) to the City's traffic signals interconnect system (ITS system); (Transportation Planning)

41. That the proposed traffic signal on Lomita at the project entrance, as described in the traffic study, shall be constructed by the applicant prior to the issuance of the first certificate of occupancy for the project. The applicant shall enter into agreement with the City of Torrance to entirely fund the design, construction, materials, installation, on-going operation (i.e., electrical bills, maintenance, upgrades, etc.) of the traffic signal; (Transportation Planning)
42. That the applicant obtain a copy of and comply with the City's TDM (Transportation Demand Management) Ordinance; (Transportation Planning)
43. That the applicant shall provide a site plan demonstrating future pedestrian connectivity via sidewalks, walkways, signs, and striping throughout the entire campus, and shall demonstrate the location of potential future connections to the west and east roadways, and adjoining property to the south, should access be granted to the subject site from such sites in the future; (Transportation Planning)
44. That the applicant shall provide a pedestrian pathway along one-side of the main drive aisle that extends from the northern property line of the Project as such main drive aisle is constructed and ultimately to the southern property line (provided access is granted from the property owner to the south) to the satisfaction of the Community Development Director; (Transportation Planning)
45. That the applicant shall provide, and have recorded, future cross-access easement(s) for the property(ies) to the west, east and south, for the drive aisles and shall be implemented at such time as similar cross-access easements are recorded for individual properties to the west, east, and south, to the satisfaction of the Community Development Director; (Transportation Planning)
46. That the applicant shall provide bikeway improvements on Lomita Blvd fronting their property to the satisfaction of the Community Development Director; (Transportation Planning)
47. That the applicant shall submit a signing and striping plan for the entire site that includes NSAT (no stopping anytime) signs on the main drive aisle to the satisfaction of the Community Development Director; (Transportation Planning)
48. That the Community Development Department shall apply the Transportation Mitigation Measure Fees submitted by the Developer to the feasible improvement of an intersection(s) identified as significantly impacted by the Development to the satisfaction of the Community Development and Public Works Directors; (Transportation Planning)
49. That the applicant upgrade the existing overhead-serviced street light poles to underground-serviced marbelite street light poles along the property frontage on Lomita Boulevard; (Transportation Planning)
50. That the applicant shall grant an easement an area that is equivalent in width to the project driveway at the proposed traffic signal by a minimum of 20 feet to accommodate

the proposed traffic signal equipment and appurtenances to the satisfaction of the Community Development Director; (Transportation Planning)

51. That no water services shall connect to the 16-inch main in Lomita Boulevard; (Engineering)
52. That the applicant shall design and construct a private storm drain system to public standards to serve the new project. Storm drain plans to include proposed realignment of 36-inch storm drain line and an as-built of the existing 36-inch storm drain thru Costco's site to the LA County mainline in Skypark Drive. Storm drain plan to be submitted to and approved by the Community Development Dept, Engineering Division prior to issuance of building permits; (Engineering)
53. That proposed driveway on Lomita Boulevard shall be constructed to commercial radius type with depressed back of walk and wheelchair ramps, of which the minimum width shall be 30 feet wide and minimum radius shall be 20 feet; (Engineering)
54. That the existing handrail along back of sidewalk along project frontage on Lomita Blvd shall be removed if no longer required; (Engineering)
55. That a private main line sewer shall be designed and constructed to public standards to serve the new project. Sewer plans to be submitted to and approved by the Community Development Department, Engineering Division prior to issuance of building permit. Note that a permit will be required from the LA County Sanitation Districts for new connections; (Engineering)
56. That a Hydrology study shall be submitted to and approved by the Community Development Dept, Engineering Division prior to the approval of the grading plan. On-site private storm water detention shall be designed and constructed per recommendations of the approved study; (Engineering)
57. That Lomita Boulevard shall be resurfaced from curb to the centerline along property frontage if there is significant trenching or damage from construction activities as per the judgment and to the satisfaction of the Community Development Director; (Engineering) Recommend contacting Ted Symons 310-618-5898 regarding this matter for him to provide a description as to how this condition is applied and to what extent.
58. That all Parcels shall to be served with master water meter and that all onsite mains shall be private built to public standards; (Engineering)
59. That an easement shall be provided over parcel 2 to benefit parcel 3 for the location of water meter, backflow protection; (Engineering)

Interior Build-Out by Individual Tenant/User Conditions:

60. That the sales/leasing agency for the individual tenant spaces/units/buildings shall provide information to prospective tenants/occupants/buyers as to sustainable design elements incorporated into the business park's design and construction and the expectation that individual tenant improvements be designed, constructed and maintained in a sustainable manner; (Development Review/Green Team)

61. That all interior tenant improvements shall include light sensors to account for natural light and allow for automatic shut-off during off-peak and non-operating hours; (Development Review/Green Team)
62. That all professional office electrical products shall meet minimum Energy Star program ratings as established by the joint United States Department of Energy and the Environmental Protection Agency; (Development Review/Green Team)
63. That interior tenant improvements shall use Low or No VOC sealants, paints, carpets/flooring and wall finishes; (Development Review/Green Team)
64. That all heating, cooling and ventilation equipment vents and ducts shall be properly shielded during all tenant improvements so as to maintain maximum efficiency of a building's operating system; (Development Review/Green Team)
65. That all interior fixtures and fittings provide a minimum 20% reduction of potable water consumption beyond what is required by the applicable California Plumbing Code; (Development Review/Green Team)

Introduced, approved and adopted this 17th day of March 2010.

Chairman, Torrance Planning Commission

ATTEST:

Secretary, Torrance Planning Commission

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF TORRANCE)

I, GREGG LODAN, Secretary to the Planning Commission of the City of Torrance, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the Planning Commission of the City of Torrance at a regular meeting of said Commission held on the 17th day of March 2010, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

Secretary, Torrance Planning Commission

PLANNING COMMISSION RESOLUTION NO. 10-019

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF TORRANCE, CALIFORNIA, APPROVING A DIVISION OF LOT AS PROVIDED FOR IN DIVISION 9, CHAPTER 2, ARTICLE 29 OF THE TORRANCE MUNICIPAL CODE ALLOWING THE SUBDIVISION OF ONE EXISTING PARCEL INTO THREE PARCELS AND FOR CONDOMINIUM PURPOSES ON PROPERTY LOCATED IN THE M-2 ZONE AT 2740 LOMITA BOULEVARD.

DIV07-00020: ROCK-LOMITA LLC

WHEREAS, the environmental impacts of the construction of medical, professional and R&D/light industrial business park were analyzed in a Final Environmental Impact Report (FEIR) State Clearinghouse Number 2007121119; and

WHEREAS, the Planning Commission of the City of Torrance held a duly noticed public hearing on March 17, 2010 to consider the environmental issues related to the project and receive and consider public testimony; and

WHEREAS, the Planning Commission of the City of Torrance at its meeting of March 17, 2010 certified the FEIR, adopted findings of fact and adopted a State of Overriding Considerations; and

WHEREAS, the Planning Commission of the City of Torrance finds that the project will not individually or cumulatively have an adverse effect on fish and wildlife resources and their habitats, as defined in Section 711.2 of the California Fish and Game Code, and therefore, such environmental effect is de minimis; and

WHEREAS, the Planning Commission at its meeting of March 17, 2010, considered DIV07-00020 filed by Rock-Lomita LLC to subdivide one existing parcel into three parcels and for condominium purposes; and

WHEREAS, the above described conforms to the Land Use Element of the General Plan of the City of Torrance; and

WHEREAS, due and legal publication of notice was given to owners of property within a 500 foot radius and due and legal hearings have been held, all in accordance with the provisions of Division 9, Chapter 6, Article 2 of the Torrance Municipal Code; and

WHEREAS, the Planning Commission of the City of Torrance does hereby find and determine as follows:

- a) That the property under consideration is located at 2740 Lomita Boulevard;
- b) That the property is described as Assessor Parcel Number 7277-009-017;
- c) That the proposed medical, professional and R&D/light industrial business park is conditionally permitted in the M-2 Zone, and complies with all of the applicable provisions of this Division so as to conform to the zoning of the subject property;
- d) The subdivision into three parcels and for condominium purposes will not interfere with the orderly development of the City as the proposal will be compatible with the existing

pattern of development for the area, as conditioned, as all proposed parcels are provided with appropriate access and stand alone in terms of parking requirements;

- e) That the subdivision into three parcels and for condominium purposes, together with the provisions for its design and improvement, is consistent with the City's General Plan designation of Light Industrial as it complies with all development standards, Floor Area Ratio requirements and incorporates uses appropriate for the M-2 Zone and Light Industrial designation; and

WHEREAS, the Planning Commission by the following roll call vote APPROVED DIV07-00020, subject to conditions:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

NOW, THEREFORE, BE IT RESOLVED that DIV07-00020 filed by Rock-Lomita LLC to subdivide one existing parcel into three parcels and for condominium purposes on file in the Community Development Department of the City of Torrance, is hereby APPROVED subject to the following conditions:

1. That the use of the subject property for a Medical, Professional and R&D/Light Industrial Business Park shall be subject to all conditions imposed in DIV07-00020 and any amendments thereto or modifications thereof as may be approved from time to time pursuant to Section 92.28.1 et seq. of the Torrance Municipal Code on file in the office of the Community Development Director of the City of Torrance; and further, that the said use shall be established or constructed and shall be maintained in conformance with such maps, plans, specifications, drawings, applications or other documents presented by the applicant to the Community Development Department and upon which the Planning Commission relied in granting approval;
2. That if this Division of Lot is not recorded in the Official Records of Los Angeles County within two years after granting of the permit, it shall expire and become null and void unless extended by the Community Development Director for an additional period as provided for in Section 92.29.13;
3. That the project shall comply with all mitigation measures identified in the Certified FEIR and the conditions associated with CUP07-00016;
4. That the CC&Rs shall address the cost of and responsibility for repair, replacement and maintenance of common storm drains, sewers and water systems, such language shall be

reviewed by the Community Development Director prior to recordation of the Map;
(Engineering)

5. That the proposed Parcel 3 shall be reconfigured to be a flag lot so as to have fee ownership to, and street frontage on, Lomita Boulevard; (Engineering)

Introduced, approved and adopted this 17th day of March, 2010.

Chairman, Torrance Planning Commission

ATTEST:

Secretary, Torrance Planning Commission

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF TORRANCE)

I, GREGG LODAN, Secretary to the Planning Commission of the City of Torrance, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the Planning Commission of the City of Torrance at a regular meeting of said Commission held on the 17th day of March 2010, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

Secretary, Torrance Planning Commission

PLANNING COMMISSION RESOLUTION NO. 10-020

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF TORRANCE, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE ROCKEFELLER GROUP PROFESSIONAL CENTER (SCH#2007121119); MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATIVE THERETO; ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, IN CONJUNCTION WITH THE APPROVAL OF A MEDICAL, PROFESSIONAL AND R&D/LIGHT INDUSTRIAL BUSINESS PARK ON PROPERTY LOCATED IN THE M-2 ZONE AT 2740 LOMITA BOULEVARD.

FEIR (SCH#2007121119) - ROCK-LOMITA LLC

WHEREAS, the City of Torrance, acting by and through its Planning Commission has authority over Land Use entitlements within the City of Torrance; and

WHEREAS, on May 24th, 2007, Rock-Lomita LLC filed various applications with the City requesting approval of a proposed Business Park Development (the "Project"); and

WHEREAS, the City of Torrance is the lead agency for purposes of the California Environmental Quality Act ("CEQA") (Public Resources Code §§ 21000 *et seq.*); and

WHEREAS, the City of Torrance determined to prepare an Environmental Impact Report (EIR) pursuant to CEQA to determine the potential individual and cumulative environmental impacts associated with the Project; and

WHEREAS, a Notice of Preparation ("NOP") of the Draft EIR was mailed to public agencies, organizations, and persons likely to be interested in the potential impacts of the proposed Project on December 24th, 2007 and thereafter held a public scoping meeting on September 10th, 2008, to gather public and agency comments concerning the preparation of the Draft EIR; and

WHEREAS, the City of Torrance thereafter caused the Draft EIR to be prepared by a consultant, Gruen Associates, under contract to the City and under the supervision of the City's Community Development Department;

WHEREAS, the Draft EIR took into account the comments the City received on the NOP, described the Project, and discussed the environmental impacts resulting therefrom, as well as proposed mitigation measures; and

WHEREAS, the Draft EIR was circulated for public review during a 47 day review period from May 7th, 2009 to June 22nd, 2009; and

WHEREAS, the comments received on the Draft EIR were reviewed, and full and complete responses thereto were prepared and distributed in accordance with Public Resources Code Section 21092.5; and

WHEREAS, the Final Environmental Impact Report (Final EIR) for the Project was presented to the Planning Commission, as the decision making body of the lead agency, for certification as having been completed in compliance with the provisions of CEQA and State and local CEQA Guidelines; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the certification of the Final EIR, consisting of the Draft EIR and the Response to Comments, on March 17th, 2010 in the City Council Chambers, City Hall, 3031 Torrance Boulevard, Torrance, California, during which it took and considered public testimony and exhibits regarding certification of the Final EIR; and

WHEREAS, the Planning Commission has carefully reviewed and considered all environmental documentation comprising the Final EIR, including the Draft EIR and the comments and the responses thereto, and has found that the Final EIR considers all potentially significant environmental impacts of the proposed project and is complete and adequate, and fully complies with all requirements of CEQA and of the State and local CEQA Guidelines; and

WHEREAS, prior to action on this Project, the Planning Commission considered all significant impacts, mitigation measures, and Project alternatives identified in the Final EIR and found that all potentially significant impacts of the Project have been lessened or avoided to the extent feasible; and

WHEREAS, CEQA and the CEQA Guidelines provide that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes certain written findings for each of the significant effects, accompanied by a statement of facts supporting each finding; and

WHEREAS, CEQA and the CEQA Guidelines require that where an agency approves a project that would allow the occurrence of significant environmental effects which are identified in an EIR, but are not mitigated to a level of insignificance, the agency must state in writing the specific reasons supporting its action based on the Final EIR and/or other information in the record; and

WHEREAS, the Planning Commission has balanced the benefits of the Project against its unavoidable environmental risks and has determined that such risks are outweighed by specific economic, legal, social, technological or other benefits of the Project; and

WHEREAS, the Planning Commission has determined that the Project is necessary to serve the existing and future needs of the City of Torrance; and

WHEREAS, Public Resources Code Section 21091.6 requires that where an EIR has been prepared for a project for which mitigation measures are adopted, that a mitigation monitoring or reporting program be adopted for said project; and

WHEREAS, the City has prepared and the Planning Commission has reviewed the Mitigation Monitoring Program attached hereto as Exhibit C.

NOW, THEREFORE BE IT RESOLVED, the Planning Commission of the City of Torrance finds, determines, and resolves as follows:

Section 1. Certification. Based on its review and consideration of the Final EIR, and all written communications and oral testimony regarding the Project which have been submitted to, and received by, the City, the Planning Commission certifies that the Final EIR for the Project has been completed in compliance with CEQA and the State and local CEQA Guidelines. The Planning Commission, having final approval authority over the Project, finds that the Final EIR reflects the Planning Commission's independent judgment and analysis as lead agency under CEQA, and hereby adopts and certifies the Final EIR as complete and adequate. The Planning Commission further certifies that the Final EIR was presented to the Planning Commission and that the Planning Commission reviewed and considered the information contained in it prior to approving the Project.

Section 2. CEQA Findings and Statement of Facts. Pursuant to Public Resources Code section 21081 and CEQA Guidelines section 15091, the Planning Commission has reviewed, and hereby makes and adopts, the CEQA Findings and Statement of Facts for the Project, attached hereto as Exhibit "A" and incorporated herein by reference as though set forth in full.

Section 3. Statement of Overriding Considerations. Pursuant to Public Resources Code section 21081 and CEQA Guidelines section 15093, the Planning Commission has reviewed and hereby makes and adopts the Statement of Overriding Considerations for the Project, attached hereto as Exhibit "B" and incorporated herein by reference as though set forth in full.

Section 4. Mitigation Monitoring Program Adoption. Pursuant to Public Resources Code section 21081.6 and CEQA Guidelines section 15097, the Planning Commission hereby adopts and approves the Mitigation Monitoring and Reporting Program for the Project, attached hereto as Exhibit "C" and incorporated herein by reference as though set forth in full. The Planning Commission further finds that the mitigation measures identified in the Final EIR are feasible, and specifically makes each mitigation measure a condition of Project approval.

Section 5. No Significant New Information Added to Draft EIR. No significant new information has been added to the Final EIR that would require recirculation of the Draft EIR pursuant to Public Resources Code section 21092.1 and/or CEQA Guidelines section 15088.5.

Section 6. Location and Custodian of Record of Proceedings. The Planning and Environmental Manager of the Torrance Community Development Department, whose office is located at 3031 Torrance Boulevard, Torrance, California 90503, is hereby designated as the custodian of the documents and other materials which constitute the record of proceedings upon which the Planning Commission's decision is based, which documents and materials shall be available for public inspection and copying in accordance with the provisions of the California Public Records Act (Government Code §§ 6250 *et seq.*).

Section 7. Notice of Determination. The Planning and Environmental Manager shall file a Notice of Determination with the County Clerk of the County of Los Angeles and with

the state Office of Planning and Research within five (5) working days after this approval becomes final.

Section 8. Certification, Posting and Filing. Unless appealed to the City Council, this resolution shall become final and take effect 15 days after its adoption by the Planning Commission. The Secretary of the Planning Commission shall certify the passage of this Resolution by the Planning Commission, shall cause the Resolution to be posted in three (3) conspicuous places in the City of Torrance, and shall cause a certified copy of this Resolution to be filed.

I hereby certify that the foregoing Resolution was adopted by the Planning Commission of the City of Torrance at its meeting of March 17th, 2010, by the following vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

Introduced, approved and adopted this 17th day of March 2010.

Chairman, Torrance Planning Commission

ATTEST:

Secretary, Torrance Planning Commission

EXHIBIT A

CEQA FINDINGS AND STATEMENT OF FACTS

FOR

ROCKEFELLER GROUP PROFESSIONAL CENTER
(STATE CLEARINGHOUSE # 2007121119)

CITY OF TORRANCE

ADOPTED MARCH 17TH, 2010

**CEQA FINDINGS AND STATEMENT OF FACTS REGARDING THE FINAL
ENVIRONMENTAL IMPACT REPORT
(STATE CLEARINGHOUSE # 2007121119) FOR THE
ROCKEFELLER GROUP PROFESSIONAL CENTER**

I. Introduction

The City of Torrance, as Lead Agency, is required by Sections 15091 and 15093, of the California Environmental Quality Act (CEQA) Guidelines and Section 21081 of the Public Resources Code (PRC), to make written findings as part of a certification of an Environmental Impact Report (EIR), prior to approval of a project. This document provides the findings required by CEQA and sets forth the City's specific reasons for approving the project despite the existence of significant adverse impacts associated with the project for which there is no feasible mitigation.

A. Findings, CEQA Guidelines Section 15091

As the Lead Agency, the City of Torrance is required under CEQA to make written findings concerning each significant adverse environmental impact created by the project and each project alternative identified in the FEIR.

CEQA Guidelines Section 15091:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Mitigation required by Lead Agency - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Mitigation required by another Public Agency - Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Overriding Considerations - Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

B. Findings, General

(a) The EIR is hereby incorporated into these findings in its entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the Project in spite of the potential for associated significant unavoidable adverse impacts.

The Planning Commission hereby finds as follows:

- The Draft EIR and the Final EIR have been prepared in compliance with CEQA and the Guidelines;
- The City and the Planning Commission have independently reviewed and analyzed the Draft EIR and the Final EIR, and these documents reflect the lead agency's independent judgment and analysis;
- A Mitigation Monitoring Program (MMP) has been prepared requiring mitigation measures and/or changes to the proposed Project, which the Planning Commission has adopted and made a condition of approval of the proposed Project. The MMP is incorporated herein by reference and is considered part of the record of proceedings for the proposed project;
- In determining whether the proposed Project has a significant impact on the environment and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21081.5 and 21082.2;
- The impacts of the proposed project have been fully analyzed to the extent feasible at the time of certification of the Final EIR;
- The City reviewed the comments received on the Draft EIR, and the responses thereto and has determined that neither the comments received nor the responses to those comments add significant new information regarding environmental impacts to the Draft EIR. The City has based its actions on full appraisal of all viewpoints including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the Final EIR;
- The City of Torrance has eliminated or substantially lessened all significant effects on the environment where feasible as shown in the findings provided in this document. The City of Torrance has determined that remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable due to overriding concerns presented in the City's Statement of Overriding Considerations for the Rockefeller Group Professional Center EIR.

(b) Certification of FEIR/In adopting these findings, in accordance with CEQA, the City has considered the environmental effects as shown in the FEIR prior to approving the Project. These findings represent the independent judgment and analysis of the City and the Planning Commission.

(c) Changes to the DEIR/In the course of responding to comments received during the public review and comment period on the DEIR, certain portions of the DEIR have been modified and some new information has been added. The changes made to the DEIR do not result in the existence of:

- A significant new environmental impact that would result from the Project or an adopted Mitigation Measure;
- A substantial increase in the severity of an environmental impact that is not reduced to a level less than significant by adopted Mitigation Measures;
- A feasible project alternative or Mitigation Measure not adopted that is considerably different from others analyzed in the DEIR that would clearly lessen the significant environmental impacts of the Project; or
- Information that indicates that the public was deprived of a meaningful opportunity to review and comment on the DEIR.

The City finds that the amplifications and clarifications made in the DEIR do not collectively or individually constitute significant new information within the meaning of Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5, and therefore recirculation is not required. A summary of the changes is included in the Response to Comments and the Errata Sheet.

(d) Evidentiary Basis for Findings/These findings are based upon substantial evidence in the entire record before the City as described in Section 4. The references to the DEIR and to the FEIR set forth in the findings are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

(e) Findings Regarding Mitigation Measures/Except as otherwise noted, the Mitigation Measures referenced herein are those identified in the FEIR. Except as otherwise stated in these findings, in accordance with the CEQA Guidelines sections 15091, 15092 and 15093, the City finds that the environmental effects of the Project:

- Will not be significant; or
- Will be mitigated to a less than significant level by the Mitigation Measures adopted by the City; or
- Can and should be mitigated to a less than significant level by the Mitigation Measures within the jurisdiction of another public agency; or
- Will remain significant after mitigation, but specific economic, legal, social, technological, or other considerations outweigh the unavoidable adverse environmental effects.

The City finds that the Mitigation Measures incorporated into and the imposed upon the project are feasible and fully capable of implementation.

(f) Findings regarding Monitoring/Reporting of CEQA Mitigation Measures/

As required in Section 21081.6 of the California Public Resources Code, the City adopts a monitoring and reporting program regarding changes in the Project or Mitigation Measures imposed to mitigate or avoid significant effects on the environment. The Mitigation Monitoring and reporting Plan, in the form presented to the City as Appendix A of the Final EIR, is adopted because it effectively fulfills the CEQA mitigation monitoring requirement.

C. Statement of Overriding Considerations, CEQA Guidelines Section 15093

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

D. Process of Environmental Review

The final EIR ("FEIR"), completed in February 2010, incorporated the extensive environmental review of the proposed project required by CEQA. This environmental review process included:

-In December of 2007, an Initial Study (EAS07-00003) was completed and determined that proposed project may have a potentially significant impact on the environment, requiring additional study of several key areas. Following the preparation of the Initial Study, a Notice of Preparation (NOP) was circulated between December 24th, 2007 and January 22nd, 2008, advising responsible agencies and the community that an EIR would be prepared to address the potential impacts from the proposed project. The NOP was posted at the Los Angeles County Clerk/Recorder's Office on December 21, 2007. Public notices were mailed to all property owners within 500 feet of the project boundaries, a Coalition of Homeowners Associations, responsible Agencies and to the members of the public that requested to be a part of the notification list. A Legal Ad also ran in the Daily Breeze, a newspaper of general circulation. Copies of the Initial Study were made available for the public at the City of Torrance Community Development Department and it was available for download via the City of Torrance Community Development web site.

-On September 10th, 2008, the City held a Scoping Meeting in which the public was invited to participate at the Wood Elementary School Cafeteria (2250 W. 235th

Street, Torrance, CA 90501). Public Notices were again mailed for this meeting and an additional legal ad was placed in the Daily Breeze.

-After completing additional investigation in several areas identified as in EAS07-00003, a Draft Environmental Impact Report (DEIR) was prepared and circulated for public review between May 7th, 2009 and June 22nd, 2009. Copies of the Draft Environmental Impact Report and all Technical Appendices, were made available for review in the office of the Torrance City Clerk (3031 Torrance Blvd. Torrance, CA 90503), the Community Development Department (3031 Torrance Boulevard, Torrance, CA 90503), the Katy Geissert Civic Center Library (3301 Torrance Boulevard, Torrance, CA 90503) and Southeast Branch Library (23115 South Arlington, Torrance, CA 90501) as well as on the Community Development web site. A Notice of Availability (NOA) was sent to the public notification lists, a legal ad was displayed in the Daily Breeze and a Public Notice sign was posted at the project site.

-A total of ten comment letters were received from various public agencies and surrounding local jurisdictions. The Final EIR includes the corrections and changes based on the comment letters. The FEIR also includes the entirety of the corrected DEIR, the comment letters received, and an addendum to the Traffic Analysis elaborating on feasibility determinations made in the DEIR. The FEIR was released for a 10-day public review period between February 19th, 2010 and March 1st, 2010, prior to certification of the FEIR.

A. Project Location and Description

The Project area encompasses a currently vacant 23.58-acre site located on the south side of Lomita Boulevard between Garnier Street and Crenshaw Boulevard in the southerly extent of the City of Torrance, Los Angeles County, California. The site is bounded by Lomita Boulevard on the north, an access road to Sam's Club on the east, a Costco store and parking lot to the south, and retail, office and a church/private school to the west. The site is located just west of Torrance Crossroads shopping center, southeast of the Torrance Memorial Hospital and Medical Center, and approximately one-quarter mile north of the Torrance Municipal Airport.

The Applicant, Rock-Lomita LLC, is requesting approval to develop *Rockefeller Group Professional Center* on the currently vacant property located in the M-2 Zone at 2740 Lomita Boulevard. The proposed development would consist of approximately 351,200 square feet of medical office, professional office and light industrial condominium buildings, to be developed in two phases. The project includes subdivision of the existing 23.58-acre parcel into three parcels measuring 14.04 acres, 4.72 acres and 4.82 acres. The 14.04-acre lot located on the western portion of the site would comprise Phase I, totaling approximately 210,200 building square feet. The 4.72-acre and 4.82-acre lots would comprise Phase II, totaling approximately 141,000 building square feet. A Conditional Use Permit (CUP 07-00016) has been proposed to allow a series of structures exceeding 15,000 square feet and to allow the proposed uses of professional office and medical in-out patient care services in the M-2: Heavy Manufacturing District. The applicant has also submitted a Tentative Parcel Map (DIV07-00020) proposing the subdivision of the site into three new lots and for condominium purposes.

B. Project Objectives

- Achieve productive reuse of a former aerospace manufacturing site, including the necessary remedial measures to allow that reuse.
- Develop a first class professional center on one of the largest under-utilized parcels in Torrance, providing an economically productive use of the property that benefits the Torrance community and local businesses.
- Provide both short and long term employment opportunities for residents in the City of Torrance by approving a project that will generate substantial construction work opportunities and long term local light industrial, professional and medical jobs. Project will employ over 100 workers in construction of shell buildings and tenant improvements. Purchase of construction materials will stimulate both local and regional jobs and economies. The completed Project will employ over 1,300 workers. Project businesses will stimulate both local and regional jobs and economies.
- Provide additional medical office or related facilities consistent with the existing medical uses to the west of the project site.
- The Proposed Project would be consistent with the following existing local plans for the site as administered by the City of Torrance: Land Use Element and Noise Element of the City of Torrance General Plan; General Plan Objectives 1.0, 2.0, 3.0, 4.0, 6.0, and 12.0 (*Proposed Project density is less than one-half the allowable FAR set by the General Plan*); City of Torrance Zoning Code; and the Extended Airport Boundary Plan. The Proposed Project would be consistent with the following existing regional plans: 2002 Congestion Management Program for Los Angeles County; SCAG's Regional Comprehensive Plan and Guide; Los Angeles County Airport Land Use Plan; and Federal Aviation Administration (FAA) Regulations.
- Construct a high-quality development responsive to market conditions.
- Establish a new improved image that enhances the area through new development and landscaping.
- Create an environment suitable for small and medium sized businesses offering professional and technical jobs and services.
- Regional Plan Conformity – Implementation of.
- Provide a secondary economic benefit to local and regional economy derived from spending of project employees and visitors.
- Generate increased sales and business license taxes to the City of Torrance. Project visitors and employees will generate increased sales taxes.
- Provide increased property taxes from the proposed improvements.

- Help Community job/housing balance
- Develop a sustainable “green” commercial complex through the incorporation of “green” construction methods including: high solar reflectance roofing and paving; minimal artificial light trespass; high-efficiency insulated windows; non-VOC interior finishes; use of recycled construction materials; maximum use of natural lighting; drought tolerant landscaping; “smart” irrigation; high percent shading of parking lots, sidewalks, drive aisles and courtyards; underground retention and filtration of stormwater.

II. Findings on Potentially Significant Adverse Impacts

CEQA Section 15382 states: *“Significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.* In the subject EIR, potential “significant effects” were analyzed within six (6) separate categories: Land Use; Transportation & Parking; Air Quality; Noise; Hazardous Materials; and Utilities (Storm Water).

The Findings of Fact are based on information contained in the Final EIR for the proposed Project, as well as information contained in the Administrative Record. The Administrative Record, or Record of Proceedings, for the proposed Project, for purposes of CEQA and these findings, consists of the following documents:

- The Project Application
- The FEIR and all Technical Appendices
- The Planning Commission Hearing Staff Report and all attachments
- Written Comments on the Project
- The Public Hearing Records
- All Public Notices, including but not limited to, public notification mailers, legal display ads, project site postings, Notice(s) of Preparation, Notice(s) of Completion and Notice(s) of Availability
- Any documents cited in any of the above referenced items
- Proposed decisions and findings on the Project
- Any other relevant materials required to be in the record of proceedings by the Public Resources Code Section 21167.6(e)

When making CEQA findings required by Public Resources Code Section 21081(a), a public 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. The Development Review and Environmental Manager of the Torrance Community Development Department, whose office is located at 3031 Torrance Boulevard, Torrance CA 90503, is designated as the custodian of the documents and other materials which constitute the Record of

Proceedings upon which the Planning Commission's decision is based. Such documents and materials shall be available for public inspection and copying in accordance with the provisions of the California Public Records Act (Government Code §§ 6250 et seq.).

The Draft EIR addressed the project's potential effects on the environment, and was circulated for public review and comment pursuant to the CEQA Guidelines. Comments were received from a variety of public agencies and organizations. The Final EIR contains copies of all comments and recommendations received on the Draft EIR, a list of those that commented on the Draft EIR, and responses to comments received during the public review period. The Final EIR also identifies changes to the Draft EIR. This section provides a summary of the environmental effects of the project that are discussed in the Final EIR, and provides written findings for each of the significant effects, which are accompanied by a brief explanation of the rationale for each finding.

While findings set forth below identify certain specific facts supporting the various determinations and conclusions, additional facts supporting the conclusions are set forth in the corresponding sections of the Final EIR, and these findings specifically incorporate those facts. In addition, the Planning Commission incorporates the facts set forth in the Record of Proceedings on the Rockefeller Group Professional Center to the extent they relate to and support the findings set forth herein.

A. No Impacts

The Final EIR determined that there would be no impacts on the environment in the following areas if the Proposed Project were implemented:

- i. Aesthetics
- ii. Agriculture Resources
- iii. Biological Resources
- iv. Cultural Resources
- v. Geology/Soils
- vi. Mineral Resources
- vii. Parking
- viii. Population/Housing
- ix. Public Services
- x. Recreation

Land Use:

Impact(s): The FEIR determined that no significant land use compatibility impacts or conflicts are anticipated, therefore, no mitigation measures are required. However, the following mitigation measure is recommended to ensure consistency of the project with FAA regulations. The site is located within a distance from Torrance Airport requiring FAA notification. The Applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA in accordance with Federal Aviation regulation Part 77 "Objects Affecting Navigable Airspace."

Finding: A requirement for FAA notification has been incorporated into the project as identified in the Final EIR. No other land use mitigation measures are required.

Rationale for Finding: As stated in Section 3.1 of the FEIR, the proposed 23.58-acre project site is vacant and contains sparse vegetation. The site is adjacent to industrial land uses to the north; a church, large parking lot and two retail/office facilities to the west; warehouse commercial to the south; and industrial and warehouse commercial to the east. Phases I and II of the proposed project would consist of a mixture of medical, professional office and light industrial buildings totaling 210,183 square feet and 141,026 square feet, respectively. The existing small two-lane roadway that runs along the western edge of the project site (the Costco access road) would be preserved within the existing easement. The proposed project would not affect or require the removal, relocation or separation of an existing community. No significant land use impacts are anticipated.

Parking:

Impact(s): The FEIR determined that Proposed Project will provide onsite parking exceeding the City of Torrance Zoning Code for the proposed uses. The Proposed Project would have no offsite parking impact.

Finding: The Proposed Project would have no environmental impact on Parking.

Rationale for Finding: The Proposed Project will have 1,488 onsite spaces. The City of Torrance Zoning Code requires 1,387 spaces. The Proposed Project will have a potential surplus of 61 spaces.

B. Less than Significant without Mitigation

The Planning Commission finds that, based upon substantial evidence in the record, including as discussed in the FEIR, the following environmental impacts would be less than significant, and no mitigation is required:

Noise (Operational):

Impact(s): The FEIR determined that operational phase noise impacts from the Proposed Project would be less than significant without mitigation.

Finding: Operational phase noise impacts would be less than significant, with no mitigation measures required.

Rationale for Finding: Pursuant to the City's Municipal Code, a project would have a significant operational noise impact if it would expose existing sensitive receptors to noise levels that exceed the Municipal Code standards. If existing noise levels exceed the noise standards, a significant impact would occur if the project-related vehicular noise results in a 5-dBA increase; and Mobile noise levels would increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (Table 3.4.3) or any 5-dBA or more increase in noise level.

The FEIR concluded that the greatest project-related vehicular noise increase would be 1.3 dBA CNEL, that stationary noise will not increase ambient noise levels by 5 dBA or more, and that parking would increase ambient noise at the nearest receptor by only 1.9 dBA. Thus, noise attributable to the operational phase of the Proposed Project would be less than significant without mitigation.

Vibrations (Construction):

Impact(s): The FEIR determined that construction phase vibration impacts from the Proposed Project would be less than significant without mitigation.

Finding: Construction phase vibration impacts would be less than significant, with no mitigation measures required.

Rationale for Finding: The FEIR concluded that construction vibration levels at the nearest sensitive receptor would not exceed the potential building damage threshold of 0.5 inches per second PPV. The environmental impact attributable to construction vibration would be less than significant without mitigation.

Vibrations (Operational):

Impact(s): The FEIR determined that operational phase vibration impacts from the Proposed Project would be less than significant without mitigation.

Finding: Operational phase vibration impacts would be less than significant, with no mitigation measures required.

Rationale for Finding: The FEIR concluded that operational vibration levels from the Proposed Project would not be perceptible at the nearest sensitive receptor. The environmental impact attributable to operational vibration would be less than significant without mitigation.

Utilities (Water & Wastewater):

Impact(s): The FEIR determined that the environmental impact from Water and Wastewater from the Proposed Project would be less than significant without mitigation.

Finding: Water and Wastewater impacts would be less than significant, with no mitigation measures required.

Rationale for Finding: The Proposed Project would include construction of a water piping system consisting primarily of 8-inch pipes. The Project would connect to the existing 8-inch water supply line along Lomita Boulevard. Additional water infrastructure would not need to be built to accommodate the Project and impacts on water services would be less than significant without mitigation.

The FEIR concluded that as part of the Proposed Project, plans would be submitted to the Los Angeles County Sanitation Districts Public County for approval by the Districts. Also, a Trunk Sewer Connection Permit would be obtained prior to construction. The environmental impact attributable to water and wastewater would be less than significant without mitigation.

C. Less than Significant with Mitigation

The Planning Commission finds that, based upon substantial evidence in the record, including as discussed in the FEIR, the following environmental impacts will be mitigated to a less than significant level by adoption of the mitigation measures set forth below and in the FEIR:

Noise (Construction)

Impact(s): The Proposed Project would significantly impact noise levels during construction.

Finding: As identified in the FEIR, mitigation measures requiring changes or alteration would be required or incorporated into the project that would avoid or substantially lessen the significant environmental impact due to noise during construction to a level of insignificance.

Rationale for Finding: Based on information and analysis set forth in the FEIR and the Record of Proceedings, construction of the Proposed Project would result in a significant increase in ambient Noise during construction. The Proposed Project would be required to implement four (4) mitigation measures to avoid or substantially lessen the environmental impact due to noise during construction. Specifically, the following measures will be required to mitigate the Project's noise impacts during construction:

3.4(1) All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.

3.4(2) Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

3.4(3) Equipment staging areas shall be located on the eastern portion of the project site, as far away as possible from the Bread of Life Church.

3.4(4) During building construction, a temporary 6-foot sound wall constructed out of solid material (e.g., plywood) shall be located such that line of sight from construction activity and the Bread of Life Church is blocked. The wall shall extend for approximately 400 feet from the northwest corner of the project site toward the south and along the project site boundary.

Successful deployment of these mitigation measures would result in less than significant environmental impact from Noise.

Hazardous Materials

Impact(s): The subject site is currently being remediated. The California Department of Toxic Substances Control (“DTSC”) is the lead agency in the site remediation. The Proposed Project would have a significant environmental impact if the on-going remediation plan were compromised during pre-construction and construction.

Finding: As identified in the FEIR, changes or alteration would be required, or incorporated into the project that avoid or substantially lessen the significant environmental impact from Hazardous Materials during preconstruction and construction. The implementation of such mitigation measures would reduce the impacts from hazardous materials to a less than significant level.

Rationale for Finding: Based on information and analysis set forth in the FEIR and the Record of Proceedings, the Proposed Project would possibly have a significant environmental impact from Hazardous Materials if the on-going remediation plan were disrupted during preconstruction and construction. The project would be required to implement ten (10) mitigation measures to avoid or substantially lessen the impact from Hazardous Materials during preconstruction and construction. Specifically, the following measures will be required to mitigate the Project’s noise impacts during construction:

3.5(1) The applicant shall comply with all mitigation requirements of the DTSC with regards to the response plan. These requirements include but are not limited to:

- Shallow polynuclear aromatic hydrocarbons (PAH)-impacted and diesel-impacted soil in the vicinity of previous sample point GS-18 shall be excavated and removed from the project site.
- The existing vapor extraction system shall continue to be operated to remediate off-gassing from impacted groundwater at

the project site and to reduce the possible threat of vapor intrusion into proposed buildings.

□ Groundwater shall be remediated using in-situ chemical oxidation in order to bring the groundwater into compliance with the RWQCB guidelines and reduce the long-term vapor threat. As an interim measure intended to minimize/eliminate any vapor inhalation risk during the groundwater remediation process, vapor barriers shall be installed under the future buildings.

3.5(2) Proper soil management procedures shall be prepared in cooperation with the DTSC and City of Torrance Fire Department. The SMP will include specific protocols to address mitigation items 3.5(4) and 3.5(5).

3.5(3) Should field conditions encountered require training under 29 CFR 1910.120 HAZWOPER) and California Occupational Safety and Health Administration (Cal OSHA) 8CCR5192, the contractor shall implement necessary measures for compliance with the standard. If such conditions requiring the implementation of the HAZWOPER standards are identified, personnel not having the training shall cease work in the area. The contractor shall be responsible for proper identification and mitigation of identified potentially hazardous conditions.

3.5(4) Separate stockpiling and characterization of impacted soils with TPH concentrations above cleanup levels, and/or odorous soil encountered during excavation shall be performed. These soils shall be screened for chemicals of concern to evaluate proper management methods.

3.5(5) Subdrains and waterproofing measures shall be provided during excavation, where appropriate. The design of subdrains shall be subject to review and approval by the Division of Building and Safety. Subdrain discharges shall be chemically analyzed to determine if the water meets the standards of the RWQCB.

3.5(6) Prior to issuance of a grading or building permit, the applicant shall submit a grading/drainage plan with a soil investigation report showing all existing and proposed grades, structures, required improvements and any proposed drainage structures.

3.5(7) Hazardous materials use, storage and/or transport shall comply with all appropriate state and local regulations.

3.5(8) If during construction, an abandoned oil well is found within the project boundaries, it would be uncovered, leak tested and if necessary, reabandoned in accordance with the Public Resources Code. All work related to well testing and reabandonment will be performed in compliance with DOGGR requirements.

3.5(9) An emergency response plan for evacuation of commercial workers shall be developed by the Applicant and reviewed with the local emergency personnel.

3.5(10) The Applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA in accordance with Federal Aviation regulation Part 77 "Objects Affecting Navigable Airspace."

Successful deployment of these mitigation measures will result in less than significant impact from Hazardous Materials.

Utilities (Storm Water)

Impact(s): The Proposed Project would significantly impact Storm Water quality during pre-construction, construction and operation phases.

Finding: As identified in the FEIR, changes or alteration would be required, or incorporated into the project to avoid or substantially lessen the significant environmental impact to Storm Water quality and quantity during preconstruction, construction and operation. The implementation of such mitigation measures would reduce the impact to Storm Water to a less than significant level.

Rationale for Finding: Based on information and analysis set forth in the FEIR and the Record of Proceedings, the Proposed Project would result in a significant impact to Storm Water quality during preconstruction, construction, and operation. The project would be required to implement three (3) mitigation measures to avoid or substantially lessen the environmental impact to Storm Water quality and quantity. Successful deployment of these mitigation measures will eliminate the environmental impact to Storm Water quality. Specifically, the following measures will be required to mitigate the Project's impacts to Storm Water quality:

3.6(1) A Storm Water Pollution Prevention Program (SWPPP) shall be initiated prior to, during, and after construction in accordance with NPDES and State Water Quality Control Board Standards.

3.6(2) The project shall include implementation of a comprehensive stormwater pollution prevention plan.

3.6(3) An on-site water storage facility shall be designed to retain storm water runoff as directed by the City of Torrance Community Development and Public Works Departments.

To treat initial runoff prior to discharging to the storm drain system, and to limit runoff from the Project site, an underground storage system would be provided for approximately 35,900 cubic feet in Phase 1 and 23,000 cubic feet in Phase II. The required storage for Phase 1 and 2 is 0.16 acre-feet and 0.19 acre-feet respectively. The underground storage will be sized to store and treat the first

three-quarter inch of runoff. The runoff will be stored and slowly released to allow pollutants to settle in the separation chambers.

D. Significant and Unavoidable

The Planning Commission finds that, based upon substantial evidence in the record, the following environmental impacts cannot feasibly be mitigated to a less than significant level:

Air Quality

Impact(s): The Proposed Project would significantly impact Air Quality levels as a result of dust, fumes, and equipment exhaust during construction and from auto emissions during operation.

Finding: As identified in the FEIR, changes or alteration would be required, or incorporated into the project to substantially lessen the significant environmental impact upon Air Quality during construction, however NOx emissions from construction cannot be mitigated to an insignificant level. Mobile source emissions during operation cannot be substantially reduced through mitigation because the Applicant cannot reasonably impose mitigation measures on private vehicles.

Rationale for Finding: Air Quality Construction Phase Emissions - A significant regional impact and local impact is anticipated from construction-related emissions through the use of heavy-duty construction equipment, through construction vehicle trips, and through fugitive dust from grading. Regional construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD) threshold for reactive organic gases (ROG) and Nitrogen oxides (NOx). The project would be required to implement fourteen (14) measures to avoid or substantially lessen the impact upon Air Quality during construction. Specifically, the following measures will be required to mitigate the Project's air quality impacts during construction:

3.3(1) Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

3.3(2) Track-out shall not extend 25 feet or more from an active operation, and track-out shall be removed at the conclusion of each workday.

3.3(3) A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.

3.3(4) All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.

3.3(5) All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

3.3(6) Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

3.3(7) Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.

3.3(8) Heavy equipment operations shall be suspended during first and second stage smog alerts.

3.3(9) On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.

3.3(10) Grading activity shall be limited to no more than 5 acres during any one day.

3.3(11) Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.

3.3(12) Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.

3.3(13) Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions, to the maximum extent feasible.

3.3(14) Architectural coating shall have a VOC content of 75 grams per liter or less. The coatings shall be purchased from a super-compliant architectural coating manufacturer as identified by the SCAQMD (http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf).

Mitigation measures would reduce ROG emissions below SCAQMD threshold. However, NO_x emissions from construction would still exceed the SCAQMD threshold, resulting in a significant and unavoidable impact.

Localized construction emissions would exceed SCAQMD localized significance thresholds for dust particulate matter (PM_{2.5} and PM₁₀) during construction. However, with the implementation of the above mitigation measures, localized fugitive dust would be reduced by 61 percent to a level below SCAQMD thresholds.

Air Quality Operational Phase Emissions - A significant regional impact is anticipated from operations-related emissions attributable to CO and NO_x from motor vehicles accessing the project. Mobile source emissions cannot be substantially reduced through mitigation as the Applicant cannot reasonably

impose mitigation measures on private vehicles. As such, regional operation emissions would result in a significant and unavoidable air quality impact.

Localized operational CO concentrations would not exceed the State one-and eight-hour standards at worst case sidewalk locations at the ten study intersections modeled in the analysis, and would result in a less than significant impact.

The proposed project would comply with the Air Quality Management Plan (AQMP) Consistency Criterion No. 1 and No. 2. Thus, the proposed project is considered consistent with the AQMP.

The proposed project would result in carbon dioxide equivalent emissions of 15,389 tons per year, which represents 0.0000291 percent of Statewide emissions. Cumulative impacts related to global warming would be considered less than significant.

Transportation

Impact(s): The Proposed Project would significantly impact Traffic during operation.

Finding: As identified in the FEIR and Project Conditions of Approval, changes or alteration would be required, or incorporated into the project to substantially lessen the significant environmental impact from Traffic, however, traffic impacts cannot be mitigated to less than significant.

Rationale for Finding: Based on information and analysis set forth in the FEIR and the Record of Proceedings, construction of the Proposed Project will result in increased traffic. Phase I of the project would generate 387 AM peak hour trips, 461 PM peak hour trips, and 3,976 daily trips. Buildout of the project would generate 664 AM peak hour trips, 812 PM peak hour trips, and 7,107 daily trips. Based on the criteria of six different jurisdictions, the project would have a significant impact on 22 study intersections. As mitigation, the Proposed Project would be required to contribute its fair share traffic mitigation fees toward construction of feasible traffic improvements within the City of Torrance, and to post improvement bonds for its fair share contribution toward possible future construction of feasible traffic improvements in the neighboring cities of Los Angeles and Lomita. Identified mitigation measures consist of feasible and non-feasible components. As set forth in the Final EIR, feasible mitigation measure components were identified at 13 study intersections (eight in the City of Torrance, one in the City of Lomita, three in the City of Los Angeles, and one shared between the City of Torrance and the City of Los Angeles). These feasible mitigation measure components would fully mitigate the project increase at seven of the 22 significantly impacted study intersections. Nevertheless, because operational traffic levels are projected to potentially

exceed current levels, operational traffic impacts would be significant and unavoidable. Significant impacts would remain at 15 intersections.

Findings on Project Alternatives

CEQA Guidelines require that Environmental Impact Reports include a discussion of reasonable alternatives to the proposed project that would "feasibly attain most of the basic objectives of the project." In accordance with CEQA Guidelines Section 15126.6, the alternatives should focus on avoiding or substantially avoiding the significant adverse impacts of a proposed project, even if the alternatives would impede to some degree the attainment of project objectives, or would be more costly. CEQA requires analysis of a "No Project" Alternative and consideration of an alternative site for the project. Where it is determined that no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion.

The Environmental analysis should identify the environmentally superior alternative to the proposed project and disclose why it was or was not rejected in light of the proposed project. In the event the environmentally superior alternative is the "No Project" Alternative, then an additional alternative is to be designated as environmentally superior.

This section presents project alternatives and summarizes their potential impacts that may foreseeably occur based on current plans and consistent with available infrastructure and community services.

A. No Project Alternative

-Description - The "No Project" Alternative assumes no new development on the proposed project site. The environmental setting would continue unchanged from current conditions. Section 15126.6 of the CEQA Guidelines provides that a No Project Alternative should discuss what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. The Proposed Project site is underutilized; a vacant, underutilized site invites proposals for development. There is no assurance that the No Project Alternative would permanently avoid development on the site.

-Potential Impacts

- Land Use - Selection of the No Project Alternative would result in no development on the project site. Land uses surrounding the site include industrial and commercial to the east, industrial to the north and west, and commercial to the south. The project site would remain vacant and available for future development consistent with current M-2 land use and zoning designations. No land use impacts would result.
- Transportation and Parking - Under the No Project Alternative, the project site would not generate additional traffic, and the study intersections would maintain at the levels of service estimated in the pre-project conditions. A total of 22 fewer intersections would be significantly impacted under the No Project

Alternative. Related projects would contribute to cumulative increases in traffic in the area.

- Air Quality - The No Project Alternative would not change the current level of short- or long-term air emissions currently produced at the site. There would be no short-term air quality impacts from construction dust and exhaust emissions from construction equipment. There would be no long-term air quality impacts from auto emissions attributable to the completed project.
- Noise - The No Project Alternative would not raise ambient noise level of neighborhoods proximate to the site. The absence of construction activities would eliminate short-term construction noise impacts.
- Hazardous Materials - The selection of the No Project Alternative would leave the site undisturbed. Existing soil and groundwater contamination of the project site would not be remediated. The potential for persons to be exposed to hazardous materials on the project site would remain the same as existing conditions.
- Utilities (Water / Wastewater / Stormwater) - The No Project Alternative would leave the site undisturbed. Existing water, wastewater, and stormwater conditions would remain unchanged. Current generation rates for water, wastewater, and stormwater would remain unchanged.

-Finding - The No Project Alternative would lessen the Proposed Project's environmental impact(s), but would fail to achieve any of the Proposed Project benefits. Furthermore, remediation of soil and groundwater contamination could be postponed or halted.

-Facts Supporting Finding - The Project site may not be remediated; contamination from the former aerospace operations would remain. Other Project benefits addressed above would not occur. Since the Project site is large, vacant, and underutilized, it is likely that the Project site would be subject to development proposals, with environmental impacts, in the near future. For the reasons stated above, as well as in the Final EIR, this alternative is rejected.

B. Reduced Intensity Alternative

-Description - Similar to the Proposed Project, the Reduced Intensity Alternative assumes development of the project site as a professional business park. This alternative would reduce the project size by 10 percent. It is assumed that the project would occupy the same site area, but with reduced intensity of development. The total square footage on the site would be reduced from approximately 351,200 square feet to approximately 316,090 square feet, or an FAR of .31. Under such an alternative, the square footage of the medical office, professional office, and light industrial buildings would be reduced by 10 percent.

-Potential Impacts

- Land Use-As with the Proposed Project, the uses proposed in the Reduced Intensity Alternative would be compatible with surrounding uses and consistent with the following local plans for the site as administered by the City of Torrance;

the Land Use Element and Noise Element of the City of Torrance General Plan; General Plan objectives 1.0, 2.0, 3.0, 4.0, 6.0, and 12.0 (Project density would be less than one-half the allowable FAR set by the General Plan); City of Torrance Zoning Code; and the Extended Airport Boundary Plan. The M2: Heavy Manufacturing zone conditionally allows professional and medical office uses. Also, the Reduced Intensity Alternative would be consistent with the following regional plans: 2002 Congestion Management Program for Los Angeles County; SCAG's Regional Comprehensive Plan and Guide; Los Angeles County Airport Land Use Plan; and Federal Aviation Administration (FAA) Regulations. The Reduced Intensity Alternative has no impact on Land Use, similar to the Proposed Project.

- **Transportation and Parking** - The Reduced Intensity Alternative would result in less additional traffic. The site would be parked at the general office rate allowing general office uses to occupy the industrial space; therefore, the office trip rates were applied to the entire site similar to the proposed project. Trip generation for the Reduced Intensity Alternative would be approximately 6,400 daily trips compared with 7,107 daily trips generated by the Proposed Project. The Reduced Intensity Alternative would result in approximately 66 fewer AM peak hour trips and 81 fewer PM peak hour trips. The Reduced Intensity Alternative would result in one less significantly impacted intersection than the Proposed Project due to the decrease in peak hour trips. Parking related impacts would be less than significant, similar to the Proposed Project.
- **Air Quality** - The Reduced Intensity Alternative would require less construction activity than assumed for the Proposed Project because building square footage would be reduced from 351,200 to 316,090. Pollutant emissions during the entire Reduced Intensity Alternative construction period would be less than the amount of pollutants emitted during the entire Proposed Project construction period. However, the daily construction intensity (e.g., construction equipment hours) for the Reduced Intensity Alternative would be similar to the daily construction intensity assumed for the proposed project. Accordingly, the Reduced Intensity Alternative daily regional construction emissions of ROG, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ would be similar to the emissions presented for the Proposed Project and would result in a significant and unavoidable ROG and NO_x regional construction air quality impact.

Localized PM_{2.5} and PM₁₀ construction emissions were calculated based on the amount of acres to be disturbed per day. The size of the project site would not change under the Reduced Intensity Alternative and the acres of land graded per day would be similar to that analyzed for the proposed project. This would result in fugitive dust emissions similar to the proposed project, which exceed the SCAQMD localized significance thresholds for PM_{2.5} and PM₁₀. Therefore, the Reduced Intensity Alternative would result in a significant localized PM_{2.5} and PM₁₀ impact.

Trip generation for this alternative would be approximately 6,396 daily trip ends over a 24-hour period on a typical weekday compared to 7,107 daily trip ends for the proposed project. Table 4.2-1 shows the daily operational emissions for the Reduced Intensity Alternative. Regional operational emissions would exceed the SCAQMD significance thresholds for NO_x. Regional operational emissions for the

Reduced Intensity Alternative would still result in a significant and unavoidable operational air quality impact, but would be reduced compared to the Proposed Project.

Emission Sources	Pounds per Day					
	CO	ROG	NO_x	SO_x	PM_{2.5}	PM₁₀
Area Sources /a/	5	<1	2	<1	<1	<1
Mobile Sources	527	45	71	<1	20	105
Total Emissions	532	45	73	<1	20	105
SCAQMD Threshold	550	55	55	150	55	150
Exceed SCAQMD Threshold?	No	No	Yes	No	No	No
Reduced Intensity Alternative	532	45	73	<1	20	105
Proposed Project	634	50	81	<1	23	117
Difference	(102)	(5)	(8)	(<1)	(3)	(12)

/a/ Area sources include natural gas, wood-burning fireplaces, and consumer products.
SOURCE: Terry A. Hayes Associates LLC, 2008

Mobile source emissions associated with the Reduced Intensity Alternative would potentially reduce localized CO emissions. Maximum project-related one- and eight-hour CO concentrations are estimated to be 4 and 3.2 ppm, respectively. As with the proposed project, these concentrations are well below the State one- and eight-hour standards of 9.0 and 20 ppm, respectively. Reduced traffic associated with the Reduced Intensity Alternative would not substantially change the CO concentrations estimated for the proposed project. As with the Proposed Project, the Reduced Intensity Alternative would result in a significant and unavoidable operational CO and NO_x air quality impact.

The Reduced Intensity Alternative would generate less GHG emissions than estimated for the proposed project. The Reduced Intensity Alternative would comply with all State, regional, and local greenhouse gas regulations and policies. Therefore, the Reduced Intensity Alternative would result in a less-than-significant global warming impact.

- Noise - Construction activity associated with the Reduced Intensity Alternative would generally result in similar construction noise levels as discussed for the Proposed Project. Construction-related noise exposure would be expected to be shorter in duration due to decreased development. However, daily noise levels would be similar to noise levels presented for the Proposed Project. Noise level increases from construction would occur in proximity to the Bread of Life Church and mitigation measures would be recommended to reduce noise levels. It is anticipated that construction activity associated with the project would comply with the standards established in the Noise Ordinance. Construction noise impacts associated with the Reduced Intensity Alternative would be similar to those

presented for the Proposed Project and would result in a less-than-significant impact.

The Reduced Intensity Alternative would result in fewer daily vehicle trips than the proposed project and, as such, would result in lower mobile noise levels. Mobile noise associated with the Reduced Intensity Alternative would not result in noise level increases greater than 3 dBA within the "normally unacceptable" or "clearly unacceptable" category resulting in a less-than-significant impact, similar to the Proposed Project. In addition, stationary noise sources associated with the Reduced Intensity Alternative would be similar to those sources identified for the proposed project. Stationary noise under the Reduced Intensity Alternative would result in a less-than-significant impact, similar to the Proposed Project.

- **Hazardous Materials** - Since the Reduced Intensity Alternative utilizes the same site area as the proposed project, the risk of exposure to hazardous materials for the Reduced Intensity Alternative would be similar to the Proposed Project. The Reduced Intensity Alternative would experience the same likelihood of exposure to hazardous materials, although fewer people would be exposed. The Reduced Intensity Alternative would require similar mitigation measures to address impacts related to exposure to hazardous materials.
- **Utilities (Water / Wastewater / Stormwater)** - The Reduced Intensity Alternative would result in reduced consumption of water and reduced production of wastewater and stormwater in comparison to the proposed project. A reduction in the square footage in this infill urban location would not necessarily result in less demand for utility service on a regional basis. The stormwater systems identified for the Proposed Project would be downsized commensurate with the Reduced Intensity Alternative. The impact would be less than significant after mitigation, similar to the Proposed Project.

-Finding - The Reduced Intensity Alternative would achieve most of the Proposed Project benefits, including the increase to employment opportunities in the City Torrance. However, though reduced square footage would somewhat reduce the intensity of impacts at the subject site, it would also provide reduced project benefits.

-Facts Supporting Finding - The Reduced Intensity Alternative would meet the objective of environmental remediation of a former aerospace facility and developing an underutilized parcel. The Reduced Intensity Alternative would result in one less significantly impacted intersection than the proposed project due to the decrease in peak hour trips. Air quality impacts and noise impacts would not be reduced to a level of non-significance. Water and Wastewater impact would be reduced and remain less than significant, without mitigation. Stormwater quantity and quality would remain significant, but mitigated, similar to the Proposed Project. For the reasons stated above, as well as in the Final EIR, this alternative is rejected

C. Industrial Alternative

-Description - The Industrial Alternative assumes no office uses on the site. The entire site would be utilized for light industrial uses. This alternative would be developed at an assumed floor area ratio of 0.45ⁱ as permitted in the City's General Plan or

approximately 462,600 square feet of light industrial uses. The development would likely include one- to two-story industrial office buildings with open, surface parking at a ratio of 2 spaces per 1,000 building square feet.

-Potential Impacts

- Land Use - The Industrial Alternative would have light industrial uses compatible with existing industrial uses east and north of the site. This alternative would have no land use impacts, similar to the Proposed Project.
- Transportation and Parking - The Industrial Alternative is estimated to generate approximately 3,220 daily trips, or 3,887 fewer daily trips than the Proposed Project. During the AM peak hour, the Industrial Alternative would generate 238 fewer trips than the proposed project. During the PM peak hour, this alternative would generate 358 fewer trips. The Industrial Alternative would result in six fewer significantly impacted study intersections than the Proposed Project. There would be no Parking related impacts, similar to the Proposed Project.
- Air Quality - The Industrial Alternative would require more construction activity than assumed for the proposed project, as building square footage would be increased from 351,200 to 462,600. Pollutant emissions during the entire Industrial Alternative construction period would be more than the amount of pollutants emitted during the entire proposed project construction period. However, the daily construction intensity (e.g., construction equipment hours) for the Industrial Alternative would be similar to the daily construction intensity assumed for the proposed project. Accordingly, the Industrial Alternative daily regional construction emissions of ROG, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ would be similar to the emissions presented for the proposed project, resulting in a significant and unavoidable ROG and NO_x regional construction air quality impact.

Localized PM_{2.5} and PM₁₀ construction emissions were calculated based on the amount of acres to be disturbed per day. The size of the project site would not change under the Industrial Alternative and the acres of land graded per day would be similar to that analyzed for the proposed project. This would result in fugitive dust emissions similar to the proposed project, which exceed the SCAQMD localized significance thresholds for PM_{2.5} and PM₁₀. Therefore, the Industrial Alternative would result in a significant localized PM_{2.5} and PM₁₀ impact, similar to the Proposed Project.

Trip generation for this alternative would be approximately 3,220 daily trip ends over a 24-hour period on a typical weekday compared to 7,107 daily trip ends for the Proposed Project. Table 4.2-2 shows the daily operational emissions for the Industrial Alternative. Industrial Alternative emissions would not exceed the SCAQMD significance thresholds for ROG, NO_x, CO, PM_{2.5}, and PM₁₀. The Industrial Alternative would generate less operational emissions compared to the proposed project and would eliminate the project-related operational CO and NO_x impacts. The significant air quality impacts to operational regional emissions from the Proposed Project could be avoided under this alternative.

Emission Sources	Pounds per Day					
	CO	ROG	NO_x	SO_x	PM_{2.5}	PM₁₀
Area Sources /a/	2	<1	<1	<1	<1	<1
Mobile Sources	305	27	41	<1	12	60
Total Emissions	307	27	41	<1	12	60
SCAQMD Threshold	550	55	55	150	55	150
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Industrial Alternative	307	27	41	<1	12	60
Proposed Project	634	50	81	<1	23	117
Difference	(327)	(23)	(40)	(<1)	(11)	(57)

/a/ Area sources include natural gas, wood-burning fireplaces, and consumer products.
SOURCE: Terry A. Hayes Associates LLC, 2008

Mobile source emissions associated with the Industrial Alternative would potentially reduce localized CO emissions. Maximum project-related one- and eight-hour CO concentrations are estimated to be 4 and 3.2 ppm, respectively. As with the Proposed Project, these concentrations are well below the State one- and eight-hour standards of 9.0 and 20 ppm, respectively. Reduced traffic associated with the Industrial Alternative would not substantially change the CO concentrations estimated for the Proposed Project. As with the Proposed Project, the Industrial Alternative would result in a less-than-significant localized CO impact.

The Industrial Alternative would generate less green house gas (GHG) emissions than estimated for the proposed project. The Industrial Alternative would comply with all State, regional, and local GHG and policies. Therefore, the Industrial Alternative would result in a less-than-significant global warming impact.

- Noise - Construction activity associated with the Industrial Alternative would generally result in similar noise levels than as discussed for the proposed project. Construction-related noise exposure would be expected to be longer in duration due to increased development. However, daily noise levels would be similar to noise levels presented for the proposed project. Noise level increases from construction would occur in proximity to the Bread of Life Church and mitigation measures would be recommended to reduce noise levels. It is anticipated that construction activity associated with the project would comply with the standards established in the Noise Ordinance. Construction noise impacts associated with the Industrial Alternative would be similar to those presented for the Proposed Project and would result in a less-than-significant impact, with mitigation, similar to the Proposed Project.

The Industrial Alternative would result in fewer daily vehicle trips than the proposed project and, as such, would result in lower mobile noise levels. Mobile noise associated with the Industrial Alternative would not result in noise level increases greater than 3 dBA within the "normally unacceptable" or "clearly unacceptable" category resulting in a less-than-significant impact, without mitigation, similar to the

Proposed Project. In addition, stationary noise sources associated with the Industrial Alternative would be similar to those sources identified for the Proposed Project. Stationary noise under the Industrial Alternative would result in a less-than-significant impact, without mitigation, similar to the Proposed Project.

- Hazardous Materials - Development resulting from implementation of the Industrial Alternative would be subject to the same potential for exposure to hazardous materials contamination at the Proposed Project site; however, fewer people would be exposed. An industrial facility on the site would likely require similar mitigation measures as the Proposed Project.
- Utilities - The Industrial Alternative would have a lower consumption of water and lower production of wastewater than the proposed project. Impacts related to the demand of water and the generation of wastewater would be less than significant, without mitigation, similar to the Proposed Project. This alternative may result in a higher release of storm water because most of the site would be covered by impenetrable surfaces. To limit runoff, this alternative may require on-site retention of storm water in higher capacity underground storage tanks as compared to the Proposed Project. Generation of storm water would increase as compared to the Proposed Project, but, with a larger detention system, the impact to storm water would be mitigated, similar to the Proposed Project

-Finding

The Industrial Alternative would generally result in less environmental impacts as compared to the Proposed Project. However, the Industrial Alternative would fail to meet many of the Project Objectives.

-Facts Supporting Finding

This alternative would provide a lower number of jobs as compared to the Proposed Project. The Industrial Alternative would not provide medical office uses. This alternative would not provide perimeter and internal site landscaping as generously as the proposed project. The Industrial Alternative is less likely to meet the objectives of replacing an underutilized area with an economically viable alternative. For the reasons stated above, as well as in the Final EIR, this alternative is rejected.

D. Commercial Alternative

-Description - The Commercial Alternative assumes no office and light industrial development of the site. The entire site would be utilized for commercial uses compatible with areas to the east and south. Although the General Plan allows a floor area ratio of 0.6 for General Commercial, this alternative proposes a ratio of 0.3 FAR, which is more consistent with the intensity of the adjacent commercial development with surface parking. This alternative would incorporate approximately 308,400 square feet of commercial uses or planned development. The development would likely include at least one large retail store, and several smaller stores or restaurants. Approximately 1,540 parking spaces would be provided to serve the commercial facility and would be located in an interconnected parking area distributed through the site.

-Potential Impacts

- Land Use - The Commercial Alternative would introduce commercial uses that would be compatible with existing commercial uses to the east and south of the site, and generally compatible with the industrial uses across Lomita Boulevard. The commercial uses of this alternative would not be compatible with the existing General Plan designation. The General Plan would need to be amended to allow for commercial uses. The M2: Heavy Manufacturing zone conditionally allows for commercial retail uses.
- Transportation and Parking - The Commercial Alternative would generate approximately 13,240 daily trips, approximately 6,130 more than the Proposed Project. This alternative would generate approximately 320 AM peak hour trips, 347 fewer trips than the proposed project, and 1,156 PM peak hour trips, 344 more than the Proposed Project. Even with reductions for pass-by trips (25 percent during the PM peak hour and 10 percent daily), the Commercial Alternative would result in one more significantly impacted study intersection than the Proposed Project.

Trip generation for commercial uses is generally higher on weekends than on weekdays; therefore, the trip generation for Saturdays was determined for the Commercial Alternative. This alternative would generate approximately 15,411 Saturday daily trips, and 1,533 Saturday peak hour trips. The Saturday trip generation for the Commercial Alternative is higher than the weekday trips generated; however, the background traffic on the streets is typically lower on Saturdays than on weekdays, and the weekday analysis represents the worst-case condition. Parking-related impacts would be less than significant, similar to the Proposed Project.

- Air Quality - The Commercial Alternative would require less construction activity than assumed for the Proposed Project as building square footage would be reduced from 351,200 to 308,400. Pollutant emissions during the entire Commercial Alternative construction period would be less than the amount of pollutants emitted during the entire proposed project construction period. However, the daily construction intensity (e.g., construction equipment hours) for the Commercial Alternative would be similar to the daily construction intensity assumed for the proposed project. Accordingly, the Commercial Alternative daily regional construction emissions of ROG, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ would be similar to the emissions presented for the Proposed Project and would result in a significant and unavoidable ROG and NO_x regional construction air quality impact.

Localized PM_{2.5} and PM₁₀ construction emissions were calculated based on the amount of acres to be disturbed per day. The size of the project site would not change under the Commercial Alternative and the acres of land graded per day would be similar to that analyzed for the Proposed Project. This would result in fugitive dust emissions similar to the Proposed Project, which exceed the SCAQMD localized significance thresholds for PM_{2.5} and PM₁₀. Therefore, the Commercial Alternative would result in a significant localized PM_{2.5} and PM₁₀ impact.

Trip generation for this alternative would be approximately 13,240 daily trip ends over a 24-hour period on a typical weekday compared to 7,107 daily trip ends for the proposed project. Table 4.2-3 shows the daily operational emissions for the Commercial Alternative. Similar to the Proposed Project, regional operational emissions would exceed the SCAQMD significance thresholds for CO and NO_x. The SCAQMD significance thresholds would also be exceeded for ROG and PM₁₀. Regional operational emissions for the Commercial Alternative would still result in a significant and unavoidable operational air quality impact, and would be greater compared to the Proposed Project.

Mobile source emissions associated with the Commercial Alternative would potentially increase localized CO emissions. Maximum project-related one- and eight-hour CO concentrations are estimated to be 4 and 3.2 ppm, respectively. As with the Proposed Project, these concentrations are well below the State one- and eight-hour standards of 9.0 and 20 ppm, respectively. Increased traffic associated with the Commercial Alternative would not substantially change the CO concentrations estimated for the Proposed Project. As with the Proposed Project, the Commercial Alternative would result in a less-than-significant localized CO impact.

The Commercial Alternative would generate less GHG emissions than estimated for the Proposed Project. The Commercial Alternative would comply with all State, regional, and local greenhouse gas regulations and policies. Therefore, the Commercial Alternative would result in a less-than-significant global warming impact, similar to the Proposed Project.

Emission Sources	Pounds per Day					
	CO	ROG	NO_x	SO_x	PM_{2.5}	PM₁₀
Area Sources /a/	3	<1	2	<1	<1	<1
Mobile Sources	1,180	99	157	1	45	233
Total Emissions	1,183	99	159	1	45	233
SCAQMD Threshold	550	55	55	150	55	150
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	No	Yes
Commercial Alternative	1,183	99	159	1	45	233
Proposed Project	634	50	81	<1	23	117
Difference	549	49	78	1	22	116

/a/ Area sources include natural gas, wood-burning fireplaces, and consumer products.
SOURCE: Terry A. Hayes Associates LLC, 2008

- Noise- Construction activity associated with the Commercial Alternative would generally result in similar noise levels than as discussed for the Proposed Project. Construction-related noise exposure would be expected to be shorter in duration due to decreased development. However, daily noise levels would be similar to

noise levels presented for the Proposed Project. Noise level increases from construction would occur in proximity to the Bread of Life Church and mitigation measures would be recommended to reduce noise levels. It is anticipated that construction activity associated with the project would comply with the standards established in the Noise Ordinance. Construction noise impacts associated with the Commercial Alternative would be similar to those presented for the Proposed Project and would result in a less-than-significant impact, with mitigation.

The Commercial Alternative would result in more daily vehicle trips than the Proposed Project and, as such, would result in higher mobile noise levels. Mobile noise associated with the Commercial Alternative would likely result in noise level increases greater than 3 dBA within the "normally unacceptable" or "clearly unacceptable" category resulting in a significant impact, which is greater than the impact identified for the Proposed Project. Stationary noise sources associated with the Commercial Alternative would be similar to those sources identified for the Proposed Project. Stationary noise under the Commercial Alternative would result in a less-than-significant impact without mitigation, similar to the Proposed Project.

- Hazardous Materials - Development resulting from implementation of the Commercial Alternative would be subject to the same potential for exposure to hazardous materials as the Proposed Project. However, most of the site would be occupied by the commercial structure or a surface parking lot. Such coverage would reduce the potential for hazardous materials contamination. Nevertheless, construction of a commercial facility on the site would require the same mitigation measures as the Proposed Project.
- Utilities - The Commercial Alternative would have a lower consumption of water and lower production of wastewater than the Proposed Project. Impacts related to the demand of water and on the generation of wastewater would be less than significant without mitigation, similar to the Proposed Project. This alternative may result in a higher release of storm water because most of the site would be covered by impenetrable surfaces due to the increase in the number of parking spaces. To limit runoff, this alternative may require on-site retention of storm water in higher capacity underground storage tanks as compared to the Proposed Project. Generation of storm water would increase as compared to the Proposed Project, but, with a larger detention system, the impact to storm water would be mitigated, similar to the Proposed Project.

-Finding

The Commercial Alternative would generally result in greater environmental impacts as compared to the Proposed Project. Also, the Commercial Alternative would fail to meet many of the Project Objectives.

-Facts Supporting Finding

This alternative would provide a lower number of jobs as compared to the Proposed Project and greater impacts related to traffic and air quality. The Commercial Alternative would not provide medical office uses and employment. This alternative would not provide perimeter and internal site landscaping as generously as the proposed project. The Commercial Alternative would meet the objectives of replacing

an underutilized area with an economically viable alternative, and environmentally remediating the site. For the reasons stated above, as well as in the Final EIR, this alternative is rejected.

E. Office/Industrial Alternative (without medical offices)

-Description - The Office/Industrial Alternative assumes no medical offices on the site. The entire site would be utilized for flexible office and light industrial uses compatible with areas to the north, east and west. This alternative proposes 0.34 FAR, which is same as the Proposed Project. This alternative would incorporate approximately 351,200 square feet of office and light industrial uses. Parking spaces would be located in an interconnected parking area distributed through the site.

-Potential Impacts

- Land Use - As with the proposed project, the uses proposed in the Office/Industrial Alternative would be compatible with the surrounding uses. The M2: Heavy Manufacturing zone conditionally allows for professional office uses. Compatibility of the alternative with adjacent uses and consistency with regional plans would be maintained. There would be no environmental impact with regard to Land Use, similar to the Proposed Project.
- Transportation and Parking - Since the Proposed Project would be parked at the office rate (allowing office uses to occupy the industrial space), the office trip rates were applied to the entire site. Because there would be no medical office use, the Office/Industrial Alternative would generate approximately 3,870 daily trips, 3,240 less than the Proposed Project. During the AM peak hour, the Office/Industrial Alternative would generate 545 trips, 119 less than the proposed project, and during the PM peak hour, this alternative would generate 523 trips, 289 less than the proposed project. The Office/Industrial Alternative would result in three fewer significantly impacted study intersections than the proposed project. Parking related impacts would be less than significant, similar to the Proposed Project.
- Air Quality- The Office/Industrial Alternative would require similar construction activity as assumed for the proposed project as building square footage would remain at 351,200. Pollutant emissions during the entire Office/Industrial Alternative construction period would be similar to the amount of pollutants emitted during the entire Proposed Project construction period. Accordingly, the Office/Industrial Alternative daily regional construction emissions of ROG, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ would be similar to the emissions presented for the Proposed Project and would result in a significant and unavoidable ROG and NO_x regional construction air quality impact, similar to the Proposed Project.

Localized PM_{2.5} and PM₁₀ construction emissions were calculated based on the amount of acres to be disturbed per day. The size of the project site would not change under the Office/Industrial Alternative and the acres of land graded per day would be similar to that analyzed for the Proposed Project. This would result in fugitive dust emissions similar to the Proposed Project, which exceed the SCAQMD localized significance thresholds for PM_{2.5} and PM₁₀. Therefore, the Office/Industrial Alternative would result in a significant localized PM_{2.5} and PM₁₀ impact.

Due to the absence of medical use, trip generation for this alternative would be approximately 3,870 daily trip ends over a 24-hour period on a typical weekday compared to 7,107 daily trip ends for the Proposed Project. Table 4.2-4 shows the daily operational emissions for the Office/Industrial Alternative. Office/Industrial Alternative emissions would not exceed the SCAQMD significance thresholds for ROG, NO_x, CO, PM_{2.5}, and PM₁₀. The Office/Industrial Alternative would generate less operational emissions compared to the Proposed Project and would eliminate the project-related operational CO and NO_x impacts. The significant air quality impacts to operational regional emissions from the Proposed Project could be avoided under this alternative.

Emission Sources	Pounds per Day					
	CO	ROG	NO_x	SO_x	PM_{2.5}	PM₁₀
Area Sources /a/	2	<1	<1	<1	<1	<1
Mobile Sources	366	31	48	<1	14	72
Total Emissions	368	31	48	<1	14	72
SCAQMD Threshold	550	55	55	150	55	150
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Office/Industrial Alternative	368	31	48	<1	14	72
Proposed Project	634	50	81	<1	23	117
Difference	(266)	(19)	(33)	(<1)	(9)	(45)

/a/ Area sources include natural gas, wood-burning fireplaces, and consumer products.
SOURCE: Terry A. Hayes Associates LLC, 2008

Mobile source emissions associated with the Office/Industrial Alternative would potentially reduce localized CO emissions. Maximum project-related one- and eight-hour CO concentrations are estimated to be 4 and 3.2 ppm, respectively. As with the Proposed Project, these concentrations are well below the State one- and eight-hour standards of 9.0 and 20 ppm, respectively. Reduced traffic associated with the Office/Industrial Alternative would not substantially change the CO concentrations estimated for the Proposed Project. As with the Proposed Project, the Office/Industrial Alternative would result in a less-than-significant localized CO impact.

The Office/Industrial Alternative would generate less GHG emissions than estimated for the Proposed Project. The Office/Industrial Alternative would comply with all State, regional, and local greenhouse gas regulations and policies. Therefore, the Office/Industrial Alternative would result in a less-than-significant global warming impact, similar to the Proposed Project.

- Noise - Construction activity associated with the Office/Industrial Alternative would generally result in similar noise levels than as discussed for the Proposed Project. Daily noise levels would be similar to noise levels presented for the Proposed Project. Noise level increases from construction would occur in proximity to the Bread of Life Church and mitigation measures would be recommended to reduce

noise levels. It is anticipated that construction activity associated with the project would comply with the standards established in the Noise Ordinance. Construction noise impacts associated with the Office/Industrial Alternative would be similar to those presented for the Proposed Project and would result in a less-than-significant impact, with mitigation, similar to the Proposed Project.

The Office/Industrial Alternative would result in fewer daily vehicle trips than the Proposed Project and, as such, would result in lower mobile noise levels. Mobile noise associated with the Office/Industrial Alternative would not result in noise level increases greater than 3 dBA within the "normally unacceptable" or "clearly unacceptable" category resulting in a less-than-significant impact without mitigation, similar to the Proposed Project. In addition, stationary noise sources associated with the Office/Industrial Alternative would be similar to those sources identified for the Proposed Project. Stationary noise under the Office/Industrial Alternative would result in a less-than-significant impact without mitigation, similar to the Proposed Project.

- **Hazardous Materials** - Since the Office/Industrial Alternative utilizes the same site area as the Proposed Project, the risk of exposure to hazardous materials for the Office/Industrial Alternative would be similar to the Proposed Project. The Office/Industrial Alternative would experience the same likelihood of hazardous materials contamination, although fewer people would be exposed. The Office/Industrial Alternative would require similar mitigation measures to prevent impacts related to exposure to hazardous materials.
- **Utilities** - The Office/Industrial Alternative would result in reduced consumption of water and a reduced production of wastewater in comparison to the Proposed Project. The stormwater generation would be similar. Impact related to the quantity and quality of storm water runoff as a result of this alternative would also be less than significant with mitigating onsite retention, similar to the Proposed Project.

-Finding

The Office/Industrial would reduce certain environmental impacts, but would not meet many of the Project Objectives and may not be economically viable given the costs of acquiring and developing the site, the projected sale price of the office condominiums, and market conditions in the area.

-Facts Supporting Finding

The Commercial Alternative would provide fewer jobs as compared to the Proposed Project. The Commercial Alternative would not provide medical office uses and employment. This alternative would not provide perimeter and internal site landscaping as generously as the proposed project. The Commercial Alternative would meet the objectives of replacing an underutilized area with an economically viable alternative, and environmentally remediating the site. For the reasons stated above, as well as in the Final EIR, this alternative is rejected.

F. Medical Office Alternative

-Description - The Medical Office Alternative assumes no professional office and light

industrial uses on the site. The entire site would be utilized for medical offices at 0.34 FAR. Therefore, this alternative would incorporate approximately 351,200 square feet of medical office uses. In addition, parking spaces would be provided to serve the facility and would be located in an interconnected parking area distributed through the site.

-Potential Impacts

- Land Use - As with the Proposed Project, the uses proposed in the Medical Office Alternative would be compatible with the surrounding uses. A conditional use permit would be required for allowing medical office uses in the M2: Heavy Manufacturing zone. Compatibility with adjacent uses and consistency with local and regional plans would be maintained, similar to the Proposed Project. There would be no environmental impacts related to Land Use, similar to the Proposed Project.
- Transportation and Parking - The Medical Office Alternative would generate approximately 12,690 daily trips, 5,583 more trips than the Proposed Project. This alternative would generate approximately 871 trips during the AM peak hour, 207 more trips than the Proposed Project, and 1,306 trips during the PM peak hour, 494 more trips than the Proposed Project. The Medical Office Alternative would result in three more significantly impacted study intersections than the Proposed Project. There would be no environmental impacts from Parking, similar to the Proposed Project.
- Air Quality - The Medical Office Alternative would require similar construction activity as assumed for the Proposed Project as building square feet would remain at 351,200. Pollutant emissions during the entire Medical Office Alternative construction period would be similar to the amount of pollutants emitted during the entire Proposed Project construction period. Accordingly, the Medical Office Alternative daily regional construction emissions of ROG, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ would be similar to the emissions presented for the Proposed Project and would result in a significant and unavoidable ROG and NO_x regional construction air quality impact.

Localized PM_{2.5} and PM₁₀ construction emissions were calculated based on the amount of acres to be disturbed per day. The size of the project site would not change under the Medical Office Alternative and the acres of land graded per day would be similar to that analyzed for the Proposed Project. This would result in fugitive dust emissions similar to the Proposed Project, which exceed the SCAQMD localized significance thresholds for PM_{2.5} and PM₁₀. Therefore, the Medical Office Alternative would result in a significant localized PM_{2.5} and PM₁₀ impact.

Trip generation for this alternative would be approximately 12,690 daily trip ends over a 24-hour period on a typical weekday compared to 7,107 daily trip ends for the Proposed Project. Table 4.2-5 shows the daily operational emissions for the Medical Office Alternative. Similar to the Proposed Project, regional operational emissions would exceed the SCAQMD significance thresholds for CO and NO_x. The SCAQMD significance thresholds would also be exceeded for ROG and PM₁₀.

Regional operational emissions for the Medical Office Alternative would still result in a significant and unavoidable operational air quality impact, similar to but greater than the Proposed Project.

Emission Sources	Pounds per Day					
	CO	ROG	NO_x	SO_x	PM_{2.5}	PM₁₀
Area Sources /a/	4	<1	2	<1	<1	<1
Mobile Sources	1,001	85	136	1	39	201
Total Emissions	1,005	85	138	1	39	201
SCAQMD Threshold	550	55	55	150	55	150
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	No	Yes
Medical Office Alternative	1,005	85	138	1	39	201
Proposed Project	634	50	81	<1	23	117
Difference	371	35	57	1	16	184
/a/ Area sources include natural gas, wood-burning fireplaces, and consumer products. SOURCE: Terry A. Hayes Associates LLC, 2008						

Mobile source emissions associated with the Medical Office Alternative would potentially increase localized CO emissions. Maximum project-related one- and eight-hour CO concentrations are estimated to be 4 and 3.2 ppm, respectively. As with the Proposed Project, these concentrations are well below the State one- and eight-hour standards of 9.0 and 20 ppm, respectively. Increased traffic associated with the Medical Office Alternative would not substantially change the CO concentrations estimated for the Proposed Project. As with the Proposed Project, the Medical Office Alternative would result in a less-than-significant localized CO impact.

The Medical Office Alternative would generate less GHG emissions than estimated for the Proposed Project. The Medical Office Alternative would comply with all State, regional and local greenhouse gas regulations and policies. Therefore, the Medical Office Alternative would result in a less-than-significant global warming impact, similar to the Proposed Project.

- Noise- Construction activity associated with the Medical Office Alternative would generally result in similar noise levels than as discussed for the Proposed Project. Daily noise levels would be similar to noise levels presented for the Proposed Project. Noise level increases from construction would occur in proximity to the Bread of Life Church and mitigation measures would be recommended to reduce noise levels. It is anticipated that construction activity associated with the project would comply with the standards established in the Noise Ordinance. Construction noise impacts associated with the Medical Office Alternative would be similar to those presented for the Proposed Project and would result in a less-than-significant

impact, with mitigation.

The Medical Office Alternative would result in more daily vehicle trips than the Proposed Project and, as such, would result in higher mobile noise levels. Mobile noise associated with the Medical Office Alternative would likely result in noise level increases greater than 3 dBA within the "normally unacceptable" or "clearly unacceptable" category resulting in a significant impact, which is greater than the impact identified for the Proposed Project. Stationary noise sources associated with the Medical Office Alternative would be similar to those sources identified for the Proposed Project. Stationary noise under the Medical Office Alternative would result in a less-than-significant impact, without mitigation.

- **Hazardous Materials** - Since the Medical Office Alternative utilizes the same site area as the Proposed Project, the risk of exposure to hazardous materials for the Medical Office Alternative would be similar to the Proposed Project. The Medical Office Alternative would experience the same likelihood of hazardous materials contamination. The Medical Office Alternative would require similar mitigation measures to address impacts related to exposure to hazardous materials.
- **Utilities** - The Medical Office Alternative would result in a higher water demand and a greater production of wastewater in comparison to the Proposed Project. The stormwater generation would be similar. Impact related to the quantity and quality of storm water runoff as a result of this alternative would also be less than significant, mitigated by underground retention systems, similar to the Proposed Project.

-Finding

The Medical Office Alternative would result in greater environmental impacts than the Proposed Project, particularly increased traffic. The Medical Office Alternative meets most of the project objectives.

-Facts Supporting Finding

The Medical Office Alternative would result in greater traffic impacts. The Medical Office Alternative would meet most of the project objectives, including the provision of medical offices and medical employment opportunities in the City of Torrance, construction of a high-quality development with an extensive landscape environment, developing an underutilized parcel of property, and environmentally remediating a former aerospace site. For the reasons stated above, as well as in the Final EIR, this alternative is rejected.

G. Project on Phase I site / Industrial uses on Phase II site Alternative

-Description- This Alternative consists of a mix of medical offices, professional offices and light industrial uses on the western portion of the site, as proposed (Phase I) of the project site, plus industrial uses only on the eastern portion of the project site (Phase II). The entire site would be developed at 0.34 FAR, similar to the Proposed Project. Therefore, this alternative would include the same approximately 351,200 square feet of medical offices, professional offices, and light industrial uses. In addition, parking spaces would be provided to serve the facility and would be located in an interconnected parking area distributed through the site.

-Potential Impacts

- Land Use - As with the Proposed Project, the uses proposed in the this alternative would be compatible with the surrounding uses. The M-2: Heavy Manufacturing zone allows industrial uses and conditionally allows professional and medical office uses. Compatibility with adjacent uses and consistency with regional plans result in no environmental impacts, similar to the Proposed Project.
- Transportation and Parking - This alternative would generate approximately 4,960 daily trips, approximately 2,147 fewer trips than the Proposed Project. This alternative would generate approximately 517 AM peak hour trips, approximately 147 fewer trips than the proposed project, and 599 PM peak hour trips, approximately 213 fewer than the proposed project. This alternative would result in two fewer significantly impacted study intersections than the Proposed Project.
- Air Quality - This Alternative would require similar construction activity as assumed for the Proposed Project as building square footage would remain at approximately 351,200. Pollutant emissions during the entire construction period would be similar to the amount of pollutants emitted during the entire Proposed Project construction period. Accordingly, daily regional construction emissions of ROG, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ would be similar to the emissions presented for the proposed project and would result in a significant and unavoidable ROG and NO_x regional construction air quality impact, similar to the Proposed Project.

Localized PM_{2.5} and PM₁₀ construction emissions were calculated based on the amount of acres to be disturbed per day. The size of the project site would not change under this Alternative and the acres of land graded per day would be similar to that analyzed for the Proposed Project. This would result in fugitive dust emissions similar to the Proposed Project, which exceed the SCAQMD localized significance thresholds for PM_{2.5} and PM₁₀. Therefore, this Alternative would result in a significant localized PM_{2.5} and PM₁₀ impact.

Trip generation for this Alternative would be approximately 4,960 daily trip ends over a 24-hour period on a typical weekday compared to 7,107 daily trip ends for the Proposed Project. Table 4.2-6 shows daily operational emissions. Emissions would not exceed the SCAQMD significance thresholds for ROG, CO, PM_{2.5}, and PM₁₀. This Alternative would generate less operational emissions compared to the Proposed Project and would eliminate the project-related operational CO impact but not the NO_x impact. This Alternative would result in a significant operational air quality impact similar to, but less than the Proposed Project.

The reduced trip generation would result in less localized CO emissions than identified for the Proposed Project. Maximum project-related one- and eight-hour CO concentrations are estimated to be 4 and 3.2 ppm, respectively. As with the Proposed Project, these concentrations are well below the State one- and eight-hour standards of 9.0 and 20 ppm, respectively. As with the Proposed Project, this Alternative would result in a less-than-significant localized CO impact.

**TABLE 4.2-6
DAILY OPERATIONAL EMISSIONS – PROJECT ON PHASE I AND INDUSTRIAL USES
ON PHASE II ALTERNATIVE**

Emission Sources	Pounds per Day					
	CO	ROG	NO _x	SO _x	PM _{2.5}	PM ₁₀
Area Sources /a/	6	1	2	<1	<1	<1
Mobile Sources	457	36	57	<1	16	84
Total Emissions	463	37	59	<1	16	84
SCAQMD Threshold	550	55	55	150	55	150
Exceed SCAQMD Threshold?	No	No	Yes	No	No	No
Phase I Project plus Industrial Alternative	463	37	59	<1	16	84
Proposed Project	634	50	81	<1	23	117
Difference	(171)	(13)	(22)	(<1)	(7)	(33)

/a/ Area sources include natural gas, wood-burning fireplaces, and consumer products.
SOURCE: Terry A. Hayes Associates LLC, 2008

This Alternative would generate less GHG emissions than estimated for the Proposed Project. The Alternative would comply with all State, regional, and local greenhouse gas regulations and policies. Therefore, this Alternative would result in a less-than-significant global warming impact, similar to the Proposed Project.

- Noise - Construction activity associated with this Alternative would generally result in similar noise levels discussed for the Proposed Project. Daily noise levels would be similar to noise levels presented for the Proposed Project. Noise level increases from construction would occur in proximity to the Bread of Life Church and mitigation measures would be recommended to reduce noise levels. It is anticipated that construction activity associated with the project would comply with the standards established in the Noise Ordinance. Construction noise impacts associated with this Alternative would be similar to those presented for the Proposed Project and would result in a less-than-significant impact, with mitigation.

This Alternative would result in fewer daily vehicle trips than the Proposed Project, and would result in lower mobile noise levels. Mobile noise would not result in noise level increases greater than 3 dBA within the "normally unacceptable" or "clearly unacceptable" category resulting in a less-than-significant impact, which is similar than the impact identified for the Proposed Project. In addition, stationary noise sources would be similar to those sources identified for the Proposed Project. Similar to the proposed project, stationary noise would result in a less-than-significant impact.

- Hazardous Materials - Since this Alternative utilizes the same site area as the Proposed Project, the risk of exposure to hazardous materials for this Alternative would be similar to the Proposed Project. This Alternative would experience the same likelihood of hazardous materials contamination, although fewer people

would be exposed. This Alternative would require similar mitigation measures to avoid impacts related to exposure to hazardous materials.

- Utilities - This alternative would result in a lower water demand and a reduced production of wastewater in comparison to the Proposed Project. The stormwater generation would be similar. Impact related to the quantity and quality of storm water runoff as a result of this alternative would also be less than significant, mitigated by underground retention systems, similar to the Proposed Project.

-Finding

The Alternative would result in two fewer significantly impacted study intersections than the proposed project. This alternative meets most of the Project Objectives.

-Facts Supporting Finding

This alternative would provide a high-quality development that responds to market conditions utilizing a landscaped environment, including a landscaped perimeter with a monument entrance. This alternative would meet the objectives of developing an underutilized parcel of property and environmentally remediating a former aerospace site. However, it will do less to provide new medical office use and employment opportunities in the City of Torrance. For the reasons stated above, as well as in the Final EIR, this alternative is rejected.

H. Alternative Location in Torrance

-Description - This alternative would involve developing the proposed business park development in alternate locations in Torrance. To explore if an environmentally superior alternative site within the City of Torrance was available for the Proposed Project, the following criteria were used in identifying potential sites:

- Vacant, or underutilized site of 23.6 acres or more
- Access of the development to the regional transit system
- Compatibility of adjoining uses and zoning or adequate area for appropriate buffers
- Ability of the applicant to acquire the site
- Several access roads, including at least one access from a main road
- Ability to maintain efficient traffic circulation in the vicinity

-Finding

As the City is considered to be built-out, no alternative sites large enough for the Proposed Project currently exist within the City of Torrance that meet the criteria.

-Facts Supporting Finding

There exists one vacant 14.51-acre parcel, located at the southwest corner of Crenshaw Boulevard and 208th Street, designated Heavy Industrial and zoned M2: Heavy Manufacturing, available for development within the City of Torrance. However,

this site does not meet the project criteria for size.

The only other remaining site in Torrance is a collection of parcels known as Butcher Hill located along the southern boundary of the City. This is designated Low Density Residential in the City's General Plan and zoned A-1: Hillside Overlay District. This site would result in more potential significant impacts due to land use inconsistency with adjacent residential uses, limited vehicular access, and possible biological and/or scenic resources that may exist on the site. Therefore, an alternative location was not analyzed further in the analysis.

I. Environmentally Superior Alternative

The California Environmental Quality Act requires the identification of an environmentally superior alternative to the Proposed Project. If the "No Project" Alternative is designated as the environmentally superior alternative, then an additional environmentally superior alternative is to be identified.

Analysis of the above alternatives found none to be superior to the proposed project and still meet the project objectives. Although the "No Project" Alternative would not remediate existing soil and groundwater contamination of the site, it would avoid new environmental impacts and would be environmentally superior.

Among the remaining alternatives, the Industrial Alternative is identified as environmentally superior. However, as discussed earlier, the Industrial Alternative would still result in a significant and unavoidable ROG and NO_x regional construction air quality impact as well as significant traffic impacts, although six less study intersections would be significantly impacted than the Proposed Project. Moreover, the Industrial Alternative would do less than the Proposed Project to address continuing demand for new medical office use and employment opportunities in the City of Torrance and surrounding region. This demand is acknowledged to be contributing to significant environmental impacts in the area and region, including but not limited to, traffic congestion from commuter trips, and related air quality effects. Thus, it is not clear whether on an overall basis the Industrial Alternative would mitigate environmental impacts as compared to the Proposed Project. Also, it is not clear if the Industrial Alternative would be economically viable given the costs of acquiring and developing the site and market conditions in the area. For the reasons stated above, as well as in the Final EIR, this alternative is rejected.

EXHIBIT B

STATEMENT OF OVERRIDING CONSIDERATIONS

FOR

ROCKEFELLER GROUP PROFESSIONAL CENTER
(STATE CLEARINGHOUSE # 2007121119)

CITY OF TORRANCE

ADOPTED MARCH 17TH, 2010

**STATEMENT OF OVERRIDING CONSIDERATIONS
REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT
(STATE CLEARINGHOUSE # 2007121119) FOR THE
ROCKEFELLER GROUP PROFESSIONAL CENTER**

CEQA requires a decision-making public agency to balance the benefits of a proposed project against its unavoidable, adverse environmental impacts in determining whether to approve the Project. Specifically, CEQA Guidelines Section 15093 provides as follows:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

In accordance with the requirements of CEQA, the Planning Commission finds that the mitigation measures identified in the Final EIR and in the Mitigation Monitoring and Reporting Program will avoid or substantially lessen most of the significant environmental impacts identified in the Final EIR. Nonetheless, as identified and discussed in Exhibit A to the Final EIR, certain air quality and traffic impacts are unavoidable, despite the implementation of all feasible mitigation measures. The Planning Commission finds that notwithstanding these significant unavoidable impacts, there are specific overriding economic, legal, social, technological, environmental and other benefits of the Proposed Project that outweigh those impacts and provide sufficient reasons for approving the Proposed Project.

The benefits derived from the Proposed Project are as follows:

- The Project will result in the environmental remediation, and productive reuse, of a former aerospace manufacturing site.
- The Project will develop a first class professional center on one of the largest under-utilized parcels in Torrance, providing an economically productive use of the property that benefits the Torrance community and local businesses. The Project is further consistent with existing land use plans for the site.
- The Project will provide both short and long term employment opportunities for residents in the City of Torrance, including substantial construction work opportunities

and long term local light industrial, professional and medical jobs. Specifically, the Project will employ over 100 construction workers in construction of shell buildings and tenant improvements. Purchase of construction materials will stimulate both local and regional jobs and economies. The completed Project will employ over 1,300 workers. Project businesses will stimulate both local and regional jobs and economies.

- The Project will provide needed medical facilities, which are consistent with the existing medical uses to the west of the project site.
- The Project will enhance the image of the area through new development and landscaping.
- The Project will create an environment suitable for small and medium sized businesses offering professional and technical jobs and services
- The Project will provide a secondary economic benefit to local and regional economy derived from spending of project employees and visitors.
- The Project will generate increased sales tax (from project visitors and employees), as well as increased business license taxes to the City of Torrance.
- The Project will provide increased property taxes from the proposed improvements.
- The Project will improve the job/housing balance in the Project area.

Conclusion

Based on the foregoing findings and information contained in the record, it is hereby determined that:

- a) All significant effects on the environment resulting from approval of Rockefeller Group Professional Center have been reduced to less-than-significant through mitigation where feasible; and
- b) The Planning Commission has balanced the benefits of the Project against its unavoidable environmental risks and hereby determines that the significant benefits of the Project, as set forth above, outweigh those environmental impacts which cannot be mitigated to a level of significance. Therefore, the unmitigated impacts and the decision not to adopt an environmentally superior project alternative are acceptable.

EXHIBIT C

MITIGATION MONITORING
AND REPORTING PROGRAM

FOR

ROCKEFELLER GROUP PROFESSIONAL CENTER
(STATE CLEARINGHOUSE # 2007121119)

CITY OF TORRANCE

ADOPTED MARCH 17TH, 2010

**MITIGATION MONITORING AND REPORTING PROGRAM
REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT
(STATE CLEARINGHOUSE # 2007121119) FOR THE
ROCKEFELLER GROUP PROFESSIONAL CENTER**

6.1 LEGISLATIVE BACKGROUND

Effective January 1, 1989, the California Environmental Quality Act (CEQA) was amended to add Section 21081.6, implementing Assembly Bill (AB) 3180.

As part of CEQA (state-mandated) environmental review procedures, AB 3180 requires a public agency to adopt a monitoring and reporting program for assessing and ensuring efficacy of any required mitigation measures applied to proposed developments. As stated in Section 21081.6 of the Public Resources Code,

...the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.

AB 3180 provides guidelines for implementing monitoring and reporting programs. Specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final approval of the project proposal by the responsible decision maker(s). In response to established CEQA requirements and those of AB 3180 (Public Resources Code Section 21000 et seq.), the proposed mitigation monitoring program shall be submitted to the Community Development Department for consideration prior to completion of the environmental review process to enable the decision maker's appropriate response to the proposals.

6.2 PROGRAM STRUCTURE

This Mitigation Monitoring and Reporting Program ("MMP") for the Rockefeller Group Professional Center is designed to ensure compliance with specific mitigation measures ("Mitigation Measures") adopted in order to mitigate or avoid the significant impacts on the environment identified by the Final Environmental Impact Report ("FEIR").

GENERAL REQUIREMENTS

Each Mitigation Measure recommended in the FEIR is listed in this MMP. Mitigation Measures are categorized by the environmental category to which they pertain. The MMP designates the nature of the mitigation to be monitored (e.g. design requirement, operation requirement). For each measure, an implementing entity is specified (the "Responsible Entity"). If the Responsible Entity is a City of Torrance agency, then this entity is also responsible for monitoring and reporting compliance with the Mitigation Measures. If the Responsible Entity is not a City of Torrance agency, a City of Torrance monitor is also identified which is responsible for monitoring and reporting as further discussed below.

MONITORING TO ENSURE COMPLIANCE

Design Requirements

Compliance with Mitigation Measures which pertain to project design (“Design Requirements”) shall be ensured as follows: No final certificate of occupancy for the Project shall be issued unless City inspection has confirmed that all Design Requirements have been implemented. Further, no Design Requirement can be omitted or modified without City of Torrance Planning Commission or City Council approval.

Operational Requirements

Compliance with Mitigation Measures which pertain to project operation (“Operational Requirements”) shall be ensured as follows: Operational Requirements are to be implemented and monitored on an on-going basis. The Responsible Entity shall implement the Operational Requirements for which it is responsible. Instances of non-compliance shall be reported to the City Code Enforcement Division. In those cases where a monitoring entity is designated (“Monitoring Entity”) in addition to the Responsible Entity, the Monitoring Entity shall confirm implementation of the Operational Requirements by initial (and thereafter periodic) inspections or inquiries and report any instances of non-compliance to the City Code Enforcement Division in writing. Where appropriate and deemed necessary by the Monitoring Entity, the Monitoring Entity may also request written confirmation of compliance by the Responsible Entity. The Monitoring Entity shall also retain any reports of non-compliance in its files.

Project Coordinator(s) – City of Torrance

The City of Torrance shall be responsible for overall implementation and administration of the MMP for the Project. The City shall designate one or more staff persons to serve as the project coordinator(s) (“Project Coordinator(s)”) of all mitigation monitoring among the various government agencies, construction contractors, and interested residents. The Project Coordinator will ensure coordination even when the listed Monitoring Entity is not a City of Torrance Department or Division. The Project Coordinator(s) will oversee all Mitigation Measures and ensure that measures are completed in a timely manner and completed to the standards specified in the FEIR. The Project Coordinator(s) will also be responsible for ensuring that the MMP included in the FEIR is completed.

Some of the duties of the Project Coordinator(s) may include the following:

- Coordinate with applicable agencies that have mitigation monitoring and reporting responsibility;
- Coordinate activities with the Project Construction Manager (defined below);
- Coordinate activities of all in-field monitors;
- Develop a work plan and schedule for monitoring activities;
- Conduct routine inspections and reporting activities;
- Handle citizen inquiries and complaints;
- Review, maintain, and compile Verification Report (defined below) forms that are

submitted by the Construction Manager;

- Maintain the Mitigation Monitoring Checklist or other suitable mitigation compliance summary; and
- Coordinate and assure implementation of corrective actions or enforcement measures, as needed.

Construction Manager/Coordinator(s) – Project Applicant

The Project Applicant shall be responsible for overall completion of specific tasks, assignments and programs contained in the MMP for the Project. The Project Applicant shall designate one or more persons to serve as construction managers and/or coordinators (“Construction Manager/Coordinator(s)”) of all preconstruction, construction and operational measures specified in the MMP and to coordinate activities among construction contractors, sub-contractors, vendors and other individuals responsible for completing measures. Additionally, the Construction Manager/Coordinator(s) shall be responsible for submitting timely verbal and written reports, updates, applications, specifications, data and related materials to the City’s designated Project Coordinator(s).

Some of the duties of the Construction Manager/Coordinator(s) may include the following:

- Coordinate with applicable agencies that have mitigation monitoring and reporting responsibility;
- Coordinate activities with the City’s Project Coordinator;
- Coordinate activities with the construction team;
- Coordinate activities of all in-field monitors;
- Develop a work plan and schedule for reporting monitoring activities;
- Coordinate activities of consultants hired by the developer when such expertise and qualifications are necessary;
- Conduct routine inspections and reporting activities;
- Conduct meetings with City staff;
- Assure follow-up and response to citizen inquiries and complaints;
- Develop, maintain, and compile Verification Report forms that will be reviewed by the Project Coordinator;
- Maintain a Mitigation Monitoring Checklist or other suitable mitigation compliance summary; and
- Coordinate and assure implementation of corrective actions or enforcement measures, as needed.

Mitigation Monitoring

The implementation of Mitigation Measures shall be monitored at two levels. The first level of monitoring is done through the use of a formal verification report (“Verification Report”). This report is to be completed for Mitigation Measures by the in-field monitor, responsible agency, or Construction Manager (whichever is appropriate for the given action and Mitigation Measure). Frequency of report completion will vary based on the type of Mitigation Measure and a determination made by the Project Coordinator in consultation with other Department and Division staff. For example, measures that require modification of final design drawings will only require that the Verification Report be completed at the time the final drawings are completed and again when they are approved. However, in-field monitoring for activities such as construction may require that a Verification Report be completed daily.

Once a Mitigation Measure has been completed and the measure needs no further monitoring or follow-up, the in-field monitor, responsible agency, or Construction Manager/Coordinator(s) shall notify the Project Coordinator that the measure has been completed. The Project Coordinator shall be responsible for collecting and maintaining completed Verification Reports. Copies of these reports shall be maintained by the City.

If the Project Coordinator, in-field monitor, responsible agency, or Construction Manager determines that non-compliance has occurred, a written notice shall be submitted or prepared by the Project Coordinator describing the non-compliance and requiring compliance within a reasonably specified period of time. If non-compliance still exists at the expiration of the specified period of time, construction may be halted and penalties may be imposed upon the party responsible for implementation, at the discretion of the City; provided, however, if compliance cannot be achieved due to a cause outside of the control of the party charged with compliance, the period for compliance shall be extended until the responsible party can reasonably be expected to achieve such compliance.

The second level of monitoring shall be done through the completion of a formal mitigation monitoring checklist consistent with this Chapter 6.0 (“Mitigation Monitoring Checklist”). The purpose of the Mitigation Monitoring Checklist is to provide a summary of the status of adopted mitigation measures for the City, other public officials and concerned citizens. The Project Coordinator shall update the Mitigation Monitoring Checklist on a regular basis. The Project Coordinator shall update the Mitigation Monitoring Checklist by reviewing the Verification Reports and contacting the in-field monitors, responsible agencies, and the Construction Manager/Coordinator(s) to review the status of their respective Mitigation Measures. A copy of the most current Mitigation Monitoring Checklist shall be maintained at the Community Development Department.

ENFORCEMENT

The City Code Enforcement Division shall be responsible for investigating reports and/or allegations of non-compliance with Mitigation Measures related to the construction of the Project. The enforcement section may require that complaints and/or allegations of non-compliance filed by person or entities other than the City of Torrance staff be filed in writing.

A Code Enforcement Manager shall investigate complaints and/or allegations of non-compliance as soon as is practical. If investigation confirms an instance of non-compliance to the satisfaction of the

Code Enforcement Manager, a written communication shall be issued to the appropriate City entity instructing the entity to comply, or, if the non-compliance is attributed to a third party, issue a written notice of violation.

Following the issuance of a written request for compliance, the Code Enforcement Manager may, if necessary, initiate: hearings to review instances of non-compliance, administrative proceedings to impose fines and/or penalties, and/or judicial actions (through the City Attorney's Office) to abate the complained of alleged non-compliance. The Code Enforcement Division shall retain any report of non-compliance, and the action taken, in its files.

LESS THAN SIGNIFICANT IMPACTS

It should be noted that although not required by CEQA, the FEIR analyzes certain non-environmental impacts and less-than-significant environmental impacts, and recommends mitigation in connection therewith. In addition, although not required by CEQA or Section 21081.6, this Mitigation Monitoring Program contains monitoring provision with respect to such mitigations and refers to the same as Mitigation Measures. The inclusion of such mitigations shall not be construed to enlarge the responsibilities of the City pursuant to CEQA.

6.3 MITIGATION MEASURES AND MONITORING

3.1 LAND USE

- 3.1(1) The Applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA in accordance with Federal Aviation regulation Part 77 "Objects Affecting Navigable Airspace."

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Building and Safety Division
Type of Requirement:	Design
Implementation:	Issuance of first building permit

3.2 TRANSPORTATION AND PARKING

City of Torrance

- 3.2(2) **Hawthorne Boulevard at Torrance Boulevard.** The Recommended Feasible Mitigation Measure for Hawthorne Boulevard at Torrance Boulevard consists of the addition of an eastbound right-turn overlap phase. This intersection is under Caltrans jurisdiction; constructing these improvements would require Caltrans approval.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of one percent (1%) toward the cost of an eastbound right-turn overlap phase in accordance with the traffic Mitigation Protocol (defined below). If Caltrans

disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Transportation Planning Division
Type of Requirement:	Design
Implementation Phase:	Issuance of first building permit
Monitoring Phase:	Five (5) years from issuance of first building permit for the Project

3.2(4) Hawthorne Boulevard at Sepulveda Boulevard. The Recommended Feasible Mitigation Measure at the intersection of Hawthorne Boulevard at Sepulveda Boulevard consists of the addition of a second northbound right-turn lane with a right-turn overlap phase. Construction of this traffic control improvement is feasible within the existing right-of-way. This intersection is under Caltrans jurisdiction; constructing this improvement would require Caltrans approval.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of two percent (2%) toward the cost of a second northbound right-turn lane with a right-turn overlap phase in accordance with the Traffic Mitigation protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Transportation Planning Division
Type of Requirement:	Design
Implementation Phase:	Issuance of the first building permit
Monitoring Phase:	Five (5) years from issuance of first building permit for the Project

3.2(5) Hawthorne Boulevard at Lomita Boulevard. The Recommended Feasible Mitigation Measures for Hawthorne Boulevard at Lomita Boulevard consist of the addition of the following traffic control improvements: (1) a second northbound left-turn lane, (2) a northbound right-turn lane, (3) a fourth southbound through lane, and (4) a westbound right-turn overlap phase. This intersection is under Caltrans jurisdiction; constructing the identified improvements would require Caltrans approval.

The City of Torrance is in the process of acquiring right-of-way on the southeast corner of this intersection. An entitled development has been conditioned to dedicate the necessary right-of-way to complete the referenced traffic improvements (1) and (2). Should the area not be dedicated, or if the entitled development completes the entirety of the improvement, the subject project will not be responsible for their fair share to complete the identified improvement. Referenced traffic control improvements (3) and (4) could be constructed within the existing right-of-way.

Mitigation Measure: The Project Applicant shall contribute the Project's fair share of three percent (3%) toward the cost of a second northbound left-turn lane, a northbound right-turn lane, a fourth southbound through lane, and a westbound right-turn overlap phase in accordance with the Traffic Mitigation Protocol. If Caltrans disallows one or more of these improvements, the Project Applicant shall not be required to satisfy the disallowed Mitigation Measures.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department –
Transportation Planning Division
Type of Requirement: Design
Implementation Phase: Issuance of the first building permit
Monitoring Phase: Five (5) years from issuance of first
building permit for the Project

3.2(6) Hawthorne Boulevard at Pacific Coast Highway. The Recommended Feasible Mitigation Measures for Hawthorne Boulevard at Pacific Coast Highway consist of the addition of the following traffic control improvements: (1) a northbound right-turn lane with overlap phase, (2) a southbound right-turn overlap phase, and (3) a westbound right-turn lane with overlap phase. This intersection is under Caltrans jurisdiction; constructing the identified improvements would require Caltrans approval.

An entitled development has been conditioned to dedicate the necessary right-of-way to complete the referenced traffic improvement (1). Should the area not be dedicated, or if the entitled development completes the entirety of the improvements, the project will not be responsible for their fair share to complete the identified improvement. Referenced traffic control improvements (2) and (3) could be constructed within the new right-of-way.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of two percent (2%) toward the cost of a northbound right-turn lane with overlap phase, a southbound right-turn overlap phase and a westbound right-turn lane with overlap phase in accordance with the Traffic Mitigation Protocol. If Caltrans disallows one or more of these improvements, the Project Applicant shall not be required to satisfy the disallowed Mitigation Measures.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department –
Transportation Planning Division
Type of Requirement: Design
Implementation Phase: Issuance of the first building permit
Monitoring Phase: Five (5) years from issuance of first
building permit for the Project

3.2(9) Crenshaw Boulevard at Sepulveda Boulevard. The Recommended Feasible Mitigation Measure for Crenshaw Boulevard at Sepulveda Boulevard consists of the addition of a northbound right-turn overlap phase.

Construction of referenced traffic control improvement can be incorporated into the signal phasing.

Mitigation Measure: The Project Applicant shall contribute the Project's fair share of three percent (3%) toward the cost of a northbound right-turn overlap in accordance with the Traffic Mitigation Protocol.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Transportation Planning Division
Type of Requirement:	Design
Implementation Phase:	Issuance of the first building permit
Monitoring Phase:	Five (5) years from issuance of first building permit for the Project

- 3.2(11) Crenshaw Boulevard at Pacific Coast Highway.** The Recommended Feasible Mitigation Measures for Crenshaw Boulevard at Pacific Coast Highway consist of the addition a northbound right-turn overlap phase. This intersection is under Caltrans jurisdiction; constructing the identified improvements would require Caltrans approval.

Construction of referenced traffic control improvement can be accommodated within the existing right-of-way.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of two percent (2%) toward the cost of a northbound right-turn overlap phase in accordance with the Traffic Mitigation Protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Transportation Planning Division
Type of Requirement:	Design
Implementation Phase:	Issuance of the first building permit
Monitoring Phase:	Five (5) years from issuance of first building permit for the Project

- 3.2(12) Arlington Avenue at Sepulveda Boulevard.** The Recommended Feasible Mitigation Measure for Arlington Avenue at Sepulveda Boulevard consists of converting the southbound right-turn lane to a second southbound through/right-turn lane. This improvement is feasible within the existing right-of-way and will mitigate project impacts at this intersection.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of two percent (2%) toward the cost of converting the southbound right-turn lane to a second southbound through/right-turn lane in accordance with the traffic Mitigation Protocol.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department –
Transportation Planning Division
Type of Requirement: Design
Implementation Phase: Issuance of the first building permit
Monitoring Phase: Five (5) years from issuance of first
building permit for the Project

3.2(13) Western Avenue at Sepulveda Boulevard. The Recommended Feasible Mitigation Measure for Western Avenue at Sepulveda Boulevard consists of the addition of a second northbound left-turn lane.

Mitigation Measure: The Project Applicant shall contribute the Project’s fair share of one percent (1%) toward the cost of the addition of a second northbound left-turn lane in accordance with the Traffic Mitigation Protocol.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department –
Transportation Planning Division
Type of Requirement: Design
Implementation Phase: Issuance of the first building permit
Monitoring Phase: Five (5) years from issuance of first
building permit for the Project

City of Lomita

3.2(15) Pennsylvania Avenue at Lomita Boulevard. The Recommended Feasible Mitigation Measures for Pennsylvania Avenue at Lomita Boulevard consist of adding a northbound left-turn lane.

Construction of referenced traffic control improvement is feasible. However, the City of Lomita has not (a) promulgated a plan to construct these improvements, (b) identified these improvements in any current or future Capital Improvement Program (CIP), or (c) adopted any financing plan to obtain the funding necessary for construction of the improvement.

Mitigation Measure: Project Applicant shall contribute the Project’s fair share of three percent (3%) toward the cost of a northbound left-turn lane in accordance with the Traffic Mitigation Protocol. If the City of Lomita disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department –
Transportation Planning Division
Type of Requirement: Design
Implementation Phase: Issuance of the first building permit
Monitoring Phase: Five (5) years from issuance of first
building permit for the Project

City of Los Angeles

- 3.2(19) Western Avenue at Sepulveda Boulevard.** The Recommended Feasible Mitigation Measure for Western Avenue at Sepulveda Boulevard consists of the addition of a second northbound left-turn lane. This improvement is feasible within existing right-of-way. This intersection is under the City of Los Angeles' jurisdiction; constructing the identified improvements would require the City of Los Angeles' approval.

Mitigation Measure: The Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of a second northbound left-turn lane in accordance with the Traffic Mitigation Protocol. If the City of Los Angeles disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Transportation Planning Division
Type of Requirement:	Design
Implementation Phase:	Issuance of the first building permit
Monitoring Phase:	Five (5) years from issuance of first building permit for the Project

- 3.2(20) Western Avenue at Pacific Coast Highway.** The Recommended Feasible Mitigation Measure for Western Avenue at Pacific Coast Highway consists of the addition of a second southbound left-turn lane. This intersection is under Caltrans jurisdiction; constructing the referenced traffic control improvements would require Caltrans approval.

Constructing referenced traffic control improvement can be accommodated within the existing right-of-way.

Mitigation Measure: Project Applicant shall contribute the Project's fair share of two percent (2%) toward the cost of adding a second southbound left-turn lane in accordance with the Traffic Mitigation Protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Transportation Planning Division
Type of Requirement:	Design
Implementation Phase:	Issuance of the first building permit
Monitoring Phase:	Five (5) years from the issuance of the first building permit for the Project

- 3.2(22) I-110 southbound at Pacific Coast Highway.** The Recommended Feasible Mitigation Measure for I-110 southbound at Pacific Coast Highway consists of

converting the second southbound right-turn lane to a shared left-turn/right-turn lane. This intersection is under Caltrans jurisdiction; constructing the identified improvement would require Caltrans approval.

Construction of this traffic control improvement could be accommodated within the existing right-of-way.

Mitigation Measure: Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of converting the second southbound right-turn lane to a shared left-turn/right-turn lane in accordance with the Traffic Mitigation Protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Transportation Planning Division
Type of Requirement:	Design
Implementation Phase:	Issuance of the first building permit
Monitoring Phase:	Five (5) years from the issuance of the first building permit for the Project

3.2(23) Figueroa Street at I-110 northbound. The Recommended Feasible Mitigation Measure for Figueroa Street at I-110 northbound consists of signaling the intersection. This intersection is under Caltrans jurisdiction; constructing the identified improvement would require Caltrans approval.

Construction of this improvement is feasible within the existing right-of-way.

Mitigation Measure: Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of signaling the intersection in accordance with the Traffic Mitigation Protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Transportation Planning Division
Type of Requirement:	Design
Implementation Phase:	Issuance of the first building permit
Monitoring Phase:	Five (5) years from the issuance of the first building permit for the Project

Traffic Mitigation Protocol

For all purposes of Section 3.2 of this Chapter 6, the term "Traffic Mitigation Protocol" shall mean the following:

Where the Mitigation Measure requires the Project Applicant to contribute the Project's fair share of the cost of a Mitigation Measure set forth in the MMP, the Project Applicant will, prior to the issuance of the first building permit for the Project, post security in a form acceptable to the Community Development Director and City Attorney for the City of Torrance securing the obligation to contribute the Project's fair share (as expressed in a percentage of the estimated improvement costs). For purposes of determining the estimated cost of a particular traffic improvement, the costs shall be based upon a good faith estimate prepared by Oltmans Construction Company based upon unit pricing and taking into account existing site conditions.

If within five (5) years of the posting of the security described in the preceding paragraph, the applicable agency(ies) with jurisdiction over the intersection in which the referenced traffic improvement is to be constructed has either 1) secured and duly allocated the remaining funds necessary to proceed with construction of the applicable traffic improvement, or 2) adopted a fair share program that is reasonably calculated to produce the remaining funding necessary to proceed with construction of applicable traffic improvement, the Project Applicant shall be required to pay the Project's fair share percentage by paying the amount of that fair share contribution to the applicable agency, or to another entity as directed by the agency with jurisdiction over the applicable intersection. If neither action is taken by the applicable agency within five (5) years from the posting of the security by the Project Applicant, the security will be released to the Project Applicant or its successor-in-interest.

3.3 AIR QUALITY

3.3(1) Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Building and Safety Division
Type of Requirement:	Operational
Implementation Phase:	Construction
Monitoring Phase:	Construction

3.3(2) Track-out shall not extend 25 feet or more from an active operation, and track-out shall be removed at the conclusion of each workday.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Building and Safety Division
Type of Requirement:	Operational
Implementation Phase:	Construction
Monitoring Phase:	Construction

3.3(3) A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(4) All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(5) All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(6) Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department - Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(7) Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(8) Heavy equipment operations shall be suspended during first and second stage smog alerts.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(9) On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(10) Grading activity shall be limited to no more than 5 acres during any one day.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(11) Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(12) Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(13) Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions, to the maximum extent feasible.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.3(14) Architectural coating shall have a VOC content of 75 grams per liter or less. The coatings shall be purchased from a super-compliant architectural coating manufacturer as identified by the SCAQMD (http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf).

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.4 NOISE

3.4(1) All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.4(2) Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.4(3) Equipment staging areas shall be located on the eastern portion of the project site, as far away as possible from the Bread of Life Church.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Operational

Implementation Phase: Construction
Monitoring Phase: Construction

3.4(4) During building construction, a temporary 6-foot sound wall constructed out of solid material (e.g., plywood) shall be located such that line of sight from construction activity and the Bread of Life Church is blocked. The wall shall extend for approximately 400 feet from the northwest corner of the project site toward the south and along the project site boundary.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department –
Development Review Division
Type of Requirement: Design/Operational
Implementation Phase: Construction
Monitoring Phase: Construction

3.5 HAZARDOUS MATERIALS

3.5(1) The Applicant shall comply with all mitigation requirements of the DTSC with regards to the response plan. These requirements include but are not limited to:

- Shallow polynuclear aromatic hydrocarbons (PAH)-impacted and diesel-impacted soil in the vicinity of previous sample point GS-18 shall be excavated and removed from the project site.
- The existing vapor extraction system shall continue to be operated to remediate off-gassing from impacted groundwater at the project site and to reduce the possible threat of vapor intrusion into proposed buildings.
- Groundwater shall be remediated using in-situ chemical oxidation in order to bring the groundwater into compliance with the RWQCB guidelines and reduce the long-term vapor threat. As an interim measure intended to minimize/eliminate any vapor inhalation risk during the groundwater remediation process, vapor barriers shall be installed under the future buildings.

Responsible Entity: Project Applicant
Monitoring Entity: State of California Department of Toxic
Substances Control
Type of Requirement: Operational
Implementation Phase: Preconstruction
Monitoring Phase: Preconstruction

3.5(2) Proper soil management procedures shall be prepared in cooperation with the DTSC and City of Torrance Fire Department. The SMP will include specific protocols to address mitigation items 3.5(4) and 3.5(5).

Responsible Entity: Project Applicant

Monitoring Entity: Torrance Fire Department - Hazardous Materials Division, State of California Department of Toxic Substances Control
Type of Requirement: Operational
Implementation Phase: Preconstruction
Monitoring Phase: Preconstruction

3.5(3) Should field conditions encountered require training under 29 CFR 1910.120 (HAZWOPER) and California Occupational Safety and Health Administration (Cal OSHA) 8CCR5192, the contractor shall implement necessary measures for compliance with the standard. If such conditions requiring the implementation of the HAZWOPER standards are identified, personnel not having the training shall cease work in the area. The contractor shall be responsible for proper identification and mitigation of identified potentially hazardous conditions.

Responsible Entity: Project Applicant
Monitoring Entity: Torrance Fire Department - Hazardous Materials Division
Type of Requirement: Operational
Implementation Phase: Preconstruction, Construction
Monitoring Phase: Preconstruction, Construction

3.5(4) Separate stockpiling and characterization of impacted soils with TPH concentrations above cleanup levels, and/or odorous soil encountered during excavation shall be performed. These soils shall be screened for chemicals of concern to evaluate proper management methods.

Responsible Entity: Project Applicant
Monitoring Entity: Torrance Fire Department - Hazardous Materials Division, Torrance Community Development Department - Building and Safety Division
Type of Requirement: Operational
Implementation Phase: Preconstruction, Construction
Monitoring Phase: Preconstruction, Construction

3.5(5) Subdrains and waterproofing measures shall be provided during excavation, where appropriate. The design of subdrains shall be subject to review and approval by the Division of Building and Safety. Subdrain discharges shall be chemically analyzed to determine if the water meets the standards of the RWQCB.

Responsible Entity: Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division, Torrance Public Works Department
Type of Requirement: Design/Operational
Implementation Phase: Preconstruction, Construction
Monitoring Phase: Preconstruction, Construction

- 3.5(6) Prior to issuance of a grading or building permit, the applicant shall submit a grading/drainage plan with a soil investigation report showing all existing and proposed grades, structures, required improvements and any proposed drainage structures.
- Responsible Entity:** Project Applicant
Monitoring Entity: Community Development Department – Building and Safety Division
Type of Requirement: Design
Implementation Phase: Preconstruction
Monitoring Phase: Preconstruction
- 3.5(7) Hazardous materials use, storage and/or transport shall comply with all appropriate state and local regulations.
- Responsible Entity:** Project Applicant
Monitoring Entity: Torrance Fire Department - Hazardous Materials Division
Type of Requirement: Design/Operational
Implementation Phase: Preconstruction/Construction
Monitoring Phase: Preconstruction/Construction
- 3.5(8) If during construction, an abandoned oil well is found within the project boundaries, it would be uncovered, leak tested and if necessary, reabandoned in accordance with the Public Resources Code. All work related to well testing and reabandonment will be performed in compliance with DOGGR requirements.
- Responsible Entity:** Project Applicant
Monitoring Entity: Torrance Fire Department - Hazardous Materials Division, Torrance Community Development Department - Environmental Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction
- 3.5(9) An emergency response plan for evacuation of commercial workers shall be developed by the Applicant and reviewed with the local emergency personnel.
- Responsible Entity:** Project Applicant
Monitoring Entity: Torrance Fire Department - Hazardous Materials Division
Type of Requirement: Operational
Implementation Phase: Construction
Monitoring Phase: Construction
- 3.5(10) The Applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA in accordance with Federal Aviation regulation Part 77 “Objects Affecting Navigable Airspace.”

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Building and Safety Division
Type of Requirement:	Design
Implementation Phase:	Preconstruction
Monitoring Phase:	Preconstruction

3.6 UTILITIES

3.6(1) A Storm Water Pollution Prevention Program (SWPPP) shall be initiated prior to, during, and after construction in accordance with National Pollution Discharge Elimination System (NPDES) and State Water Quality Control Board Standards.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Building and Safety Division, Torrance Public Works Department
Type of Requirement:	Operational
Implementation Phase:	Preconstruction, Construction
Monitoring Phase:	Preconstruction, Construction

3.6(2) The project shall include implementation of a comprehensive stormwater pollution prevention plan.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Building and Safety Division, Torrance Public Works Department
Type of Requirement:	Operational
Implementation Phase:	Construction, Operation
Monitoring Phase:	Construction, Operation

3.6(3) An on-site water storage facility shall be designed to retain storm water runoff as directed by the City of Torrance Community Development and Public Works Departments.

Responsible Entity:	Project Applicant
Monitoring Entity:	Community Development Department – Building and Safety Division, Torrance Public Works Department
Type of Requirement:	Design
Implementation Phase:	Preconstruction, Construction, Operation
Monitoring Phase:	Preconstruction, Construction, Operation

TABLE 6-1 - SUMMARY OF MITIGATION MONITORING PROGRAM ASSIGNMENTS

FEIR Mitigation Measure	Proposed Monitoring Entity							Type of Requirement	
	Community Development Department			Torrance Public Works	Torrance Fire Dept.	DTSC	Design	Operation	
	Development Review Division	Building and Safety Division	Transportation Planning Division						Environ. Division
3.1 LAND USE									
3.1(1)	The Applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA in accordance with Federal Aviation regulation Part 77 "Objects Affecting Navigable Airspace."								
3.2 TRANSPORTATION AND PARKING									
3.2(2)	Hawthorne Boulevard at Torrance Boulevard. Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of an eastbound right-turn overlap phase in accordance with the Traffic Mitigation Protocol.								
3.2(4)	Hawthorne Boulevard at Sepulveda Boulevard. Project Applicant shall contribute the Project's fair share of two percent (2%) toward the cost of a second northbound right-turn lane with a right-turn overlap phase in accordance with the Traffic Mitigation Protocol.								
3.2(5)	Hawthorne Boulevard at Lomita Boulevard. Project Applicant shall contribute the Project's fair share of three percent (3%) toward the cost of a second northbound left-turn lane, a northbound right-turn lane, a fourth southbound through lane, and a westbound right-turn overlap phase in accordance with the Traffic Mitigation Protocol.								
3.2(6)	Hawthorne Boulevard at Pacific Coast Highway. Project Applicant shall contribute the Project's fair share of two percent (2%) toward the cost of a southbound right-turn overlap phase and a westbound right-turn lane								

Mitigation Monitoring Program

TABLE 6-1 - SUMMARY OF MITIGATION MONITORING PROGRAM ASSIGNMENTS

FEIR Mitigation Measure	Proposed Monitoring Entity							Type of Requirement	
	Community Development Department			Torrance Public Works	Torrance Fire Dept.	DTSC	Design	Operation	
	Development Review Division	Building and Safety Division	Transportation Planning Division						Environ. Division
	with overlap phase in accordance with the Traffic Mitigation Protocol.								
3.2(9)	Crenshaw Boulevard at Sepulveda Boulevard Project Applicant shall contribute the Project's fair share of three percent (3%) toward the cost of a northbound right-turn overlap phase in accordance with the Traffic Mitigation Protocol.		X				X		
3.2(11)	Crenshaw Boulevard at Pacific Coast Highway. Project Applicant shall contribute the Project's fair share of two percent (2%) toward the cost of a northbound right-turn overlap phase in accordance with the Traffic Mitigation Protocol.		X				X		
3.2(12)	Arlington Avenue at Sepulveda Boulevard. Project Applicant shall contribute the Project's fair share of two percent (2%) toward the cost of converting the southbound right-turn lane to a second southbound through/right-turn lane in accordance with the Traffic Mitigation Protocol.		X				X		
3.2(13)	Western Avenue at Sepulveda Boulevard. Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of the addition of a second northbound left-turn lane in accordance with the Traffic Mitigation Protocol.		X				X		
3.2(15)	Pennsylvania Avenue at Lomita Boulevard. Project Applicant shall contribute the Project's fair share of three percent (3%) toward the cost of a northbound left-turn lane in accordance with the Traffic Mitigation Protocol.		X				X		
3.2(19)	Western Avenue at Sepulveda Boulevard. Project Applicant shall contribute the Project's		X				X		

Mitigation Monitoring Program

TABLE 6-1 - SUMMARY OF MITIGATION MONITORING PROGRAM ASSIGNMENTS

FEIR Mitigation Measure	Proposed Monitoring Entity								Type of Requirement	
	Community Development			Department		Torrance Public Works	Torrance Fire Dept.	DTSC	Design	Operation
	Development Review Division	Building and Safety Division	Transportation Planning Division	Environ. Division						
fair share of one percent (1%) toward the cost of the addition of a second northbound left-turn lane in accordance with the Traffic Mitigation Protocol.										
3.2(20) Western Avenue at Pacific Coast Highway. Project Applicant shall contribute the Project's fair share of two percent (2%) toward the cost of the addition of a second southbound left-turn lane in accordance with the Traffic Mitigation Protocol.			X						X	
3.2(22) I-110 southbound at Pacific Coast Highway. Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of converting the second southbound right-turn lane to a shared left-turn/right-turn lane in accordance with the Traffic Mitigation Protocol.			X						X	
3.2(23) Figueroa Street at I-110 northbound. Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of signalizing the intersection in accordance with the Traffic Mitigation Protocol.			X						X	
3.3 AIR QUALITY										
3.3(1) Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.		X								X
3.3(2) Track-out shall not extend 25 feet or more from an active operation, and track-out shall be removed at the conclusion of each workday.		X								X
3.3(3) A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.		X								X
3.3(4) All haul trucks hauling soil, sand, and other		X								X

Mitigation Monitoring Program

TABLE 6-1 - SUMMARY OF MITIGATION MONITORING PROGRAM ASSIGNMENTS

FEIR Mitigation Measure	Proposed Monitoring Entity							Type of Requirement		
	Community Development			Department		Torrance Public Works	Torrance Fire Dept.	DTSC	Design	Operation
	Development Review Division	Building and Safety Division	Transportation Planning Division	Environ. Division						
3.3(5) loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114. All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).		X								X
3.3(6) Traffic speeds on unpaved roads shall be limited to 15 miles per hour.		X								X
3.3(7) Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.		X								X
3.3(8) Heavy equipment operations shall be suspended during first and second stage smog alerts.		X								X
3.3(9) On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.		X								X
3.3(10) Grading activity shall be limited to no more than 5 acres during any one day.		X								X
3.3(11) Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.		X								X
3.3(12) Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.		X								X
3.3(13) Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions, to the maximum extent feasible.		X								X
3.3(14) Architectural coating shall have a VOC content of 75 grams per liter or less. The coatings shall be purchased from a super-compliant		X								X

Mitigation Monitoring Program

TABLE 6-1 - SUMMARY OF MITIGATION MONITORING PROGRAM ASSIGNMENTS

FEIR Mitigation Measure	Proposed Monitoring Entity								Type of Requirement	
	Community Development Department				Torrance Public Works	Torrance Fire Dept.	DTSC	Design	Operation	
	Development Review Division	Building and Safety Division	Transportation Planning Division	Environ. Division						
architectural coating manufacturer as identified by the SCAQMD (http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf).										
3.4 NOISE										
3.4(1) All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.		X								X
3.4(2) Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).		X								X
3.4(3) Equipment staging areas shall be located on the eastern portion of the project site, as far away as possible from the Bread of Life Church.										X
3.4(4) During building construction, a temporary 6-foot sound wall constructed out of solid material (e.g., plywood) shall be located such that line of sight from construction activity and the Bread of Life Church is blocked. The wall shall extend for approximately 400 feet from the northwest corner of the project site toward the south and along the project site boundary.	X								X	X
3.5 HAZARDOUS MATERIALS										
3.5(1) The Applicant shall comply with all mitigation requirements of the DTSC with regards to the response plan. These requirements include but are not limited to: <ul style="list-style-type: none"> Shallow polynuclear aromatic hydrocarbons (PAH)-impacted and diesel-impacted soil in the vicinity of previous sample point GS-18 shall be excavated 									X	X

Mitigation Monitoring Program

TABLE 6-1 - SUMMARY OF MITIGATION MONITORING PROGRAM ASSIGNMENTS

FEIR Mitigation Measure	Proposed Monitoring Entity							Type of Requirement		
	Community Development Department			Torrance Public Works	Torrance Fire Dept.	DTSC	Design	Operation		
	Development Review Division	Building and Safety Division	Transportation Planning Division						Environ. Division	
<ul style="list-style-type: none"> and removed from the project site. The existing vapor extraction system shall continue to be operated to remediate off-gassing from impacted groundwater at the project site and to reduce the possible threat of vapor intrusion into proposed buildings. Groundwater shall be remediated using in-situ chemical oxidation in order to bring the groundwater into compliance with the RWQCB guidelines and reduce the long-term vapor threat. As an interim measure intended to minimize/eliminate any vapor inhalation risk during the groundwater remediation process, vapor barriers shall be installed under the future buildings. 										
3.5(2)	Proper soil management procedures shall be prepared in cooperation with the DTSC and City of Torrance Fire Department. The SMP will include specific protocols to address mitigation items 3.5(4) and 3.5(5).								X	X
3.5(3)	Should field conditions encountered require training under 29 CFR 1910.120 HAZWOPER and California Occupational Safety and Health Administration (Cal OSHA) 8CCR5192, the contractor shall implement necessary measures for compliance with the standard. If such conditions requiring the implementation of the HAZWOPER standards are identified, personnel not having the training shall cease work in the area. The contractor shall be responsible for proper identification and mitigation of identified potentially hazardous								X	X

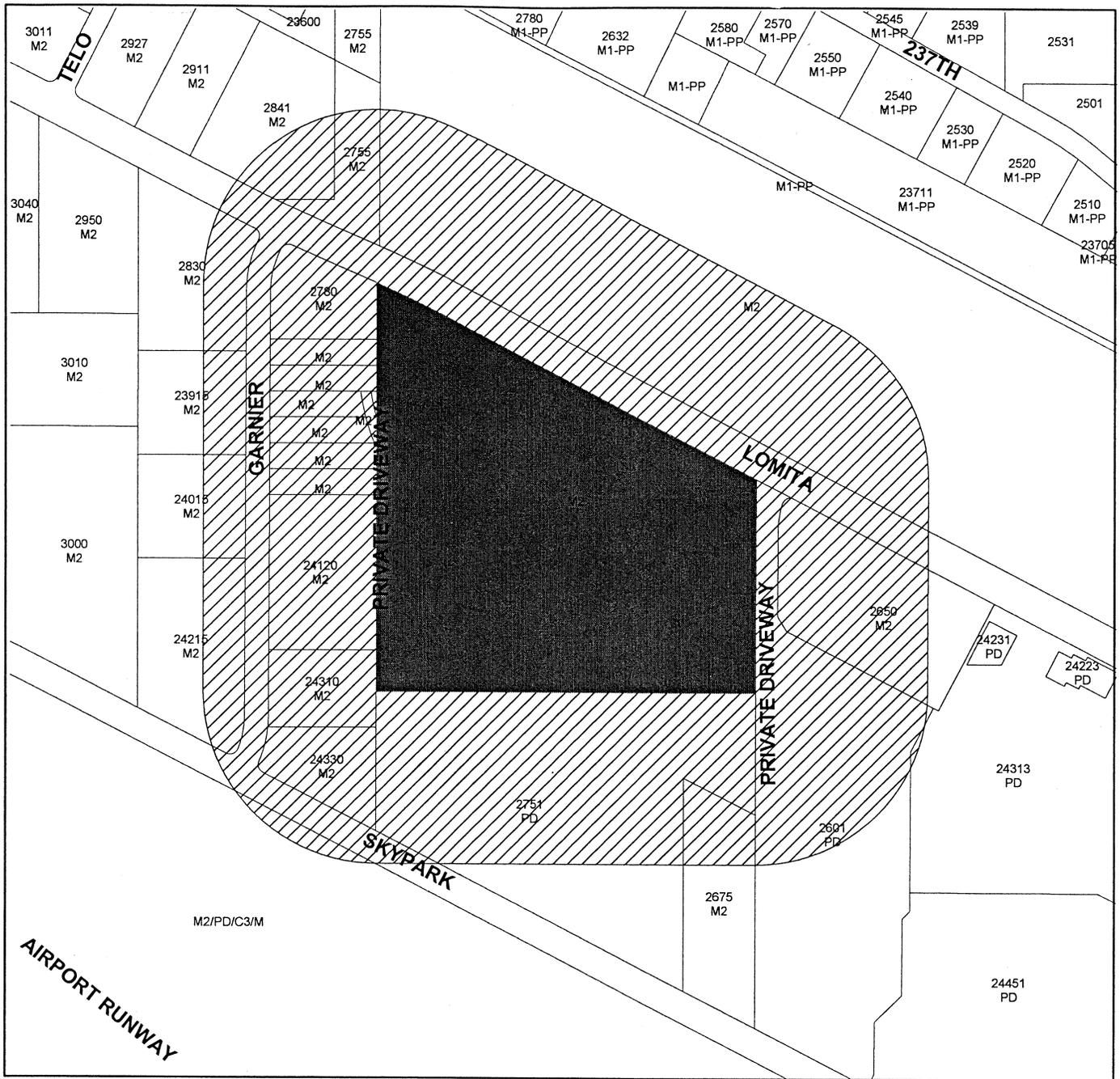
Mitigation Monitoring Program

TABLE 6-1 - SUMMARY OF MITIGATION MONITORING PROGRAM ASSIGNMENTS

FEIR Mitigation Measure	Proposed Monitoring Entity							Type of Requirement	
	Community Development Department			Torrance Public Works	Torrance Fire Dept.	DTSC	Design	Operation	
	Development Review Division	Building and Safety Division	Transportation Planning Division						Environ. Division
3.5(4) conditions. Separate stockpiling and characterization of impacted soils with TPH concentrations above cleanup levels, and/or odorous soil encountered during excavation shall be performed. These soils shall be screened for chemicals of concern to evaluate proper management methods.		X				X			X
3.5(5) Subdrains and waterproofing measures shall be provided during excavation, where appropriate. The design of subdrains shall be subject to review and approval by the Division of Building and Safety. Subdrain discharges shall be chemically analyzed to determine if the water meets the standards of the RWQCB.		X			X		X		X
3.5(6) Prior to issuance of a grading or building permit, the applicant shall submit a grading/drainage plan with a soil investigation report showing all existing and proposed grades, structures, required improvements and any proposed drainage structures.		X					X		
3.5(7) Hazardous materials use, storage and/or transport shall comply with all appropriate state and local regulations.							X		X
3.5(8) If during construction, an abandoned oil well is found within the project boundaries, it would be uncovered, leak tested and if necessary, reabandoned in accordance with the Public Resources Code. All work related to well testing and reabandonment will be performed in compliance with DOGGR requirements.					X			X	X
3.5(9) An emergency response plan for evacuation of commercial workers shall be developed by the Applicant and reviewed with the local emergency personnel.							X		X

TABLE 6-1 - SUMMARY OF MITIGATION MONITORING PROGRAM ASSIGNMENTS

FEIR Mitigation Measure	Proposed Monitoring Entity							Type of Requirement	
	Community Development		Development Department		Torrance Public Works	Torrance Fire Dept.	DTSC	Design	Operation
	Development Review Division	Building and Safety Division	Transportation Planning Division	Environ. Division					
3.5(10) The Applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA in accordance with Federal Aviation regulation Part 77 "Objects Affecting Navigable Airspace."		X						X	
3.6 UTILITIES									
3.6(1) A Storm Water Pollution Prevention Program (SWPPP) shall be initiated prior to, during, and after construction in accordance with National Pollution Discharge Elimination System (NPDES) and State Water Quality Control Board Standards.		X			X				X
3.6(2) The project shall include implementation of a comprehensive stormwater pollution prevention plan.		X			X				X
3.6(3) An on-site water storage facility shall be designed to retain storm water runoff as directed by the City of Torrance Community Development and Public Works Departments.		X			X			X	



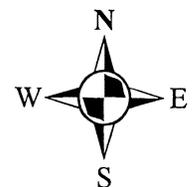
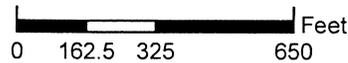
LOCATION AND ZONING MAP

2740 Lomita Blvd.
 FEIR - SCH#2007121119
 EAS07-00003, CUP07-00016 &
 DIV07-00020 (TTM067341)



LEGEND

-  2740 Lomita Blvd
-  500 ft Notification Area



Feasible Mitigation Measures: Rockefeller Group Professional Center
(FEIR SCH# 2007121119)

Land Use Mitigation Measures

3.1(1) That the applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA in accordance with the Federal Aviation regulation Part 77 "Objects Affecting Navigable Airspace."

Transportation Mitigation Measures

3.2(2) Hawthorne Boulevard at Torrance Boulevard.

The Recommended Feasible Mitigation Measure for Hawthorne Boulevard at Torrance Boulevard consists of the addition of an eastbound right-turn overlap phase. This intersection is under Caltrans jurisdiction; constructing these improvements would require Caltrans approval.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of one percent (1%) toward the cost of an eastbound right-turn overlap phase in accordance with the traffic Mitigation Protocol (defined below). If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

3.2(4) Hawthorne Boulevard at Sepulveda Boulevard.

The Recommended Feasible Mitigation Measure at the intersection of Hawthorne Boulevard at Sepulveda Boulevard consists of the addition of a second northbound right-turn lane with a right-turn overlap phase. Construction of this traffic control improvement is feasible within the existing right-of-way. This intersection is under Caltrans jurisdiction; constructing this improvement would require Caltrans approval.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of two percent (2%) toward the cost of a second northbound right-turn lane with a right-turn overlap phase in accordance with the Traffic Mitigation protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

3.2(5) Hawthorne Boulevard at Lomita Boulevard.

The Recommended Feasible Mitigation Measures for Hawthorne Boulevard at Lomita Boulevard consist of the addition of the following traffic control improvements: (1) a second northbound left-turn lane, (2) a northbound right-turn lane, (3) a fourth southbound through lane, and (4) a westbound right-turn overlap phase. This intersection is under Caltrans jurisdiction; constructing the identified improvements would require Caltrans approval.

The City of Torrance is in the process of acquiring right-of-way on the southeast corner of this intersection. An entitled development has been conditioned to dedicate the necessary right-of-way to complete the referenced traffic improvements (1) and (2). Should the area not be dedicated, or if the entitled development completes the entirety

of the improvement, the subject project will not be responsible for their fair share to complete the identified improvement. Referenced traffic control improvements (3) and (4) could be constructed within the existing right-of-way.

Mitigation Measure: The Project Applicant shall contribute the Project's fair share of three percent (3%) toward the cost of a second northbound left-turn lane, a northbound right-turn lane, a fourth southbound through lane, and a westbound right-turn overlap phase in accordance with the Traffic Mitigation Protocol. If Caltrans disallows one or more of these improvements, the Project Applicant shall not be required to satisfy the disallowed Mitigation Measures.

3.2(6) Hawthorne Boulevard at Pacific Coast Highway.

The Recommended Feasible Mitigation Measures for Hawthorne Boulevard at Pacific Coast Highway consist of the addition of the following traffic control improvements: (1) a northbound right-turn lane with overlap phase, (2) a southbound right-turn overlap phase, and (3) a westbound right-turn lane with overlap phase. This intersection is under Caltrans jurisdiction; constructing the identified improvements would require Caltrans approval.

An entitled development has been conditioned to dedicate the necessary right-of-way to complete the referenced traffic improvement (1). Should the area not be dedicated, or if the entitled development completes the entirety of the improvements, the project will not be responsible for their fair share to complete the identified improvement. Referenced traffic control improvements (2) and (3) could be constructed within the new right-of-way.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of two percent (2%) toward the cost of a northbound right-turn lane with overlap phase, a southbound right-turn overlap phase and a westbound right-turn lane with overlap phase in accordance with the Traffic Mitigation Protocol. If Caltrans disallows one or more of these improvements, the Project Applicant shall not be required to satisfy the disallowed Mitigation Measures.

3.2(9) Crenshaw Boulevard at Sepulveda Boulevard.

The Recommended Feasible Mitigation Measure for Crenshaw Boulevard at Sepulveda Boulevard consists of the addition of a northbound right-turn overlap phase.

Construction of referenced traffic control improvement can be incorporated into the signal phasing.

Mitigation Measure: The Project Applicant shall contribute the Project's fair share of three percent (3%) toward the cost of a northbound right-turn overlap in accordance with the Traffic Mitigation Protocol.

3.2(11) Crenshaw Boulevard at Pacific Coast Highway.

The Recommended Feasible Mitigation Measures for Crenshaw Boulevard at Pacific Coast Highway consist of the addition a northbound right-turn overlap phase. This intersection is under Caltrans jurisdiction; constructing the identified improvements would require Caltrans approval.

Construction of referenced traffic control improvement can be accommodated within the existing right-of-way.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of two percent (2%) toward the cost of a northbound right-turn overlap phase in accordance with the Traffic Mitigation Protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

3.2(12) Arlington Avenue at Sepulveda Boulevard.

The Recommended Feasible Mitigation Measure for Arlington Avenue at Sepulveda Boulevard consists of converting the southbound right-turn lane to a second southbound through/right-turn lane. This improvement is feasible within the existing right-of-way and will mitigate project impacts at this intersection.

Mitigation Measure: The Project Applicant shall contribute the project's fair share of two percent (2%) toward the cost of converting the southbound right-turn lane to a second southbound through/right-turn lane in accordance with the traffic Mitigation Protocol.

3.2(13) Western Avenue at Sepulveda Boulevard.

The Recommended Feasible Mitigation Measures for Western Avenue at Sepulveda Boulevard consist of the addition of a second northbound left-turn lane.

Mitigation Measure: The Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of the addition of a second northbound left-turn lane in accordance with the Traffic Mitigation Protocol.

3.2(15) Pennsylvania Avenue at Lomita Boulevard.

The Recommended Feasible Mitigation Measures for Pennsylvania Avenue at Lomita Boulevard consist of adding a northbound left-turn lane.

Construction of referenced traffic control improvement is feasible. However, the City of Lomita has not (a) promulgated a plan to construct these improvements, (b) identified these improvements in any current or future Capital Improvement Program (CIP), or (c) adopted any financing plan to obtain the funding necessary for construction of the improvement.

Mitigation Measure: Project Applicant shall contribute the Project's fair share of three percent (3%) toward the cost of a northbound left-turn lane in accordance with the Traffic Mitigation Protocol. If the City of Lomita disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

3.2(19) Western Avenue at Sepulveda Boulevard.

The Recommended Feasible Mitigation Measure for Western Avenue at Sepulveda Boulevard consists of the addition of a second northbound left-turn lane. This improvement is feasible within existing right-of-way. This intersection is under the City of Los Angeles' jurisdiction; constructing the identified improvements would require the City of Los Angeles' approval.

Mitigation Measure: The Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of a second northbound left-turn lane in accordance with the Traffic Mitigation Protocol. If the City of Los Angeles disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

3.2(20) Western Avenue at Pacific Coast Highway.

The Recommended Feasible Mitigation Measure for Western Avenue at Pacific Coast Highway consists of the addition of a second southbound left-turn lane. This intersection is under Caltrans jurisdiction; constructing the referenced traffic control improvements would require Caltrans approval.

Constructing referenced traffic control improvement can be accommodated within the existing right-of-way.

Mitigation Measure: Project Applicant shall contribute the Project's fair share of two percent (2%) toward the cost of adding a second southbound left-turn lane in accordance with the Traffic Mitigation Protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

3.2(22) Vermont Avenue at Pacific Coast Highway.

The Recommended Feasible Mitigation Measure for I-110 southbound at Pacific Coast Highway consists of converting the second southbound right-turn lane to a shared left-turn/right-turn lane. This intersection is under Caltrans jurisdiction; constructing the identified improvement would require Caltrans approval.

Construction of this traffic control improvement could be accommodated within the existing right-of-way.

Mitigation Measure: Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of converting the second southbound right-turn lane to a shared left-turn/right-turn lane in accordance with the Traffic Mitigation Protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

3.2(23) Figueroa Street at I-110 Northbound.

The Recommended Feasible Mitigation Measure for Figueroa Street at I-110 northbound consists of signaling the intersection. This intersection is under Caltrans jurisdiction; constructing the identified improvement would require Caltrans approval.

Construction of this improvement is feasible within the existing right-of-way.

Mitigation Measure: Project Applicant shall contribute the Project's fair share of one percent (1%) toward the cost of signaling the intersection in accordance with the Traffic Mitigation Protocol. If Caltrans disallows this improvement, the Project Applicant shall not be required to satisfy this Mitigation Measure.

Air Quality Construction Phase Mitigation Measures

3.3(1)	Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
3.3(2)	Track-out shall not extend 25 feet or more from an active operation, and track-out shall be removed at the conclusion of each workday.
3.3(3)	A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.
3.3(4)	All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.
3.3(5)	All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
3.3(6)	Traffic speeds on unpaved roads shall be limited to 15 miles per hour.
3.3(7)	Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.
3.3(8)	Heavy equipment operations shall be suspended during first and second stage smog alerts.
3.3(9)	On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.
3.3(10)	Grading activity shall be limited to no more than 5 acres during any one day.
3.3(11)	Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
3.3(12)	Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.
3.3(13)	Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions, to the maximum extent feasible.
3.3(14)	Architectural coating shall have a VOC content of 75 grams per liter or less. The coatings shall be purchased from a super-compliant architectural coating manufacturer as identified by the SCAQMD (http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf).

Noise Construction Phase Mitigation Measures

- 3.4(1) All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
- 3.4(2) Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).
- 3.4(3) Equipment staging areas shall be located on the eastern portion of the project site, as far away as possible from the Bread of Life Church.
- 3.4(4) During building construction, a temporary 6-foot sound wall constructed out of solid material (e.g., plywood) shall be located such that line of sight from construction activity and the Bread of Life Church is blocked. The wall shall extend for approximately 400 feet from the northwest corner of the project site toward the south and along the project Site boundary.

Hazards and Hazards Materials Mitigation Measures

- 3.5(1) The applicant shall comply with all mitigation requirements of the DTSC with regards to the response plan. These requirements include but are not limited to:
- Shallow polynuclear aromatic hydrocarbons (PAH)-impacted and diesel-impacted soil in the vicinity of previous sample point GS-18 shall be excavated and removed from the project site.
 - The existing vapor extraction system shall continue to be operated to remediate off-gassing from impacted groundwater at the project site and to reduce the possible threat of vapor intrusion into proposed buildings.
 - Groundwater shall be remediated using in-situ chemical oxidation in order to bring the groundwater into compliance with the RWQCB guidelines and reduce the long-term vapor threat. As an interim measure intended to minimize/eliminate any vapor inhalation risk during the groundwater remediation process, vapor barriers shall be installed under the future buildings.
- 3.5(2) Proper soil management procedures shall be prepared in cooperation with the DTSC and the applicable City of Torrance Department (e.g., Transportation Planning/Engineering Division and/or Building Division). The SMP will include specific protocols to address mitigation items 3.5(4) and 3.5(5).
- 3.5(3) Should field conditions encountered require training under 29 CFR 1910.120 (HAZWOPER) and California Occupational Safety and Health Administration (Cal OSHA) 8CCR5192, the contractor shall implement necessary measures for compliance with the standard. If such conditions requiring the implementation of the HAZWOPER standards are identified, personnel not having the training shall cease work in the area. The contractor shall be responsible for proper identification and mitigation of identified potentially hazardous conditions.
- 3.5(4) Separate stockpiling and characterization of impacted soils with TPH concentrations above cleanup levels, and/or odorous soil encountered during excavation shall be performed. These soils shall be screened for chemicals of concern to evaluate proper management methods.
- 3.5(5) Subdrains and waterproofing measures shall be provided during excavation, where

appropriate. The design of subdrains shall be subject to review and approval by the Division of Building and Safety. Subdrain discharges shall be chemically analyzed to determine if the water meets the standards of the RWQCB.
3.5(6) Prior to issuance of a grading or building permit, the applicant shall submit a grading/drainage plan with a soil investigation report showing all existing and proposed grades, structures, required improvements and any proposed drainage structures.
3.5(7) Hazardous materials use, storage and/or transport shall comply with all appropriate state and local regulations.
3.5(8) If during construction, an abandoned oil well is found within the project boundaries, it would be uncovered, leak tested and if necessary, reabandoned in accordance with the Public Resources Code. All work related to well testing and reabandonment will be performed in compliance with DOGGR requirements.
3.5(9) An emergency response plan for evacuation of commercial workers shall be developed by the Applicant and reviewed with the local emergency personnel.
3.5(10) The Applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA in accordance with Federal Aviation regulation Part 77 "Objects Affecting Navigable Airspace."

Storm Water Mitigation Measures
3.6(1) A Storm Water Pollution Prevention Program (SWPPP) shall be initiated prior to, during, and after construction in accordance with NPDES and State Water Quality Control Board Standards.
3.6(2) The project shall include implementation of a comprehensive stormwater pollution prevention plan.
3.6(3) An on-site water storage facility shall be designed to retain storm water runoff as directed by the City of Torrance Public Works Department.

CODE REQUIREMENTS

The following is a partial list of code requirements applicable to the proposed project. All possible code requirements are not provided here and the applicant is strongly advised to contact each individual department for further clarification. The Planning Commission may not waive or alter the code requirements. They are provided for information purposes only.

Building and Safety:

- Comply with the State Energy and Handicap Requirements.
- Provide 1-hour fire rated separation between units/tenants.
- Provide underground utilities.
- Pre-wire each unit for cable TV.
- If this is a zero lot line project then easements for building maintenance will be required.
- Provide Fire Sprinklers in Buildings more than 12,000 square feet in area.
- Installation of or modifications to the fire sprinkler system require a permit from the Fire Department.
- That the applicant shall develop and implement a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or co-mingled so as to recycle and/or salvage at least 50% of non-hazardous construction debris;

Engineering:

- A C & E Permit is required from the Community Development Department, Engineering Division, for any work in the public right-of-way.
- A dedication of a 300' long by 12' wide public easement for the purpose of street and highway improvements is required for the right turn pocket on Lomita Boulevard. Dedication shall be reflected on the Final Parcel Map.
- Abandon unused water services to site at the main.
- All proposed and/or existing meters >2" and double detector check/reduce pressure backflow assemblies shall be above ground on private property adjacent to public right-of-way. Final location and access shall be approved by the Community Development Director and incorporated into the on-site landscaping plan approved by the Community Development Department, prior to building permit.
- Grant cross access easement(s) and cross utility and drainage easement(s) to serve project. New cross access, utility, and drainage easements as well as the existing cross access easement serving property to the south (Costco) shall be shown on the Final Parcel Map.
- Show the existing public storm drain easement along east side of project as abandoned on the final parcel map.
- Close abandoned driveways along project frontage on Lomita Boulevard with full height curb and gutter to match existing.
- Replace broken and cracked sidewalk, curb, gutter and pavement along Lomita Boulevard per City of Torrance Standards.

- Construct grass sod with irrigation system in parkway area adjacent to curb along project frontage on Lomita Blvd.
- Install a street tree in the City parkway every 50' for the width of this lot along Lomita Blvd. (City code sec.74.3.2) Contact the Torrance Public Works Dept. at 310 781-6900 for information on the type and size of tree for your area.
- Adjust to grade the existing utility boxes in the public sidewalk along project frontage on Lomita Boulevard.
- Public water facilities as needed to serve this site, including as applicable, mains and appurtenances shall be constructed at the cost of applicant/owner per Torrance Municipal Water Department (TMWD) plans and specifications. TMWD shall make final determination/approval for location, type and size of all water facilities.
- All public improvements shall be completed prior to occupancy of the first phase.
- Final Parcel map must be completed prior to occupancy of the first phase.
- That CC&Rs shall address the cost of and responsibility for repair, replacement and maintenance of common storm drains, sewers and water systems, such language shall be reviewed by the Community Development Director prior to recordation of the Map.
- That Centerline ties be filed with and checked by the Community Development Department, Engineering Division.
- Show existing and proposed cross access, utility, drainage and street dedication easements on Final Parcel Map. Show abandonment of existing public storm drain easement on Final Parcel Map.
- All Parcel Maps are to be compiled from field survey data unless otherwise permitted by the City Engineer.

Development Review:

- Comply with State Department of Water Resources Landscape Design & Irrigation requirements.
- Sufficient Code Required Parking shall be provided prior to occupancy of each phase.
- Maximum of 10% compact parking may be provided.

Environmental:

- That each phase shall be landscaped prior to final inspection.
- That all parking spaces be double-line stripe and size of parking spaces shall meet the Torrance Municipal Code.
- Screen all roof equipment from public review.
- Provide 9" (minimum) contrasting address numerals for non-residential uses
- Provide documentation that the site has been cleaned of hazardous materials, wastes, and oil residue to acceptable background levels to the satisfaction of the Torrance Fire Department.
- Development signs shall not be attached to or placed on any tree or tree well, traffic signal or traffic control device, street sign or utility pole.

Fire Department:

- Provide fire sprinklers.
- Provide fire hydrant, Fire Flow and Spacing information for review and approval.
- Provide Knox Box key access.
- Post fire lanes as required for Fire Department access.
- Provide Fire Department Access.
- Provide fire alarm system.

Grading:

- Obtain a grading permit prior to the issuance of building permit.
- Submit 2 copies of grading/drainage plan with soil investigation report. Show all existing and proposed grades, structures, required public improvements and any proposed drainage structures.
- First Handicap parking space to be van accessible.
- Provide hydrology/hydraulic study (50 year storm for sump conditions)
- Depth of ponding shall not exceed 6-inches in any parking or landscape area.
- Comply with requirements of the Development Construction provisions of the Los Angeles County NPDES permit. Provide Standard Urban Stormwater Mitigation Plan. Project must mitigate the first 3/4-inch of rainfall to minimize pollution.
- Notice of Intent must be submitted to State Water Resources Control Board and a waste discharger's identification obtained prior to issuance of a Grading Permit.
- Provide Storm Water Pollution Prevention Plan.

Gentleman,

Hopefully some of my neighbors follow-up and contact you with my same concerns. Having read the draft EIR, I am especially concerned that this project will add an additional 7,107 daily trips on the already congested roads. My traffic intersections of interest, Crenshaw & Sepulveda and Crenshaw and Lomita, during peak hours already are graded with Level of Service of D/D and E/E, respectively. Imagine, traffic is already expected to increase 1-2% annually, yet this project will add another 3 and 5%. Our LOS will be E/E and F/F. The mitigation proposed in the draft EIR, obtaining rights to our homes to add a 4th lane of traffic, is answered as NOT feasible. Yet, approval is still warranted? Traffic conditions are bad now and cumulatively will become worse++.

Also mentioned in the draft EIR, it mentions the City's General Development Plan. One of the statements says that it is "assumed" this project was included in the 2005 UWMP. It either was or wasn't. This draft EIR should not favor this project by stating it is "assumed" it was. The report also lists as an objective that these offices would provide more new jobs. Even in today's climate it managed to increased jobs, it would come with the burden of increased traffic congestion from commuter trips, more car emissions, new residents, population and housing demands, etc. From the car emission, CO2 and NOx levels are expected to exceed threshold levels. Lets also review how many medical-use office buildings/condos now sit empty? The Planning Commission should consider either grossly scaling down this project or give greater merit to some of the Alternatives (No Project or Industrial Alternative). Moving the project to another space was listed as unfavorable because the other spaces were not large enough. At this time, is there really demand for something of this scale? Additionally, the parcel has been divided into three areas. One can only deduce that, given the opportunity, it will be argued that the other two parcels should be similarly built up.

In the draft EIR, four areas were marked as significantly impacted: population and housing, public services, transportation/traffic, and utilities and service systems. It also manages to negate the significance by saying future developments would alleviate these problems at a "later" time. The Planning Commission needs to be realistic about when these improvements will actually be achieved. For instance, water desalination technology and improved car emission mandates. If they are so sure these will be soon, this project can wait until then. I am not so convinced. (Our Federal and State budgets are what they are because it has been assumed that the answers are in the future, so we can continue to spend.)

Other issues that come hand-in-hand with the added traffic, comes the further degraded air quality and demands of limited resources: electrical, natural gas, water, land fill, recreational and open space left in Torrance. Residents are being asked to conserve, yet the Planning Commission continues to approve increased density projects. At what point do we finally realize that another straw will break this City's back? I was told, Mayor Scotto once envisioned this last, large parcel of open space as a youth recreational area. Looking at the comments listed in the 2005 General Plan Open House, this would be in keeping with what residents really want.

Please do consider these impacts mentioned and the "irreversible commitment" this project requires. Between our homes and the busy, busy 6-lane roadway is just a sidewalk and low fence. Having a summer dinner in my backyard is not enjoyable. The constant roar of background traffic and road dust make that idea impractical.

Please forward my concerns to the Planning Commissioners, Traffic Commissioners, and Community Development Commission.

Thank you,
Elaine Kong

From: "Semaan, Ted" <TSEMAAN@TorranceCA.gov>
To: Elaine Kong <ekong3@sbcglobal.net>
Cc: "Lodan, Gregg" <GLODAN@TorranceCA.gov>; "Scotto, Frank" <FScotto@TorranceCA.gov>
Sent: Thursday, September 3, 2009 9:50:05 AM
Subject: RE: 2740 Lomita Blvd - EIR

Thank you Ms. Kong. I'd be very happy to share with you some insight on how we address traffic concerns as they relate to development projects. Please call me at your convenience at (310)618-5990 or give me your phone number and I'll be happy to call you. Thanks, Ted.

From: Elaine Kong [mailto:ekong3@sbcglobal.net]
Sent: Wednesday, September 02, 2009 10:59 AM
To: Semaan, Ted
Cc: Lodan, Gregg; Scotto, Frank
Subject: Re: 2740 Lomita Blvd - EIR

Hello Mr Semaan,

My feelings about increased development that adds additional traffic to the already busy Crenshaw Blvd applies to this development and newly proposed ones. What is being done about the current traffic and roadway conditions.

I understand the traffic is what it is already and I don't know if it will/can ever decrease? Environmental Impact Reports are supposed to address this and the decisions that are made. I want to remind your approving commissions to remember these homes that only have a small wall separating us from the 6-lane roadway.

Also consider how this competes with the idea of water and electric conservation.

I would appreciate if you can add me to the list of those who wish to be added to the notification list.

Thank you,
 Elaine Kong

From: "Semaan, Ted" <TSEMAAN@TorranceCA.gov>
To: Elaine Kong <ekong3@sbcglobal.net>
Cc: "Lodan, Gregg" <GLODAN@TorranceCA.gov>
Sent: Tuesday, September 1, 2009 6:03:04 PM
Subject: RE: 2740 Lomita Blvd - EIR

Hello Ms. Kong,

I can best word my response to you in-line with feedback on the proposed project from our Planning Associate, Danny Santana:

*A Final EIR is currently underway for the proposal for the vacant parcel behind Costco (addressed 2740 Lomita Blvd). The proposal under review is for the construction of a 351,000 business park that includes medical office, professional office and light industrial/R&D buildings. The proposal includes the requests to allow these office spaces to be sold as office condominiums and not residential condominiums. We expect the matter to be forwarded to the Planning Commission in the coming months. As with the Draft EIR, the Final EIR's public review period and the Planning Commission hearing date will be properly advertised in the Daily Breeze and property owners within the notification area, as well as those that have requested to be added to the notification list, will be notified by mail. The public can find additional information on the Community Development Department Website at <http://www.torranceca.gov/16450.htm>
 Please feel free to contact me if you should have any additional questions.*

Regards,
Danny Santana

Your comments and concerns will also be added to the comments/feedback of the project's review process that will be reviewed and considered by the Planning Commission.

As for Crenshaw Blvd. and potential impacts from the proposed project on this roadway, Crenshaw is a major roadway in the City of Torrance that is traveled by over 50,000 vehicles per day. Crenshaw Blvd. operates as one of the main circulation back-bones of the roadway system in the City to accommodate such a high volume of vehicles.

Lastly, I am forwarding your concerns with the intersection of 230th and Crenshaw to our Traffic Engineering folks at the Public Works Department for their review and analysis. This concern is independent of the proposed development project along Lomita Blvd.

If you have any questions or need additional clarification after reviewing the project's EIR when it becomes available, please let me know

Thanks,
Ted.

Ted Semaan

Division Manager – Community Development Department
City of Torrance | 3031 Torrance Blvd. | Torrance, CA 90503 | 310.618.5990 | 310.618.5829 fax |
TSemaan@TorranceCA.Gov | www.TorranceCA.Gov

From: Elaine Kong [mailto:ekong3@sbcglobal.net]

Sent: Tuesday, September 01, 2009 2:55 PM

To: Semaan, Ted

Cc: Lodan, Gregg; Scotto, Frank

Subject: Fw: 2740 Lomita Blvd - EIR

Hello Mr. Semaan,

I understand that you have also submitted information toward the EIR on this project and that I should direct my traffic concerns to you. Basically, the traffic on the other side of my backyard fence is the 6-lane roadway of Crenshaw. I would hope that this project does not go any further as it can only bring more traffic. It is non-stop day and night. When it does get lighter, cars and motorcycles go faster, creating more, varied and erratic noise. Travel over the pockmarked road is also bumpier and thumpier. The traffic dust that blows over the fence is not desirable.

Furthermore, a left turn from 230th onto Crenshaw Blvd, while not impossible is not always easy, as is. In addition, visibility, when looking left is decrease by a brick bump-out in a retaining wall, a bus bench, and a trashcan.

So reading more large developements in Torrance frustrates me and leads me to believe that we are growing the city too much. Torrance is a great place to live and I would like to continue to think this. If this project proceeds, are there any mitigation plans for the additional traffic this project would bring?

Thank you,
Elaine Kong

----- Forwarded Message -----

From: Elaine Kong <ekong3@sbcglobal.net>

To: glodan@torranceca.gov

Sent: Tuesday, September 1, 2009 2:35:09 PM

Subject: 2740 Lomita Blvd - EIR

Hello Mr. Lodan,

I had read in the Daily Breeze of the draft EIR for the proposed development of the lot adjacent to Costco. This is a major concern to me as my home shares it's backyard with Crenshaw Blvd (just south of Sepulveda). This part of Crenshaw is basically a 6-lane freeway. There is already constant traffic, which is heavy so much of the days already. When it is lighter, then cars and motorcycles speed faster. Even in the evenings and nights, I rarely open my bedroom window because of the noise and traffic dust. As for just trying to spend time in the backyard, we cannot get away from the traffic noise.

Further development, especially one this large, will only exacerbate what is already unfavorable. Traffic will only get worse, the roads more pocked (creating more noise), it becomes more difficult to make left turns from 230th onto Crenshaw, etc. The homes along the stretch of Crenshaw, south of Sepulveda only have a low fence between us and the traffic. My husband inquired about building a higher fence, but was told we would have to pay for a waiver to the City code to build higher. Actually, I would prefer not to have to build a fortress around my backyard and home.

As you can surmise, I am not in favor of this proposed project that will only bring more traffic and consumption into the area. We are being told to conserve water and such, yet we continue to build denser and denser. This does not make sense. I recognize that Torrance is a great city to reside and my children will also be able to enjoy it in the future to come.

What solutions for this might the City suggest?

Thank you,
Elaine Kong

22920 Wade Avenue
Torrance , CA 90505

Santana, Danny

From: Rosell, Cynthia
Sent: Wednesday, February 24, 2010 7:41 AM
To: Lodan, Gregg; Santana, Danny; Joe, Kevin
Subject: FW: Rockefeller Group Professional Center

Not sure who this is for.

From: Joffino, Dianne [mailto:dianne.joffino@siemens.com]
Sent: Tuesday, February 23, 2010 1:59 PM
To: Community Development Dept
Subject: Rockefeller Group Professional Center

As a citizen of Torrance and a homeowner, I would like to voice my opinion of these conditional use permits that are being considered. The proposed site of this multiplex sounds to me like it would end up being a little bit of doctor's offices and a bunch more condos than what I think we should have for a balanced community. First of all, considering this is a **M-2 Heavy Manufacturing District**, why are they even being considered for a conditional use permit. I think as a "watch-dog" of community development, you would not ever go against what we have already determined as a "Balanced Community" per our city charters and general plan. I am not trying to imply that this development is going to inconvenience me in some way. I just think that by granting all these conditional permits that you are directly doing just what you want to do and hoping the citizens do not take the trouble to contact you regarding your actions. WE have a plan, please stick to it! WE do not want to see our community suffocating because we have developed beyond our support system. I don't care if they are building 10 condo units or 1000 condo units, I do not want to see any more concentrated development of housing in the city of Torrance. The final report is very misleading in that in one section it refers to "condominium purposes" and in the introduction it is referred to as "light industrial condominium buildings". These are conflicting terms and should be defined specifically as to the nature of "light industry" or "condominiums" (that we would normally view as multi-family dwellings). As you can see in the Table 2.9-1, all "condominiums" are essentially equal to Dwellings. Dwellings is what I do not agree should be in that space. So why don't you just stick with the city's General Plan, no more conditional use permits! Please do not let development groups "sneak" or "hide" the true intent of their development. If we have staked this land for use for Heavy Manufacturing, why not keep it at that.

With Best Regards,

Dianne Joffino
 19509 Donora Ave.
 Torrance, CA 90503
 Email: Dianne.Joffino@Siemens.com

Santana, Danny

From: John Bailey [moogtorran@socal.rr.com]
Sent: Monday, March 01, 2010 12:12 PM
To: Community Development Dept; Santana, Danny
Subject: Comments to the Final EIR on the Rockefeller Professional Center

Mr. Greg Lodan, Planning Manager, City of Torrance, Community Development Department:

Reference: Comment Letter 6 from the City Of Los Angeles, Subject: Traffic Impact Analysis, FEIR, Page R-43

"REVIEW OF CITY OF LOS ANGELES INTERSECTION IMPACTS AND RECOMMENDED/REQUESTED ACTION

1. Western Avenue & Sepulveda Boulevard: project impact for this location would occur @Phase 2 of the project, during both a.m. and p.m. peak hours. Recommended mitigation is the addition of a second northbound left-turn lane.

Recommended Action: implement dual northbound left-turn operation".

I would like to recommend a more cost effective mitigation measure for this intersection be implemented prior to the creation of a dual northbound left-turn operation.

First of all, it is highly unlikely that vehicles departing from the Rockefeller Group Professional Center would travel east to Western Blvd and then north to Sepulveda Blvd to make a left turn on to Sepulveda Blvd. They would go north on Crenshaw Blvd, Pennsylvania Avenue, Arlington Avenue, Cabrillo Avenue or Walnut Street to Sepulveda Blvd.

The City of Los Angeles and the California Department of Transportation (Caltrans) created a traffic problem at Western Avenue and Sepulveda Blvd several years ago when the street was repaved and repainted. Instead of creating a single lane northbound and southbound right turn only lane, they created a merge lane. As a result, the merge lane has become a "jack rabbit intersection passing lane".

This is especially true during the morning and afternoon commute to/from Narbonne High School on Western Avenue in Harbor City. The outside northbound and southbound lanes should be right turn only from Western Avenue on to Sepulveda Blvd. An additional sign reading "buses exempt" is required for the Gardena Municipal Bus Line route.

Drivers queue up in the number one and two lanes on Western Avenue from Sepulveda to 238th Street in the afternoon when Narbonne is dismissed. A number of them use the merge lane to sneak past all the drivers waiting to get through the signal at Western and Sepulveda. And then when the Gardena bus stops at the bus stop on the north side of Sepulveda Blvd by Walgreens, the "jack rabbit intersection passing lane" comes to a grinding halt and the intersection is chaos.

I recommend that the northbound and southbound merge lanes be changed to right turn only with a bus exempt sign.

Two right turn only signs and repainting the street are the only two costs to implement this recommendation. Of

course, it would help if the traffic signals were adjusted to allow for more northbound traffic flow for approximately 25 minutes when Narbonne High School is in session.

Sincerely,

John H. Bailey, President
Southeast Torrance Homeowners' Association, Inc. (SETHA)
23404 Walnut St
Torrance CA 90501
moogtorran@socal.rr.com
310 530-1397



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

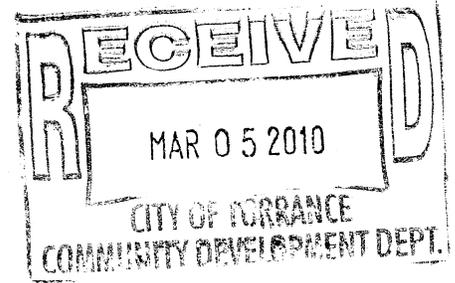
1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

March 3, 2010

File No: 05-00.04-00

Mr. Gregg D. Lodan, AICP, Planning Manager
Community Development Department
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503



Dear Mr. Lodan

Rockefeller Group Professional Center

The County Sanitation Districts of Los Angeles County (Districts) received a Final Environmental Impact Report (FEIR) for the subject project on February 19, 2010. The proposed development is located within the jurisdictional boundaries of District No. 5. We offer the following comments regarding sewerage service:

- The Joint Water Pollution Control Plant currently processes an average flow of 282.2 million gallons per day (mgd), not 290 as stated on page 3.6-6 of the FEIR.
- All other information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar