

**MODIFICATIONS TO THE
ROCKEFELLER GROUP PROFESSIONAL CENTER
FINAL ENVIRONMENTAL IMPACT REPORT ADDENDUM**



**PREPARED FOR
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPARTMENT**

**PREPARED BY
TERRY A. HAYES ASSOCIATES INC.**

JULY 2014



TAHA 2014-030

**MODIFICATIONS TO THE ROCKEFELLER
GROUP PROFESSIONAL CENTER,
INCLUDING RELOCATION OF COSTCO**

**FINAL
ENVIRONMENTAL IMPACT REPORT
ADDENDUM**

STATE CLEARINGHOUSE NO. 2007121119

Prepared for

CITY OF TORRANCE
Community Development Department
3031 Torrance Boulevard
Torrance, CA 90503

Prepared by

TERRY A. HAYES ASSOCIATES INC.
8522 National Boulevard, Suite 102
Culver City, CA 90232

July 2014

TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION	1
1.1 Summary	1
1.2 Purpose and Use	1
1.3 Certified EIR	2
2.0 REVISED PROJECT DESCRIPTION	4
2.1 Project Site	4
2.2 Surrounding Area	4
2.3 Revised Project Description	8
2.4 Comparison of Original and Revised Project.....	13
3.0 IMPACT ANALYSIS.....	15
3.1 Aesthetics	15
3.2 Agricultural Resources	15
3.3 Air Quality and Greenhouse Gas Emissions	16
3.4 Biological Resources	20
3.5 Cultural Resources	21
3.6 Geology and Soils	21
3.7 Hazards and Hazardous Materials.....	21
3.8 Hydrology and Water Quality	24
3.9 Land Use and Planning	25
3.10 Mineral Resources.....	25
3.11 Noise and Vibration	26
3.12 Population and Housing	28
3.13 Public Services	29
3.14 Recreation.....	29
3.15 Traffic and Transportation	29
3.16 Utilities and Service Systems.....	37
3.17 Conclusion.....	38

APPENDICES

Appendix A	Air Quality and Greenhouse Gas Technical Report
Appendix B	Noise Impact Analysis
Appendix C	Transportation Impact Analysis

FIGURES

Figure 2-1	Regional Location.....	5
Figure 2-2	Surrounding Uses.....	6
Figure 2-3	Revised Project Site Plan.....	9
Figure 2-4	Costco Illustrations	10
Figure 2-5	Gas Station and Car Wash Illustrations	12
Figure 2-6	Original Project Site Plan	14

1.0 INTRODUCTION

1.1 SUMMARY

This environmental document examines the environmental effects that would occur from the proposed modifications to the previously approved Rockefeller Group Professional Center (the Original Project). Those impacts are then compared with the impacts of the Original Project to determine whether new or more severe impacts would occur as a result of the modifications.

The Applicant proposes to modify the Original Project to eliminate the professional office and light industrial square footage, reduce the amount of medical office square footage from approximately 129,050 square feet of building area to approximately 71,000 square feet of building area, and provide for 161,500 square-foot Costco warehouse, fuel station, and car wash on the project site. Costco would vacate the 148,000-square-foot existing warehouse and fuel station that it currently occupies adjacent to the project site. These modifications are referred to hereinafter as the “Revised Project.”

Under the Revised Project, the three medical office buildings would be located on the northwest portion of the project site on approximately six acres. The relocated Costco, 20-pump fuel station, carwash and new site amenities, including landscaping and surface parking would be located on the remaining approximately 17.5 acres of the project site. The 23.46-acre project site would be re-subdivided into three lots, one for the relocated Costco and carwash (15.89-acres), one for the fuel station (1.59-acres) and one for the three medical office buildings (5.98-acres).¹ Following construction of the new Costco, the existing Costco and fuel station located immediately south of the project site would be vacated by Costco. The Revised Project would continue the ongoing groundwater remediation, as well as the ongoing soil vapor monitoring required as part of the now completed soil remediation work to address soil contamination on the project site, both of which were part of the Original Project.

1.2 PURPOSE AND USE

The City of Torrance is the lead agency for compliance with the California Environmental Quality Act (CEQA), and will be responsible for any required actions for the Revised Project. To satisfy the requirements of the City and CEQA, this document is an addendum to the previously Certified Environmental Impact Report (Certified EIR) prepared for the Original Project. This environmental document has been prepared under the requirements of CEQA Public Resources Code (PRC) Section 21000 et seq., including CEQA Section 21166, and the guidelines promulgated in connection therewith at 14 California Code of Regulations (CCR) Section 150000 et seq. (the “CEQA Guidelines”) and informs decision-makers, stakeholders, and the general public of the environmental effects associated with the Revised Project as compared to the Original Project.

According to CEQA Guidelines Section 15164, the preparation of an addendum to a previously Certified EIR is appropriate when some changes or additions to the EIR are necessary to make the previous EIR adequate for the project as revised, but none of the conditions enumerated in CEQA Guidelines Section 15162(a) calling for the preparation of a subsequent EIR have occurred.

¹Mulvanny G2 Architecture, *Costco Wholesale, Torrance, California, 2740 Lomita Boulevard, Torrance, CA 90505, Concept Site Plan*, March 6, 2014.

CEQA Guidelines Section 15162(a) specifies that no subsequent EIR for a previously Certified EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Changes to the Original Project, described in Section 2.3 Revised Project Description below, would not fulfill any of the conditions outlined in CEQA Guidelines Section 15162(a). The Revised Project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. This document provides the substantial evidence required by CEQA Guidelines Section 15164(e) to support the finding that a subsequent EIR is not required and an addendum to the previously Certified EIR is the appropriate environmental document to address changes to the Original Project. As detailed below, the Certified EIR's findings would be applicable to the Revised Project, and mitigation measures identified in the Certified EIR and in this document would mitigate the environmental impacts of the Revised Project.

1.3 CERTIFIED EIR AND PROJECT IMPLEMENTATION

The Rockefeller Group Professional Center EIR prepared for the Original Project was certified by the City of Torrance in 2010. The Original Project included the remediation of existing groundwater and soil contamination on the project site and the development of approximately 351,200 square feet of medical/office, professional office and light industrial condominium buildings, to be constructed in two phases.

Based on the findings of the Initial Study prepared for the Original Project, the Original Project was determined to result in no impacts or less-than-significant impacts related to the following topics, and as a result were not studied in the Certified EIR:

Aesthetics
Agricultural Resources
Biological Resources
Cultural Resources

Geology/Soils
Hydrology/Water Quality
Mineral Resources
Population/Housing

Public Services
Recreation

Potential environmental impacts related to Air Quality, Hazards and Hazardous Materials, Land Use and Planning, Noise, Transportation and Traffic and Utilities were evaluated in the Certified EIR. Impacts related to Utilities were determined to be less than significant without mitigation, and impacts related to Hazards and Hazardous Materials, Land Use and Planning, and Noise were determined to be less than significant with implementation of mitigation measures. The Certified EIR determined that significant and unavoidable impacts related to Air Quality and Transportation and Traffic would occur as a result of the Original Project.

The City approved the Original Project in March 2010. Thereafter, the former Applicant, Rock-Lomita LLC, commenced development of the Original Project. To date, the City has issued the following permits for the Original Project:

CONSTRUCTION/EXCAVATION PERMITS

- CON09-00019 Install 24" and 36" Reinforced Concrete Pipe storm drain per SD-498
- CON10-00329 Street improvements per ST-1039
- CON10-00344 Install on-site and off-site sewer per SS-3131
- CON10-00345 Install water system improvements per WP-292
- CON10-00359 Street Lighting per SL-2010-001 and Edison Plans

GRADING PERMITS

- GRD08-00058 Rough grading

LANDSCAPE PLAN REVIEW PERMITS

- LPR10-00004 Master Landscape Plan for the western half of project site and the front street-streetscape along eastern half of the project site

MISCELLANEOUS PERMITS

- MIS10-00169 Monument Deposit and Final Map Check Fee
- MIS10-00354 Fees and deposit for Parcel Map 67341

SIGN PERMITS

- SGN10-00057 One double faced non-illuminated monument sign 4' x 10' "ROCKEFELLER GROUP PROFESSIONAL CENTER"

To date, the Applicant has performed the following work on the project site in connection the Original Project: completion of offsite improvements, including a deceleration lane on Lomita, sidewalks and parkway improvements on Lomita Boulevard.

The Applicant has also conducted soil and groundwater remediation at the project site. The Applicant has completed the soil remediation, and the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) issued a "No Further Action" letter on September 13, 2012. However, the DTSC is requiring ongoing annual soil vapor monitoring to be continued and reported. At least eight vapor extraction wells and 10 nested soil vapor monitoring points have been installed on the site. Groundwater remediation is pending, and there are 14 groundwater monitoring wells currently located on site. The groundwater remediation work is expected to continue indefinitely.

2.0 REVISED PROJECT DESCRIPTION

2.1 PROJECT SITE

The project site located at 2740 Lomita Boulevard, on the south side of the street between Garnier Street and Crenshaw Boulevard in the southerly portion of the City of Torrance in Los Angeles County, California. **Figure 2-1** illustrates the regional location of the site. As shown, the project site is bounded by Lomita Boulevard on the north, an access road to Sam's Club on the east, the existing Costco and associated parking lot to the south, and retail, office and a church/private school uses to the west. The project site has a General Plan land use designation of Light Manufacturing and is zoned Heavy Manufacturing (M-2).

The 23.46-acre project site has been rough-graded, and contains sparse vegetation and no buildings.² The western edge of the site is occupied by an approximately 30-foot wide access road providing vehicular access to the existing Costco to and from Lomita Boulevard. The roadway is enclosed on the west side by a wrought iron fence and on the east side by a six-foot tall chain link fence. A chain link fence also surrounds the project site on the north and east sides. Midway along the northern edge of the project site is a gate that leads to a gravel road. The gravel road runs through the center of the site to a large gravel pad area near the southern edge of the project site near the existing Costco. The southern edge of the project site is separated by an approximately five-foot grade separation. The topography of the project site is generally flat and contains no planted trees or formal landscaping. However, there are 20- to 30-foot tall trees located in a parkway within the Lomita Boulevard right-of-way along the northern edge of the project site. Also within the right-of-way is an approximately five-foot sidewalk and a row of standard street lights.

Historically, the project site was occupied by the Archer Pipe and Tube Supply, Eden National Steel Corporation, and by Teledyne INET. The site was used for heavy manufacturing and testing of machinery associated with the aerospace industry from at least 1957 to the early 1990's. In 1957 a 2,000 gallon tank for storage of jet fuel was installed; it was abandoned in place four years later in 1961. A second 1,500 gallon gasoline tank was removed in 1991. At one point the site was occupied by a plating shop and associated sump, degreaser and paint dip tanks, welding, machinery, and painting equipment, and gasoline storage. The site also contained at least one dry well, a septic system, clarifier (a settling tank built with mechanical means for continuous removal of solids being deposited by sedimentation), and two groundwater wells.

2.2 SURROUNDING AREA

The project site is located within the City of Torrance's Airport Industrial District in an area generally characterized by industrial and commercial uses. **Figure 2-2** illustrates existing land uses surrounding the project site.

North: The project site is bordered on the north by Lomita Boulevard, a four-lane major arterial running southeast to northwest through the City from Crenshaw Boulevard, past Hawthorne Boulevard (State Highway 107) to Anza Boulevard. This major northwest-southeast arterial includes an approximately five-foot sidewalk and approximately four-foot wide parkway on its south side. Adjacent to the project site, the parkway includes 20- to 30-foot tall trees spaced about every 35 feet. Amid the trees is a row of standard street lights. North of Lomita Boulevard across from the project site is the ConocoPhillips/Torrance Tank Farm containing 21 tanks. Each petroleum storage tank is 41 feet high and 134 feet in diameter. According to ConocoPhillips, 17 tanks are used to store refined product, while four store crude oil. The tank farm stores a number of different types of fuel.

²Following approval of the Original Project, right turn lane dedications were recorded on the previously approved map, resulting in the now 23.46-acre project site (originally 23.58 acres).



SOURCE: City of Torrance, 2014.

FIGURE 2-2

SURROUNDING USES

The tank farm is surrounded by a six-foot tall chain link fence. There is landscaping parallel to the fence along Lomita Boulevard. Power lines run along the north side of Lomita Boulevard from Crenshaw Boulevard to the western edge of the tank farm, where they continue underground. Beyond the tank farm to the north are light industrial/office facilities and a self-storage commercial business. Approximately 1,600 feet (1/3 mile) north of the project site are single- and multi-family residential land uses.

East: Immediately east of the project site is a two-lane secondary access road leading to and from Sam's Club. The roadway extends from Lomita Boulevard to the rear parking lot and loading docks of the Sam's Club building, which is located about 200 feet east of the southeast corner of the project site. The access road is lined with trees (palms and willows) and a six-foot concrete block wall on the side nearest the project site and an eight-foot concrete-block wall on the other side. Light standards (30- to 40-foot high) follow along the road along the east side of the project site. The lights are shielded to prevent light from spilling over onto the project site. Near the Sam's Club building, the six-foot wall is reduced to four feet tall. At the head of the access road, next to the northeast corner of the project site is a seven-foot tall 14-foot long monument sign welcoming visitors to Torrance Crossroads.

Beyond the Sam's Club access road, along Lomita Boulevard, is a tank farm pumping station, which acts as the central control station for the Conoco Phillips/Torrance Tank Farm, on the north side of Lomita Boulevard across from the project site. The tank farm and the associated pumping station to the east of the project site operate to receive, store and distribute refined petroleum products and crude oil. Both the tank farm and pumping station operate 24 hours a day.

East of Sam's Club and the tank farm pumping station is the Torrance Crossroads Center which extends south along Crenshaw Boulevard from Lomita Boulevard to Skypark Drive. The Torrance Crossroads Center contains three large anchor stores (Home Depot, Von's, and Office Depot), and multiple restaurant and retail pads (Party City, In-N-Out Burger, Jamba Juice, Starbucks and many others).

South: To the south of the project site is the existing Costco store to be vacated and its associated asphalt-paved parking lot. The Costco and surface parking lot is currently separated from the project site by an approximately five-foot grade separation and a small stand of three-foot tall bushes that line the southern border of the project site within the Costco parcel. Within the parking lot, about 75 feet south of the southeast corner of the project site, is the existing Costco fuel station containing four islands and 16 pumps.

The approximately 148,000-square-foot Costco building to be vacated is located about 50 feet south of the project site and approximately 40 feet tall at the tallest point. The main entrance is located at the southeast corner of the building; the loading docks are located on the west side. The north side of the store which faces the project site contains a row of metal doors used only for emergency egress. Otherwise, a single large loading dock faces the project site. Main vehicular access to the Costco store is from Skypark Drive, a major roadway south of and parallel to Lomita Boulevard. A secondary access drive to Costco exists within an easement along the western edge of the project site.

Beyond the Costco store and parking lot to the south are three one-story office buildings. Beyond Skypark Drive is the Skypark Business Center. About one-quarter mile south of the project site is the Torrance Municipal Airport.

West: A secondary access drive to the existing Costco is located within an easement on the western edge of the project site that connects Lomita Boulevard to Skypark Drive. West of this secondary access drive is a Pacific Sales Kitchen and Bath Center, and an Inserts & Fasteners, Thread Kits Company with their associated parking lots, a storage parking lot for a new car dealership and the Bread of Life Church/Private School with its associated parking lot. These properties are accessed from Garnier Street, a road that runs parallel to the secondary access drive to Costco.

A wrought-iron fence divides the project site from the Pacific Sales Kitchen and Bath Center, Thread Kits Company, and the Bread of Life Church. A chain-link fence divides the project site from the storage parking

lot for the car dealership. The Pacific Sales Kitchen and Bath Center, Thread Kits Company, and the Bread of Life Church are one-story tall and generally set back approximately 20 feet from Garnier Street. The Bread of Life Church is situated diagonally on the site and is set back approximately 10 feet to 40 feet from Lomita Boulevard. Between the main church structure and the right-of-way is a six- to eight-foot concrete block wall, which protects a children's play area from traffic along Lomita Boulevard. Along the west side of Garnier Street are several one-story light industrial office buildings. Properties lining Garnier Street include generous landscaping including various shrubs, bushes, and trees adjacent to the public right-of-way.

2.3 REVISED PROJECT DESCRIPTION

The Revised Project would eliminate the previously approved professional office and light industrial square footage, and reduce the amount of medical office square footage. As revised, the project site would be developed with a new approximately 161,500-square-foot Costco warehouse, associated 20-pump fuel station, a carwash and new site amenities, including landscaping and surface parking on an approximately 17.5-acre portion of the project site. The three medical office buildings totaling approximately 71,000 square feet and associated surface parking would be built on the remaining approximately 6 acres of the project site. The 23.46-acre project site would be re-subdivided into three lots, one for the relocated Costco and carwash (15.89-acres), one for the fuel station (1.59-acres) and one for the three medical office buildings (5.98-acres).³ The Revised Project site plan is presented in **Figure 2-3**.

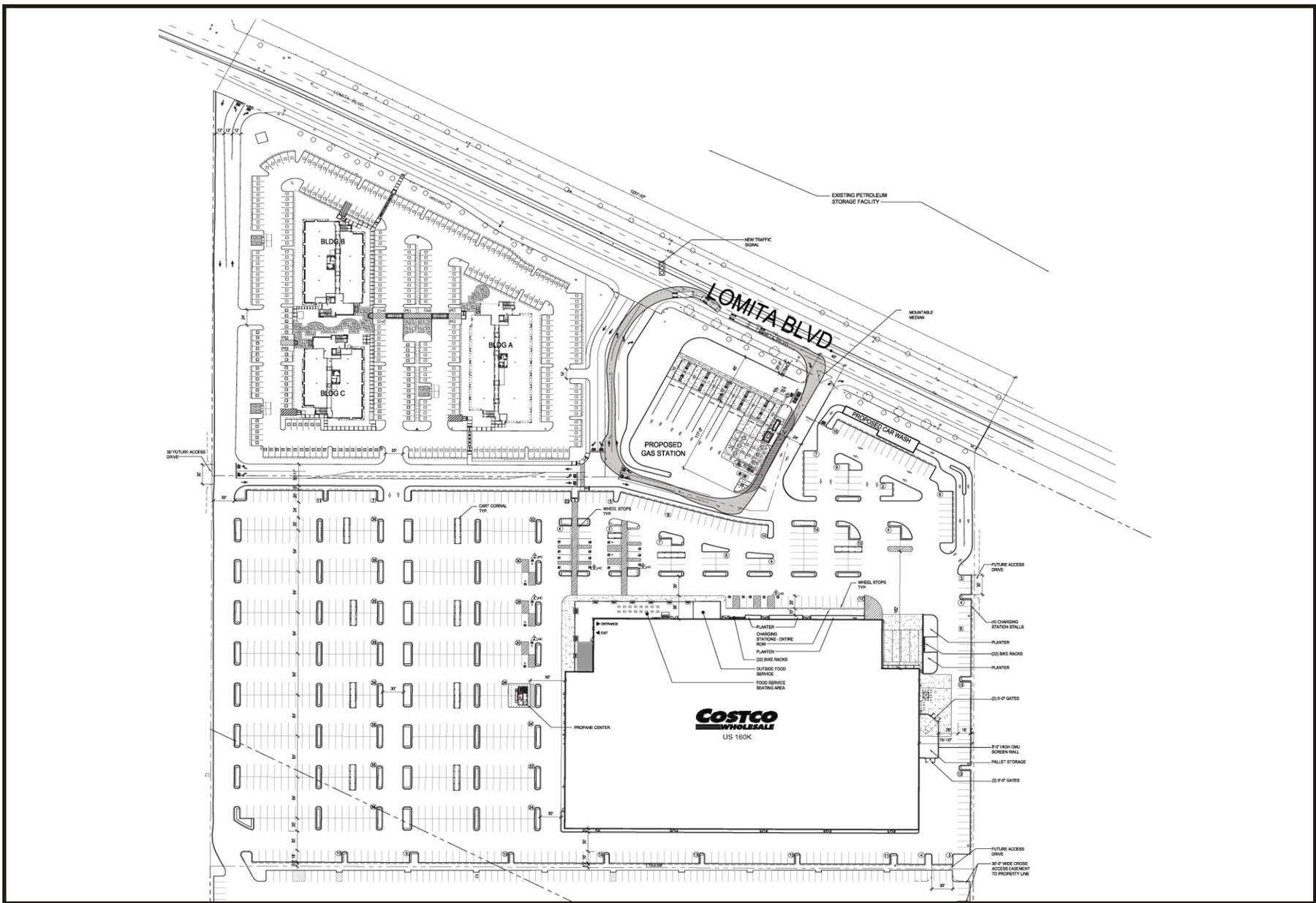
The Revised Project would be constructed in two phases. Phase I would include the construction of the Costco and associated facilities, and Phase II would include the construction of the medical office buildings. Following construction of the relocated Costco, the existing Costco and fuel station located immediately south of the project site would be vacated. The Revised Project would continue the ongoing groundwater remediation, as well as the soil vapor monitoring required as part of the now completed soil remediation work that were part of the Original Project and identified in the Certified EIR.

PHASE I: COSTCO

Costco is a membership-only retail/wholesale business, selling national brands and private label merchandise for commercial and personal use. The relocated Costco would include a bakery, pharmacy, optical center, hearing aid testing center, a photo center, a tire center, and outside food service area. The hours of operation for the Costco are anticipated to be Monday through Friday from 10:00 a.m. to 8:30 p.m.; Saturday from 9:30 a.m. to 6:00 p.m.; and Sunday from 10:00 a.m. to 6:00 p.m. The fueling station would operate from 5:00 a.m. to 10:00 p.m. daily. The relocated Costco would employ approximately 200 to 250 people.

As shown in **Figure 2-3**, the relocated Costco would be situated in the southeast corner of the project site and have one customer entrance located at the northwest corner of the building. An outside food service area would be located to the east of the customer entrance. The tire center, accessed through the inside of the main Costco building, would include retail tire sales and a tire installation facility that would have four bays that face toward the west. The proposed building would be contemporary in design and feature a variety of massing and number of different building materials and textures. The proposed building will incorporate varying parapet cap depths and heights. The proposed building would not exceed 37 feet in height. Proposed design features are intended to create a more pedestrian-friendly scaled building. Building signage would be the Costco red and blue corporate colors. The signage would be scaled appropriately to the mass of the building elevations. The warehouse wall signage would consist of externally illuminated reverse pan channel letters. Wall mounted lighting fixtures would be located on the building approximately every 40 feet on center around the exterior of the building for proper safety and security. Illustrations of the relocated Costco are provided in **Figure 2-4**.

³Mulvanny G2 Architecture, *Costco Wholesale, Torrance, California, 2740 Lomita Boulevard, Torrance, CA 90505, Concept Site Plan*, March 6, 2014.



SOURCE: Mulvanny G2, 2014.



Modifications to Rockefeller Group Professional Center
 Final EIR Addendum
 CITY OF TORRANCE

FIGURE 2-3

REVISED PROJECT SITE PLAN



ENTRY



NORTH FACADE



TIRE CENTER

SOURCE: Mulvanny G2, 2014.

A truck loading dock would be located at the east edge of the building within the building area. It would face north and include four individual side-by-side loading bays. The bay doors would be equipped with sealed gaskets to limit noise. A low screen wall would be constructed along the edge of the dock, facing north. A transformer and two trash compactors would also be located along the east edge of the building.

An 874-space surface parking lot would be provided to serve Costco. Parking would be located to the west and north of the Costco building. Pedestrian pathways from the Costco building to the public right-of-way would ensure connectivity throughout the project site and easy access from adjacent streets and neighboring properties. The parking lot would be lighted with standard downward pointing lights, each containing two 875 watt metal-halide bulbs affixed to a 35-foot light pole. Any site light poles located near the property lines would have cutoff shields installed to reduce light spill over. Drought tolerant shrubs and grasses and a variety of shade trees appropriate to the region would be used throughout the parking lot and along the street.

The gas station would include a 6,300 square-foot canopy and would be located adjacent to Lomita Boulevard, north of the relocated Costco. A 75-square-foot controller enclosure would be located on the north side of the fuel station to house the control equipment for the gas station. There would be five covered fueling bays, each with two gas pumps which could fuel two cars each for a total fueling capacity for up to 20 cars at a time. The fueling station would also have ten stacking lanes which would allow up to 64 cars to wait for pumps at any given time, in addition to the 20 cars at the fueling pumps. The pumps would be fully automated and self-serving for Costco members only, with a Costco attendant present to oversee operations and assist members with problems. Three underground gasoline tanks, one diesel fuel tank and a fuel additive tank would also be installed at the eastern edge of the gas station. A 20-foot landscape berm would run along the north, screening the station from Lomita Boulevard. Lights would be semi-recessed into the canopy and provide both lighting during operating hours and a lower level of security lighting after hours. The proposed car wash would be located just east of the gas station along Lomita Boulevard. Illustrations of the proposed gas station and car wash are provided as **Figure 2-5**.

PHASE II: MEDICAL OFFICE BUILDINGS

Phase II of the Revised Project would consist of the construction of three medical office buildings totaling approximately 71,000 square feet. As shown in **Figure 2-3**, the medical office buildings would be constructed on an approximately six-acre portion of the project site in the northwest corner. These medical office buildings are similar to Buildings A, B, and C proposed as part of the Original Project. Buildings A, B and C would be two-stories, and no more than 35 feet in height. Buildings A and B would be setback by approximately 91 to 95 feet from Lomita Boulevard. The setback area would include parking, driveways, trees, shrubs, and other landscaping. The medical office buildings would resemble the buildings depicted in the Certified EIR and be designed in accordance with the Torrance Zoning Code. A total of 355 parking spaces would be provided to serve the medical office buildings. Parking would be distributed around the perimeter of the buildings and the approximate six-acre lot.

Access

As shown in **Figure 2-3**, the project site would be accessible from three locations along Lomita Boulevard. Primary access to the project site would be from a new signalized intersection at the near center point of the project site's Lomita Boulevard frontage between Medical Office Building A and the gas station. Additionally, access would be available from the existing Costco access road, located along the western perimeter of the project site, and a right-in/right-out driveway east of the main entrance between the proposed gas station and car wash. The existing Costco access road would provide vehicle access to Skypark Drive. As with the Original Project, driveways at the project site would also be provided to allow for future access to the properties to the south and east.



FUEL STATION AND KIOSK



CAR WASH ENTRY



CAR WASH EXIT AND QUEUE

SOURCE: City of Torrance, 2014.

2.4 COMPARISON OF ORIGINAL AND REVISED PROJECT

The Original Project included the remediation of existing soil and groundwater contamination on the project site and the development of approximately 351,200 square feet of medical/office, professional office and light industrial condominium buildings, to be constructed in two phases. Phase I consisted of the construction of approximately 66,200 square feet of medical/office space, 99,790 square feet of professional office space, and 44,200 square feet of light industrial space distributed across 11 buildings. Phase II consisted of the construction of approximately 62,850 square feet of medical/office space, approximately 40,150 square feet of professional office space and approximately 38,030 square feet of light industrial space totaling approximately 141,030 square feet distributed across seven buildings. The Original Project also included parking areas oriented around the proposed buildings and the perimeter of the project site, landscaping, bike racks, and outdoor seating areas. Main access was to be provided from a divided roadway off Lomita Boulevard at a new signalized entrance. Secondary access points were to be provided at approximately four locations along the periphery of the project site. The site plan for the Original Project is presented in **Figure 2-6**.

The Revised Project includes the construction of an approximately 161,500 square feet Costco, as well as a related gas station and a car wash. The existing Costco located immediately south of the project site would be vacated as part of the Revised Project. In total, the Revised Project would result in approximately 232,487 square feet of building area, a reduction of approximately 118,713 square feet of building area compared to the Original Project. While the total amount of development would be reduced, the type of uses would vary. The Revised Project does not include any professional office or light industrial development, but would continue to include the development of medical office uses. The Revised Project would result in the construction of approximately 58,000 less square feet of medical office development than the Original Project. Specifically, three medical office buildings totaling approximately 71,000 square feet of building area are proposed and would be configured the same as Buildings A, B, and C proposed as part of Phase I of the Original Project. Although approximately 5,000 square feet larger than the original buildings, Buildings A, B and C would continue to be two-stories and no more than 35 feet in height. Buildings A and B would be setback by approximately 91 to 95 feet from Lomita Boulevard, consistent with the Original Project. The setback area would include parking, driveways, trees, shrubs, and other landscaping. The medical office buildings would resemble the buildings depicted in the Certified EIR and would be designed in accordance with the Torrance Zoning Code.

Access to the project site under the Revised Project would be the same as the Original Project. Three driveways along Lomita Boulevard would continue to provide access to the project site with primary access being provided from a new signalized intersection. Additionally, similar to the Original Project, the Revised Project would include the remediation of existing contamination on the project site, as well as the construction of a new water piping system and new storm drainage network.



SOURCE: WITHEE MALCOM ARCHITECTS, LLP.

FIGURE 2-6

ORIGINAL PROJECT SITE PLAN

3.0 IMPACT ANALYSIS

The impacts of Revised Project are evaluated and compared to the Original Project in this section to determine if the Revised Project would result in new significant environmental effects or a substantial increase in the severity of significant effects identified in the Certified EIR. The same thresholds of significance used to evaluate impacts of the Original Project were applied to evaluate the impacts of the Revised Project, unless otherwise indicated in the topic discussions.

3.1 AESTHETICS

Certified EIR Conclusions. The Original Project would not introduce incompatible visual elements within a field of view containing a scenic vista or substantially block a scenic vista. On the contrary, the medical/office, professional office and light industrial condominium buildings to be constructed as part of the Original Project were determined to enhance the visual character of the vacant project site. The project site does not contain scenic sources and is not located on or near a designated State or City scenic highway. The Original Project would not introduce new sources of light or glare which would be incompatible with the surrounding areas in consideration of existing nighttime lighting conditions and the absence of light-sensitive receptors. Exterior lighting would be directed and shielded to minimize light spilling into surrounding properties and vehicular traffic, and the use of non-reflective surfaces adjacent to public rights-of-way in combination with landscaping would minimize glare. For these reasons, the Initial Study determined that the Original Project would result in no impacts related to aesthetics.

Certified EIR Mitigation Measures. None required.

Revised Project. Conditions at the project site and the surrounding area have not changed since the preparation of the Certified EIR. Accordingly, no new impacts related to scenic resources and scenic vistas would occur as a result of the Revised Project.

The development of the vacant site with the relocated Costco, gas station, car wash, and three medical office buildings would alter but not degrade the visual character of the project site. Development of the project site as proposed would be visually consistent with the character of surrounding development. Further, the Revised Project would be designed in accordance with the Torrance Zoning Code. Accordingly, no new impacts related to visual character and quality would occur as a result of the Revised Project.

The Revised Project would not introduce new sources of light or glare which would be incompatible with the surrounding areas. Consistent with the Original Project, exterior lighting would be directed and shielded to minimize light spilling into surrounding properties and vehicular traffic, and the use of non-reflective surfaces adjacent to public rights-of-way in combination with landscaping would minimize glare. Accordingly, no new or substantially increased impacts related to light and glare would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.2 AGRICULTURAL RESOURCES

Certified EIR Conclusions. The Original Project would not result in the conversion of the project site from agricultural use to non-agricultural use. No agricultural activities occur on the project site, and the project site and surrounding area is not agriculturally zoned. For these reasons, the Initial Study determined that the Original Project would result in no impacts related to agricultural resources.

Certified EIR Mitigation Measures. None required.

Revised Project. Conditions at the project site and the surrounding area have not changed since the preparation of the Certified EIR. Therefore, no new or substantially increased impacts related to agricultural resources would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.3 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Certified EIR Conclusions. During construction of both Phase I and Phase II, daily regional construction emissions would exceed the South Coast Air Quality Management District (SCAQMD) significance threshold for reactive organic gases (ROG) and nitrogen oxides (NO_x) without mitigation. With implementation of Mitigation Measures 3.3(1) through 3.3(14) identified below, ROG emissions during both phases would be reduced to a level below the SCAQMD threshold. However, NO_x emissions would still exceed the SCAQMD threshold. Accordingly, the Certified EIR determined that the Original Project would result in a significant and unavoidable impact related to regional construction emissions.

Daily localized construction emissions would exceed SCAQMD localized significance thresholds for particulate matter (PM)_{2.5} and PM₁₀ during Phase I construction activity, and PM₁₀ during Phase II construction. While Mitigation Measures 3.3(1) through 3.3(14), would reduce construction emissions, PM_{2.5} and PM₁₀ emissions would still exceed the SCAQMD threshold during the respective construction phases. Accordingly, the Certified EIR determined that the Original Project would result in a significant and unavoidable impact related to localized construction emissions.

Construction of the Original Project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminants (TAC) emissions. In addition, there would be no residual emissions after construction and corresponding individual cancer risk. Because of the short exposure period, the Certified EIR determined that the Original Project would result in less-than-significant impacts related to TAC emissions during construction.

Daily operational emissions of the Original Project at full build-out would exceed the SCAQMD significance threshold for carbon oxide (CO) and NO_x. No mitigation was available to reduce emissions to levels below the SCAQMD threshold because the majority of operational emissions would result from project-related mobile sources which cannot be substantially reduced through mitigation, as mitigation measures cannot be reasonably imposed on private vehicles. Accordingly, the Certified EIR determined that the Original Project would result in a significant and unavoidable impact related to regional operational emissions.

If construction of Phase II would occur concurrently with the occupancy of Phase I, the combined emissions would exceed SCAQMD significance thresholds for ROG and NO_x. No mitigation was available to reduce emissions to levels below the SCAQMD threshold for the same reason as described above. Accordingly, the Certified EIR determined that the concurrent construction of Phase II and operation of Phase I would result in a significant and unavoidable impact related to regional operational emissions.

The State one- and eight-hour CO standards of 20 parts per million and 9.0 parts per million would not be exceeded at worst-case sidewalk receptor locations at the ten study intersections during operation of the Original Project. Accordingly, the Certified EIR determined that the Original Project would result in a less-than-significant impact related to Localized CO concentrations.

As the Original Project includes a mixture of medical office, professional office, and light industrial development, and would not result in activities that create objectionable odors, the Certified EIR determined that the Original Project would result in a less-than-significant impact related to odors.

A health risk assessment was completed to determine if on-site commercial/industrial workers of the Original Project would be exposed to significant concentrations of hazardous materials. The health risk assessment concluded that on-site commercial/industrial workers would be exposed to a cumulative incremental lifetime cancer risk (ILCR) of 6×10^{-6} and a total hazard index (HI) of 0.038. The cumulative ILCR was less than the acceptable cumulative ILCR threshold of 1×10^{-5} and the total HI was less than the acceptable total HI of 1.0. Because the Original Project would not include any significant sources of TACs nor would be project expose on-site workers to significant concentrations of hazardous materials, the Certified EIR determined that the Original Project would result in a less-than-significant impact related to human health. Operation of the on-site vapor extraction system as part of the proposed Response Plan would be under the regulation of the SCAQMD and compliance with SCAQMD rules during the permitting process would be demonstrated, ensuring that the vapor extraction system does not generate emissions that generate an increased cancer risk of more than one person in one million people.

The Certified EIR determined that the Original Project would comply with the Air Quality Management Plan (AQMP) Consistency Criterion No. 1 and No. 2. Accordingly, the Original Project would be consistent with the AQMP and the impact would be less-than-significant.

With regard to cumulative impacts, because the Original Project would exceed ROG and NO_x SCAQMD significance thresholds during operation, resulting in significant and unavoidable impact, the Original Project was determined to result in a regional cumulative operations impact given that the Basin is in nonattainment for O₃ and the Original Project would exceed the regional daily emission threshold for an ozone precursor, NO_x. Accordingly, the Certified EIR determined the Original Project would result in a significant and unavoidable cumulative operational impact.

The Original Project would result in carbon dioxide equivalent emissions of 15,389 tons per year, which represents 0.0000291 percent of Statewide emissions. Since the proposed project would comply with all Assembly Bill (AB) 32-related regulations, the Certified EIR determined that Original Project would result in less-than-significant cumulative impacts related to global warming. As the only feasible mitigation address issues related to global warming is implementation of AB 32 regulations and thresholds, the cumulative impact related to global warming would be considered less than significant.

Certified EIR 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).

Revised Project. An Air Quality and Greenhouse Gas (GHG) Technical Report was prepared to analyze potential air quality and GHG impacts associated with Revised Project and is included in Appendix A. Subsequent to certification of the Final EIR in 2010, changes in the regulatory requirements and policies have occurred, including the adoption of a 1-hour ambient NO_x air quality standard set forth by the U.S. Environmental Protection Agency. In addition, the SCAQMD now recommends use of the California Emissions Estimator Model (CalEEMod) instead of the previously recommended Urban Emissions Model (URBEMIS). The air quality and GHG analysis for the Revised Project reflects these changes.

According to the air quality analysis, during construction of the Revised Project, daily regional construction would exceed the SCAQMD significance thresholds for volatile organic compounds (VOC) without mitigation.⁴ However, VOC emissions under the Revised Project would be substantially less than the emissions under the Original Project. Regardless, with implementation of Mitigation Measures **3.3(1)** through **3.3(14)** included in the Certified EIR and identified above, VOC emissions would be reduced to a level below the SCAQMD threshold. In addition, NO_x, CO, PM₁₀ and PM_{2.5} emissions would also be substantially less than under the Original Project. As a result the Revised Project would eliminate the significant regional NO_x impact that would occur under the Original Project. Therefore, unlike the Original Project, daily regional construction emissions would not exceed the SCAQMD significance threshold for NO_x, and the Revised Project would result in a less-than-significant impact related to regional construction emissions. Accordingly, no new impacts related to regional construction emissions would occur as a result of the Revised Project. Rather, the Revised Project would eliminate the significant and unavoidable impact related to regional construction emissions identified under the Original Project.

Under the Revised Project, daily localized construction emissions would not exceed SCAQMD significance thresholds. Unlike the Original Project, daily localized construction emissions would not exceed the SCAQMD significance threshold for PM_{2.5} or PM₁₀. NO_x and CO emissions would increase under the Revised Project compared to the Original Project; however, significance thresholds would not be exceeded. Therefore, the Revised Project would result in a less-than-significant impact related to localized construction emissions. Accordingly, no new impacts related to localized construction emissions would occur as a result of the Revised Project. Rather, the Revised Project would eliminate the significant and unavoidable impact identified under the Original Project related to localized construction emissions.

As with the Original Project, construction of the Revised Project would not create a long-term substantial source of TAC emissions. In addition, there would be no residual emissions after construction and corresponding individual cancer risk. As such, the Revised Project would result in less-than-significant impacts related to TAC emissions during construction. Accordingly, no new impact related to TAC emissions during construction would occur as a result of the Revised Project.

⁴VOC and ROG are used interchangeably, for purposes of this analysis, since ROG represents approximately 99.9 percent of VOC emissions. Please note that the SCAQMD significance threshold is in terms of VOC and CalEEMod calculates ROG emissions.

Compared to the Original Project, daily operational emissions under the Revised Project would be reduced. Unlike the Original Project, emissions would not exceed SCAQMD significance thresholds for CO, but would continue to exceed significance thresholds for NO_x. As described above, no mitigation is available to reduce emissions to a level below the SCAQMD threshold because the majority of operational emissions would result from project-related mobile sources which cannot be substantially reduced through mitigation as mitigation measures cannot be reasonably imposed on private vehicles. Therefore, the Revised Project would result in a significant and unavoidable impact related to operational emissions. Accordingly, no new impact related to operational emissions would occur as a result of the Revised Project. Rather, the severity of the significant and unavoidable impact would be reduced as CO emissions would no longer exceed the SCAQMD threshold.

While the Certified EIR did not evaluate on-site localized operation impacts, the Air Quality Technical Report addresses localized operational impacts associated with the Revised Project. The Revised Project would not exceed any SCAQMD localized operational significance thresholds. With regard to traffic-related to localized air quality impacts, the Revised Project would result in a reduction in the number of peak-hour trips compared to the Original Project. Therefore, traffic-related localized air quality impacts would be essentially the same or slightly less under the Revised Project compared to the Original Project since the traffic contribution from the Revised Project would be less. Since the localized CO hotspot analysis for the Original Project did not result in any significant impacts, the Revised Project would likewise not have any localized significant impacts. Therefore, the Revised Project would result in a less-than-significant impact related to localized CO concentrations. Accordingly, no new impact related to localized CO concentrations would occur as a result of the Revised Project.

As the potential for the release of long-term emissions from on-site soil and groundwater contamination would remain the same under the Revised Project as the Original Project, the results of the Health Risk Assessment conducted for the Original Project would be applicable to the Revised Project. Accordingly, no new impacts related to human health would occur as a result of the Revised Project.

Consistent with the Original Project, the Revised Project would not include any sensitive receptors. An analysis was conducted to determine whether the Revised Project would result in the siting of substantial sources of TACs near any off-site sensitive receptors that would result in a significant health impact. The Revised Project was analyzed using the Air Quality and Land Use Handbook developed by the California Air Resources Board (CARB) Guidelines. The primary sources of potential toxic air contaminants associated with the Revised Project operations include diesel particulate (DPM) from delivery trucks (e.g., truck traffic on local streets and on-site truck idling) and gasoline vapor from the proposed member-only gas station. The CARB Guidelines recommend avoid siting sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day or 40 trucks with operating transport refrigeration units (TRUs) per day) and 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) or 50 feet for typical gas dispensing facilities.

The Revised Project would not result in the siting of sources of TACs near sensitive receptors within the recommended buffer zones. The proposed gas station would have an annual throughput of approximately 1.2 million gallons, and no sensitive receptors would be located within 50 feet of the gas station. Although the Revised Project would include daily delivery trucks, the number of trucks would be substantially less than the 100 trucks per day or 40 trucks with TRUs provided in the CARB Guidelines. It should also be noted that the repurposing of the existing Costco would include the removal of the existing gas station. Therefore, the Revised Project would result in a less-than-significant impact related to TACs. Accordingly, no new or substantially increased impacts related to TACs would occur as a result of the Revised Project.

As with the Original Project, Phase II construction (construction of medical office buildings) could occur concurrently with occupancy of Phase I development (Costco). The concurrent emissions under the Revised Project would be substantially reduced in comparison to the Original Project. However, the Revised Project would still exceed SCAQMD daily thresholds for VOC and NO_x. Therefore, the concurrent construction of

Phase II and operation of Phase I would result in a significant and unavoidable impact related to concurrent emissions. Accordingly, no new or substantially increased impacts related to concurrent emissions concentrations would occur as a result of the Revised Project.

According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The project site would be developed with a Costco, gas station, car wash, and medical office buildings. These uses are not typically associated with odor complaints. As with the Original Project, on-site trash receptacles would have the potential to create adverse odors. Trash receptacles would be located and maintained in a manner that promotes odor control and no adverse odor impacts are anticipated from these types of land uses. Therefore, the Revised Project would result in a less-than-significant impact related to odors. Accordingly, no new or substantially increased impacts related to odors would occur as a result of the Revised Project.

For the same reasons as the Original Project, the Revised Project would comply with the AQMP Consistency Criterion No. 1 and No. 2. As such, the Revised Project would be consistent with the AQMP and the impact would be less-than-significant. Accordingly, no new or substantially increased impacts related to odors would occur as a result of the Revised Project.

With regard to cumulative impacts, because the Revised Project would exceed NO_x SCAQMD significance thresholds during operation, resulting in significant and unavoidable impacts, consistent with the Original Project, the Revised Project would result in a regional cumulative operations impact given that the Basin is in nonattainment for O₃, and the Revised Project would exceed the regional daily emission threshold for an ozone precursor, NO_x. Therefore, the Revised Project would result in a significant and unavoidable cumulative operational impact. Accordingly, no new or substantially increased impacts related to cumulative impacts would occur as a result of the Revised Project.

With regard to GHG emissions, the Revised Project would result in an annual total of 10,772 metric tons of carbon dioxide equivalent (CO₂e). This would represent an approximate 30 percent reduction in emissions compared to the Original Project. The Revised Project would include numerous features to reduce GHG emissions from vehicular traffic, including encouraging employee carpooling, vanpooling and bicycle commuting and providing preferential parking for carpools and vanpools. In addition, the Revised Project would meet the 2013 California Green Building Standards, Title 24, Part 11. These features would include fixtures and infrastructure that use less energy and water. Examples of these features include light fixtures and motion control light switches that use less energy, water use reduction devices limiting water usage, and “drought tolerant” plants within landscaped areas. The inclusion of these features demonstrates the Revised Project would be consistent with the goals of the AB 32, and therefore, would result in a less-than-significant impact. Accordingly, no new or substantially increased impacts related to GHG would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.4 BIOLOGICAL RESOURCES

Certified EIR Conclusions. The City’s General Plan and General Plan EIR do not identify any threatened or endangered species in the City. The project site and surrounding area does not contain any significant stretches of open space and no areas of significant biological resource value. No riparian habitat, wetland, or other sensitive natural community occurs on the project site. Lastly, the Original Project does not conflict with any conservation or preservation plans. For these reasons, the Initial Study determined that the Original Project would result in no impacts related to biological resources.

Certified EIR Mitigation Measures. None required.

Revised Project. Conditions at the project site and the surrounding area have not changed since the preparation of the Certified EIR. Therefore, no new or substantially increased impacts related to biological resources would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.5 CULTURAL RESOURCES

Certified EIR Conclusions. The City's General Plan and General Plan EIR does not contain any evidence that there are any known historical, archeological, paleontological resources on the site or in the immediate vicinity of the project site that might be indirectly affected. For these reasons, the Initial Study determined that the Original Project would result in no impacts related to cultural resources.

Certified EIR Mitigation Measures. None required.

Revised Project. Conditions at the project site and the surrounding area have not changed since the preparation of the Certified EIR. Therefore, no new or substantially increased impacts related to cultural resources would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.6 GEOLOGY AND SOILS

Certified EIR Conclusions. The project site is not located in an Alquist-Priolo Earthquake Fault Zone, nor is the project site underlain by any known active or potentially active faults. However, the project site would be subject to groundshaking. The project site and surrounding area is flat, eliminating the potential for a landslide to occur on the project site. Compliance with the Uniform Building Code and the Torrance Municipal Code, obtainment of a grading permit, and implementation of standard erosion control measures would ensure that impacts related to geology and soils would be less than significant. For these reasons, the Initial Study determined that the Original Project would result in less-than-significant impacts related to geology and soils.

Certified EIR Mitigation Measures. None required.

Revised Project. Conditions at the project site and the surrounding area have not changed since the preparation of the Certified EIR. The Revised Project would be subject to all applicable codes, including the Uniform Building Code, the California Building Code, and the City's Building Code, and would be required to obtain a grading permit, ensuring that impacts related to geology and soils would be less than significant. Accordingly, no new or substantially increased impacts related to geology and soils would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.7 HAZARDS AND HAZARDOUS MATERIALS

Certified EIR Conclusions. Past activities on the project site and in the surrounding area have resulted in the contamination of soils and groundwater underlying the project site. The Certified EIR determined that without proper mitigation, hazardous materials currently located on the project site have the capacity to cause harm or health risks to people during normal or accidental exposure. Remediation requirements, included as part of the Original Project, would assure that any potential impacts are reduced to a level of less than significant. Compliance with the guidelines set by the City of Torrance Fire Department and the DTSC would be ensured through implementation of identified mitigation measures during construction of the

Original Project. Implementation of Mitigation Measures **3.5(1)** through **3.5(10)**, identified below, would ensure that the Original Project would result in a level of risk that is less than significant.

Because operation of the Original Project would not involve the use of substantial quantities of hazardous materials as part of its routine operation and the use and storage of hazardous materials would be done so in compliance with applicable regulations, the Certified EIR determined that operation of the Original Project would not pose a hazard to the environment or persons. Additionally, the project site is not on a list of hazardous waste sites compiled pursuant to Government Code Section 65962.5.

The Certified EIR determined that the Original Project would not impair or interfere with any emergency response or emergency evacuation plans. The design of the proposed project would incorporate all applicable emergency access requirements of the Torrance Fire Department. Traffic associated with the proposed project may increase the Torrance Fire Department response time to the ConocoPhillips facility which has its own emergency response plan; however, it was determined that any increase would not be substantial as the Fire Department has the ability to quickly maneuver through traffic (e.g., sirens). Accordingly, the Certified EIR concluded that the Original Project would have an incremental but less-than-significant impact on the circulation and accessibility of emergency response vehicles to the project site and surrounding community.

As the project site is located approximately 2,145 feet from the Torrance Airport-Zamperini Field heliport and buildings would not exceed 85 feet in height, the Certified EIR concluded that the Original Project would not interfere with operational activity related to the heliport. However, because the project site is located approximately 1,130 feet from the north runway of the Torrance Airport, and buildings would exceed 11 feet in height, the Federal Aviation Administration (FAA) is required to be notified of project specifics. The Certified EIR concluded that with proper notification and communication with the FAA, as required by Mitigation Measure **3.5(10)**, identified below, impacts associated airport hazards would be less than significant.

Because the project site is located in an urbanized area and is not located adjacent to wildlands, the Certified EIR determined the proposed project would result in a less-than-significant impact related to wildland fires.

Certified EIR 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 poly nuclear 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 1910.120HAZWOPER) 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."

Revised Project. Soil remediation at the project site has been completed, and the California Environmental Protection Agency's DTSC issued a "No Further Action" letter on September 13, 2012. However, the DTSC is requiring ongoing annual soil vapor monitoring to be continued and reported. At least eight vapor extraction wells and 10 nested soil vapor monitoring points have been installed on the site. Groundwater remediation is pending, and there are 14 groundwater monitoring wells currently located on site. The groundwater remediation work is expected to continue indefinitely. As a result, hazardous materials located on the project site continue to pose health risks to people during normal or accidental exposure. To reduce risks associated with hazardous materials to a less-than-significant level, the Revised Project, consistent with the Original Project, would include remediation of the project site in accordance with all requirements of the DTSC and implement Mitigation Measures **3.5(1)** through **3.5(10)** identified in the Certified EIR.

While the Revised Project continues to include the construction and operation of a medical office component, the Revised Project also includes a Costco, gas station, and car wash. These uses would involve the use, storage, sale, and transport of hazardous materials as part of their routine operation. However, the use, storage, transport, and disposal of hazardous materials are highly regulated and would be done so in accordance with local, State and federal regulations. Specifically, in order to open and operate the gas station, Costco would have to meet requirements of local, State and federal regulators and agencies, including the City Fire Department, the County Department of Environmental Health--Hazardous Materials Division (Hazardous Materials/Underground Tank Permit), the Air Quality Management District, the State Water Resources Control Board, the California Environmental Protection Agency, and the USEPA. Compliance with these requirements, as required by Mitigation Measure **3.5(7)** identified in the Certified EIR, would ensure that operation of the Revised Project would not create a significant hazard to the public or the environment, and the impacts would be less than significant. Accordingly, no new or substantially increased impacts related to hazardous materials would occur as a result of the Revised Project.

Consistent with the Original Project, the Revised Project would not impair or interfere with any emergency response or emergency evacuation plans as the Revised Project would incorporate all applicable emergency access requirements of the Torrance Fire Department and any increases in Torrance Fire Department response times would not be substantial due to the Fire Department ability to maneuver through traffic.

Accordingly, no new or substantially increased impacts related to emergency response and evacuation plans would occur as a result of the Revised Project.

Consistent with the Original Project, the Revised Project would not interfere with operation activity related to the heliport, as buildings would not 85 feet in height. The height of the buildings proposed under the Revised Project would not exceed 37 feet in height; however, similar to the Original Project, the Revised Project would be required to submit proper notification and communication to the FAA, as called for in Mitigation Measure **3.5(10)** identified in the Certified EIR. Accordingly, no new or substantially increased impacts related to airports would occur as a result of the Revised Project.

Because conditions at the project site have not changed, the Revised Project would result in a less-than-significant impact related to wildland fires. Accordingly, no new or substantially increased impacts related to wildland fires would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.8 HYDROLOGY AND WATER QUALITY

Certified EIR Conclusions. The Original Project would be subject to the requirements of the Torrance Municipal Code, the Standard Urban Stormwater Mitigation Plan (SUSMP), and the National Pollution Discharge Elimination System (NPDES). Additionally, the Original Project would be required to obtain a grading permit prior to the start of construction. As a prerequisite to obtaining a Grading Permit, an Erosion Control Plan providing Best Management Practices (BMPs) to control the discharge of stormwater pollutants, including sediments associated with construction activities must be submitted to and approved by the Grading Division of the Building and Safety Department in accordance with NPDES and SUSMP regulations. The Certified EIR concluded that compliance with these requirements and obtainment of a grading permit would ensure that the Original Project would not degrade water quality.

The Original Project would not place housing or structures in a 100-year flood zone or expose people or structures to significant risks involving flooding. The project site is not subject to inundation. For these reasons, the Initial Study determined that the Original Project would result in no impacts related to water quality, flooding, and inundation.

Impacts related to groundwater and stormwater drainage were addressed in Section 3.6 Utilities of the Certified EIR, and were determined to be less than significant.

Certified EIR Mitigation Measures. None required.

Revised Project. Consistent with the Original Project, the Revised Project would be subject to the requirements of the Torrance Municipal Code, Uniform Building Code, the SUSMP and NPDES. Additionally, the Revised Project would be required to obtain a grading permit which would control the discharge of stormwater pollutants. As discussed under Utilities below, the construction of a new on-site storm drainage system and implementation of a Stormwater Pollution Prevention Program (SWPPP) would ensure that impacts related to stormwater drainage and water quality would be less than significant under the Revised Project. Accordingly, no new or substantially increased impacts related to hydrology and water quality would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.9 LAND USE AND PLANNING

Certified EIR Conclusions. The Certified EIR concluded that the Original Project would not be located within or adjacent to an established community, and therefore, no impact related to an established community in the City of Torrance is anticipated. Similarly, the Certified EIR concluded that no significant land use compatibility impacts or conflicts with local plans are anticipated. However, Mitigation Measure **3.1(1)**, identified below, was included to ensure consistency of the project with FAA regulations, as the project site is located approximately 0.25 mile north of the Torrance Municipal Airport.

Certified EIR Mitigation Measures.

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.”

Revised Project. Consistent with Original Project, the Revised Project would not be located within or adjacent to an established community. The project site remains undeveloped and surrounded by commercial and industrial uses. The Costco would be situated in the southeast corner of the project site adjacent to the Torrance Crossroads Commercial Center which includes a Sam’s Club and a Home Depot. The proposed medical office buildings would be situated adjacent to a church/private school and parking lot, and the proposed gas station and car wash would be located along Lomita Boulevard across from the Torrance Tank Farm and associated pumping station. Accordingly, the Revised Project would not be incompatible with surrounding land uses.

Unlike the Original Project, the Revised Project does not include any light industrial uses and includes a significantly reduced amount of office building area. Regardless, the project continues to be largely commercial in nature and does not include any residential uses. Accordingly, the land use plan consistency analysis contained in the Certified EIR would continue to be applicable to the Revised Project. The Revised Project would be consistent with the existing land use designation of the project site, which is currently Light Industrial, and the City’s General Plan objectives. Proposed uses are conditionally permitted under the project site’s existing zoning of M-2 (Heavy Industrial). No building height restrictions or minimum setbacks exist in the M-2 zone. As such, no significant land use compatibility impacts or conflicts with local plans are anticipated. Consistency of the Revised Project with Federal Aviation Administration FAA regulations would be ensured through implementation of Mitigation Measure **3.1(1)**. Therefore, no new or substantially increased impacts related to land and planning would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.10 MINERAL RESOURCES

Certified EIR Conclusions. The Original Project would not result in the loss of the availability of a known mineral resource or a locally-important mineral resource recovery site. No known mineral resources occur in the vicinity of the project site. For these reasons, the Initial Study determined that the Original Project would result in no impacts related to mineral resources.

Certified EIR Mitigation Measures. None required.

Revised Project. Conditions at the project site and the surrounding area have not changed since the preparation of the Certified EIR. Therefore, no new or substantially increased impacts related to mineral resources would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.11 NOISE AND VIBRATION

Certified EIR Conclusions. Construction of the Original Project would result in temporary increases in ambient noise levels in the project area on an intermittent basis. The increase in noise would likely result in a temporary annoyance to nearby sensitive receptors during the approximate construction schedule. The nearest sensitive receptor to the project site is the Bread of Life Church. The property line of the Bread of Life Church is approximately 30 feet from the project site and the buildings and outdoor playground is approximately 100 feet from the project site. The Certified EIR determined that the Bread of Life Church could potentially experience noise levels greater than 83 dBA during the noisiest period of construction. The City of Torrance does not have specific construction noise level standards or limitations. Instead, the City regulates construction noise by limiting activity to the hours identified in the Municipal Code. Construction activity associated with the Original Project would comply with the standards established in the Noise Ordinance. All construction activity would be prohibited between 6:00 p.m. and 7:30 a.m. on weekdays, 5:00 p.m. to 9:00 a.m. on Saturdays, or at any time on Sundays or a public holiday. Accordingly, the Certified EIR concluded that compliance with the City's Noise Ordinance would ensure that the Original Project would result in a less-than-significant impact related to construction noise. However, given the close proximity of the Bread of Life Church to the project site, the Certified EIR included Mitigation Measures **3.4(1)** through **3.4(4)**, identified below, to reduce construction-related noise levels.

According to the Traffic Study prepared for the Original Project, the Original Project would generate approximately 7,107 daily vehicle trips. Based on this number of daily vehicle trips, the Certified EIR determined that mobile noise generated by the Original Project would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 dBA Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable" category or any 5-dBA or more increase in noise level. Accordingly, the Certified EIR concluded that the Original Project result in a less-than-significant impact related to mobile noise during operation.

Stationary noise sources related to long-term operation of the Original Project include mechanical equipment and parking areas. Operation of mechanical equipment on the project site was not anticipated to increase ambient noise levels by 5dba or more. Noise due to parking activity on the project site would increase ambient noise at the Bread of Life Church playground by 1.9 dbA, which would be less than the significance threshold of 5dba. Accordingly, the Certified EIR concluded that the Original Project would result in a less-than-significant impact related to stationary noise sources.

As the project site lies outside of the 55 dbA CNEL noise contour of the Torrance Municipal Airport, the Certified EIR determined that the Original Project would be compatible with aircraft activity associated with the Torrance Municipal Airport, and would result in a less-than-significant impact related to land use compatibility.

The Certified EIR determined that construction phase vibration would not exceed the potential building damage threshold of 0.5 inches per second peak particle velocity (PPV). Accordingly, the Certified EIR concluded that the Original Project would result in a less-than-significant impact related vibration during construction.

The Original Project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. Accordingly, the Certified EIR concluded that the Original Project would result in less-than-significant impacts related vibration during operation.

Certified EIR Mitigation Measures

- 3.4(1)** All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices. With application of the prescribed mitigation measures, construction noise levels at the Bread of Life Church will be reduced by at least 8dbA. After mitigation, the new ambient noise level at the Bread of Life Church during the construction phase of the proposed project would increase by approximately 15.6 dbA during Phase I construction activity and 0.8 dbA during Phase II construction activity. Construction activity would comply with the standards established in the Noise Ordinance of the City of Torrance Municipal Code. Thus, a less than significant impact is anticipated.
- 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.

Revised Project. A Noise Impact Analysis was prepared to analyze the potential noise impacts associated with the proposed modifications to the Original Project and is included in Appendix B. Consistent with the Original Project, construction of the Revised Project would result in temporary increases in ambient noise levels at the one adjacent sensitive receptor, Bread of Life Church. As with the Original Project noise levels experienced by the church could be greater than 83 dBA during the noisiest period of construction. As described above, the City of Torrance has not put forth specific construction noise level standards or limitations. Instead, the City regulates construction noise by limiting activity to the hours identified in the Municipal Code. Also, as with the Original Project, construction activity associated with the Revised Project would comply with the standards established in the Noise Ordinance. Accordingly, the Revised Project would result in a less-than-significant impact related to construction noise. However, given the close proximity of the Bread of Life Church to the project site, Mitigation Measures **3.4(1)** through **3.4(4)**, included in the Certified EIR and identified above, are recommended to reduce construction-related noise levels. As such, no new or substantially increased impacts related to construction noise would occur as a result of the Revised Project.

The Revised Project would result in changes to vehicular site access patterns and increase daily vehicle trips compared to existing conditions, increasing noise levels in the area. However, the Noise Impact Analysis found that noise levels at the center line of six major arterials in the vicinity of the project site with the Revised Project would not exceed the City's noise significance threshold of 75 dB CNEL and noise levels would not increase by more than 0.1 dB CNEL. Accordingly, the Revised Project would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" category or any 5-dBA or more increase in noise level. Therefore, the Revised Project would result in less-than-significant impacts related to mobile noise during operation. As such, no new or substantially increased impacts related to mobile noise during operation would occur as a result of the Revised Project.

Stationary noise sources related to long-term operation of the Revised Project include mechanical equipment and parking areas, as well as operation of the proposed car wash, fuel dispensing facilities, tire center, and loading dock. Additionally, delivery truck maneuvering would be a source of operational noise. Similar to the Original Project, operation of mechanical equipment on the project site would not increase ambient noise levels by 5dbA or more. Noise due to parking activity on the site would increase ambient noise at the Bread of Life Church playground. The proposed car wash would generate noise associated with the dryers which rely on high velocity air movement to remove water from the cars. This activity occurs within the car wash

tunnel near the exit end. Although the car wash tunnel would be directed towards the Bread of Life Church playground, noise generated by the car wash would be blocked by the proposed gas station, medical office buildings, and the existing block wall which shields the playground. Additionally, the carwash would only operate during daytime hours. According to the Noise Impact Analysis, noise levels at the Bread of Life Church playground would be 48 dB and noise levels at the nearest residence would be 43 dB, which is below the City's daytime ordinance standard of 55 dB and the nocturnal ordinance standard of 50 dB. Therefore, the Revised Project would result in a less-than-significant impact related to operational noise. As such, no new or substantially increased impacts related to operation noise would occur as a result of the Revised Project.

Existing conditions at the project site and surrounding area have not changed since preparation of the Certified EIR. Accordingly, the project site continues to lie outside of the 55 dbA CNEL noise contour of the Torrance Municipal Airport. As such, the Revised Project would be compatible with aircraft activity associated with the Torrance Municipal Airport, consistent with the Original Project and would result in a less-than-significant impact related to land use compatibility. Accordingly, no new or substantially increased impacts related to land use compatibility would occur as a result of the Revised Project.

Construction activities associated with the Revised Project would generate ground-borne vibration. Construction equipment that would create the maximum potential vibration would be a large bulldozer. The Noise Impact Analysis found that vibration generated by the construction of Costco would not exceed 65 vibration decibels (VdB), the threshold of human perception, at the Bread of Life Church or the nearest residence. Consistent with the findings of the Certified EIR, vibration generated by construction of the medical office buildings would not exceed the potential building damage threshold of 0.5 inches per second PPV.

Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways and delivery trucks. The Noise Impact Analysis found that operational vibration impacts from the relocated Costco, fueling facility, carwash and medical office buildings are negligible. As the Certified EIR found that Original Project would result in less-than-significant operational vibration impacts, and delivery activities associated with the existing Costco would be relocated but not significantly increased under the Revised Project, the Noise Impact Analysis concluded that the Revised Project would result in less-than-significant operational vibration impacts. Accordingly, no new or substantially increased impacts related to vibration would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None Required.

3.12 POPULATION AND HOUSING

Certified EIR Conclusions. The Original Project is consistent with both the land use designation and zoning requirements of the project site and would not displace any existing housing. Thus, the Original Project was determined not to have a negative impact on population and housing. For these reasons, the Initial Study determined that the Original Project would result in no impact related to the displacement of housing or persons and a less-than-significant impact related to population growth.

Certified EIR Mitigation Measures. None required.

Revised Project. The Original Project and the Revised Project is consistent with both the land use designation and zoning requirements of the project site and would not displace any existing housing. Accordingly, Revised Project would result in no impacts related to population and housing, consistent with the Original Project. For these reasons, no new or substantially increased impacts related to population and housing would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None Required.

3.13 PUBLIC SERVICES

Certified EIR Conclusions. The Original Project would contribute to cumulative demand for emergency services; however, the impact of the Original Project alone is not expected to be significant. The City of Torrance has adequate fire, police, park, and public maintenance services available to serve the Original Project. As the Original Project did not include a residential component, no school aged population would be generated. Additionally, the Original Project would be required to pay of the City's Development Impact Fee (DIF), which is applied to pay a portion of costs identified for public facilities. For these reasons, the Initial Study determined that the Original Project would result in no impacts related to public services.

Certified EIR Mitigation Measures. None required.

Revised Project. Consistent with the Original Project, the Revised Project would result in less-than-significant impacts related public services. As the Revised Project would result in less overall development than the Original Project, the Revised Project would contribute less to the cumulative demand for emergency services than anticipated for the Original Project. Therefore, the impact of the Revised Project alone is not expected to be significant. As no residential component is proposed, no school aged population would be generated. Further, the Revised Project would be required to pay the City's DIF. Accordingly, Revised Project would result in less-than-significant impacts related to public services. For these reasons, no new or substantially increased impacts related to public services would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required

3.14 RECREATION

Certified EIR Conclusions. The project site has not been previously used for recreation. As there are no residential units on site, and the proposed project does not include a residential component, the Original Project is not expected to significantly increase demand for public recreational services. For this reason, the Original Project was determined to result in less-than-significant impacts related to recreation based on the findings of the Initial Study.

Certified EIR Mitigation Measures. None required.

Revised Project. Conditions at the project site and the surrounding area have not changed since the preparation of the Certified EIR. Consistent with the Original Project, the Revised Project does not include a residential component, and is therefore not expected to significantly increase demand for public recreational services. Accordingly, Revised Project would result in less-than-significant impacts related to recreation. For this reason, no new or substantially increased impacts related to recreation would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.15 TRAFFIC AND TRANSPORTATION

Certified EIR Conclusions. The Original Project would not result in changes to air traffic patterns, or increase hazards due to a design feature or incompatible uses. The Original Project would be designed to meet the City's parking requirements and would provide sufficient emergency access. For these reasons, the Original Project was determined to result in no impacts related to air traffic, hazards, emergency access and parking capacity based on the findings of the Initial Study.

Based on the criteria of six different jurisdictions, the Original Project would 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. The locations where the Original Project would cause a significant impact and the jurisdiction are listed below:

- Calle Mayor and Pacific Coast Highway (Torrance)
- Hawthorne Boulevard and Torrance Boulevard (Torrance)
- Hawthorne Boulevard and Carson Street (Torrance)
- Hawthorne Boulevard and Sepulveda Boulevard (Torrance)
- Hawthorne Boulevard and Lomita Boulevard (Torrance)
- Hawthorne Boulevard and Pacific Coast Highway (Torrance/CMP)
- Crenshaw Boulevard and Torrance Boulevard (Torrance)
- Crenshaw Boulevard and Carson Street (Torrance)
- Crenshaw Boulevard and Sepulveda Boulevard (Torrance)
- Crenshaw Boulevard and Lomita Boulevard (Torrance/Lomita)
- Crenshaw Boulevard and Pacific Coast Highway (Torrance/CMP)
- Pennsylvania Avenue and Lomita Boulevard (Lomita)
- Arlington Avenue and Sepulveda Boulevard (Torrance)
- Narbonne Avenue and Lomita Boulevard (Lomita)
- Narbonne Avenue and Pacific Coast Highway (Lomita)
- Eshelman Avenue and Pacific Coast Highway (Lomita)
- Western Avenue and Sepulveda Boulevard (Torrance/Los Angeles)
- Western Avenue and Pacific Coast Highway (Los Angeles/CMP)
- Vermont Avenue and Pacific Coast Highway (Los Angeles)
- I-110 SB and Pacific Coast Highway (Los Angeles)
- Figueroa Street and I-110 northbound ramps (Los Angeles)
- Figueroa Street and Pacific Coast Highway (Los Angeles/CMP)

Intersection improvements were identified for 22 significantly impacted intersections. These improvements included as Mitigation Measures **3.2(1)** through **3.2(24)** in the Certified EIR, consist of feasible and non-feasible components. Feasible Mitigation Measures, listed below, were identified at 13 of the 22 impacted study intersections (eight in the City of Torrance, one in the City of Lomita, three in the City of Los Angeles, and one intersection shared between the City of Torrance and the City of Los Angeles).

Implementation of feasible mitigation measure would fully mitigate the Original Project's increase at the following seven impacted study intersections.

- Hawthorne Boulevard and Sepulveda Boulevard (Torrance)
- Hawthorne Boulevard and Pacific Coast Highway (Torrance/CMP)
- Crenshaw Boulevard and Pacific Coast Highway (Torrance/CMP)
- Arlington Avenue and Sepulveda Boulevard (Torrance)
- Western Avenue and Sepulveda Boulevard (Torrance/Los Angeles)
- I-110 southbound and Pacific Coast Highway (Los Angeles)
- Figueroa Street and I-110 northbound (Los Angeles)

Although feasible mitigation measures were identified at the following six intersections, implementation of mitigation measures would not mitigate the Original Project's significant impacts:

- Hawthorne Boulevard at Torrance Boulevard (Torrance)
- Hawthorne Boulevard and Lomita Boulevard (Torrance)
- Crenshaw Boulevard at Torrance Boulevard (Torrance)
- Crenshaw Boulevard at Sepulveda Boulevard (Torrance)

- Pennsylvania Avenue at Lomita Boulevard (Lomita)
- Western Avenue at Pacific Coast Highway (Los Angeles/CMP)

Significant impacts would remain at the following nine intersections as no feasible mitigation measures were identified within the existing right-of-way:

- Calle Mayor at Pacific Coast Highway (Torrance)
- Hawthorne Boulevard at Carson Street (Torrance)
- Crenshaw Boulevard at Carson Street (Torrance)
- Crenshaw Boulevard at Lomita Boulevard (Torrance/Lomita)
- Narbonne Avenue at Lomita Boulevard (Lomita)
- Narbonne Avenue at Pacific Coast Highway (Lomita)
- Eshelman Avenue at Pacific Coast Highway (Lomita)
- Vermont Avenue at Pacific Coast Highway (Los Angeles)
- Figueroa Street at Pacific Coast Highway (Los Angeles/CMP)

In addition to identified Mitigation Measures, during peak hours, the Original Project would be required to implement Circulation Enhancements at study intersections in the City of Torrance that currently operate at level of service (LOS) “E” or “F”. These Circulation Enhancements, identified in Section 2.3 Transportation and Parking of the Certified EIR, would result in intersections operating at an acceptable LOS “D”. The Original Project was also required to implement a Transportation Management Program. Further, the City of Torrance has a DIF which is applied to pay a portion of the costs identified for public facilities used for transportation services, the undergrounding of utilities, and sewer and storm drain facilities. The Original Project would pay its required citywide DIF.

With implementation of feasible mitigation measures, significant impacts would remain at 15 intersections under the Original Project. Accordingly, the Certified EIR concluded that the Original Project would result in a significant and unavoidable impact related to intersection operations.

Four Los Angeles County CMP arterial monitoring intersections would be significantly impacted by the Original Project. Two of the significantly impacted intersections are located within the City of Torrance and two are located within the City of Los Angeles. Feasible improvements were identified at three of the impacted CMP intersections, and these feasible improvements fully mitigate the project’s impacts at two CMP intersection. Accordingly, the Certified EIR concluded that the Original Project would result in a significant and unavoidable impact related to CMP facilities.

The Original Project would include a total of 1,448 parking spaces which meets the parking code requirement of 1,387 spaces resulting in a surplus of 61 spaces. Parking would be available within driveways, along internal roadways adjacent to or near the buildings, or within small parking lots. Accordingly, the Certified EIR concluded the Original Project would result in no or substantially increased impacts related to parking capacity.

Certified EIR (Feasible) Mitigation Measures

City of Torrance

3.2(2) Hawthorne Boulevard at Torrance Boulevard. The intersection of Hawthorne Boulevard at Torrance Avenue is currently operating at LOS “D” during the AM peak hour and LOS “E” during the PM peak hour. Phase I of the proposed project has a significant impact on this intersection during the PM peak hour under 2010 conditions and Phase I and II has a significant impact during the PM peak hour under 2012 conditions based on the HCM delay analysis. Mitigation Measures for Hawthorne Boulevard at Torrance Boulevard consist of adding a fifth southbound through lane, a fourth eastbound through lane, an eastbound right-turn overlap phase, and a fourth westbound through lane. These improvements result in LOS “D”. Of these improvements, only the addition of an eastbound right-turn overlap phase is

feasible within the existing right-of-way. The feasible improvement will not mitigate the project's impact at Hawthorne Boulevard at Torrance Boulevard. This intersection is under Caltrans jurisdiction, and the identified improvement would require the approval of Caltrans. The project's share at the intersection of Hawthorne Boulevard and Torrance Boulevard is one percent.

3.2(4) Hawthorne Boulevard at Sepulveda Boulevard. The intersection of Hawthorne Boulevard at Sepulveda Boulevard is currently operating at LOS "D" during the AM peak hour and LOS "F" during the PM peak hour based on the ICU analysis, and is operating at LOS "D" during the AM peak hour and LOS "E" during the PM peak hour based on the HCM delay analysis. Phase I of the proposed project has a significant impact on this intersection during the PM peak hour under 2010 conditions based on the HCM delay analysis, and Phase I and II has a significant impact at this location during the PM peak hour under 2012 conditions based on both the ICU and HCM delay analyses. Intersection improvements to mitigate project impacts at Hawthorne Boulevard at Sepulveda Boulevard consist of adding a second northbound right-turn lane with a right-turn overlap phase which will result in LOS "E" during the PM peak hour. This improvement is feasible within the existing right-of-way and will mitigate the project's impact at the intersection of Hawthorne Boulevard at Sepulveda Boulevard. This intersection is under Caltrans jurisdiction, and the identified improvement would require the approval of Caltrans. The project's share at the intersection of Hawthorne Boulevard and Sepulveda Boulevard is two percent.

3.2(5)- Hawthorne Boulevard at Lomita Boulevard. The intersection of Hawthorne Boulevard at Lomita Boulevard is currently operating at LOS "E" during the AM peak hour and LOS "F" during the PM peak hour based on the ICU analysis, and LOS "D" during the AM peak hour and LOS "E" during the PM peak hour based on the HCM delay analysis. Phase I of the proposed project has a significant impact on this location during the AM and PM peak hours under 2010 conditions based on the ICU and HCM delay analyses, and Phase I and II of the proposed project has a significant impact during the AM and PM peak hours under 2012 conditions based on the ICU and HCM delay analyses adding a second northbound left-turn lane, a northbound right-turn lane, a third eastbound through lane, a second westbound left-turn lane, a second westbound right-turn lane, and a westbound right-turn overlap phase, and converting the southbound right-turn lane to a fourth through lane. The identified improvements would result in LOS "E" during the AM peak hour and LOS "D" during the PM peak hour. The City of Torrance is in the process of acquiring right-of-way on the southeast corner of this intersection. The second northbound left-turn lane and the northbound right-turn lane could be constructed within the new right-of-way. The fourth southbound through lane could be constructed within the existing right-of-way and the second westbound through lane could be restriped as a shared through/right-turn lane with overlap phase. These feasible improvements will not mitigate the AM peak hour project impacts at Hawthorne Boulevard at Lomita Boulevard but will mitigate the PM peak hour project impacts. This intersection is under Caltrans jurisdiction, and the identified improvement would require the approval of Caltrans. The remaining improvements would require the acquisition of right-of-way and the demolition of existing buildings; therefore, these improvements are not feasible. The project's share at the intersection of Hawthorne Boulevard and Lomita Boulevard is three percent.

3.2(6) Hawthorne Boulevard at Pacific Coast Highway. The intersection of Hawthorne Boulevard at Pacific Coast Highway is currently operating at LOS "D" during the AM and PM peak hours. Phase I of the proposed project has a significant impact on this intersection during the AM and PM peak hours under 2010 conditions based on the ICU and HCM delay analyses, and Phase I and II of the project has a significant impact during the AM and PM peak hours under 2012 conditions based on the ICU and HCM delay analyses. Mitigation Measures for Hawthorne Boulevard at Pacific Coast Highway consist of adding a northbound right-turn lane with overlap phase, a southbound right-turn overlap phase, a second eastbound left-turn lane, an eastbound right-turn lane with right-turn overlap phase, a second westbound left-turn lane, a fourth westbound through lane, and a westbound right-turn lane. The identified improvements would result in LOS "D" or better during the AM and PM peak hours. The City of Torrance is in the process of acquiring right-of-way on the northeast and southwest corners of this intersection. Construction of the northbound right-turn lane with right-turn overlap phase is the

responsibility of other developments. The westbound right-turn lane with right-turn overlap phase and southbound right-turn overlap phase could be constructed within the new right-of-way. The feasible improvements will mitigate project impacts at Hawthorne Boulevard at Pacific Coast Highway. The construction of the remaining improvements would require acquisition of right-of-way and the demolition of existing buildings and, therefore, are not feasible. This intersection is under Caltrans jurisdiction, and the identified improvement would require the approval of Caltrans. The project's share at the intersection of Hawthorne Boulevard and Pacific Coast Highway is two percent.

- 3.2(7) Crenshaw Boulevard at Torrance Boulevard.** The intersection of Crenshaw Boulevard at Torrance Boulevard is currently operating at LOS "D" during the AM and PM peak hours. Phase I and II of the proposed project has a significant impact on this intersection during the PM peak hour under 2012 conditions based on the HCM delay analysis. Mitigation Measures for Crenshaw Boulevard at Torrance Boulevard consist of adding a fourth northbound through lane, a northbound right-turn lane with right-turn overlap phase, a fourth southbound through lane, and a third and fourth eastbound through lane which would result in LOS "D" during the PM peak hour. The City of Torrance is in the process of acquiring right-of-way on the southeast corner which will allow construction of a northbound right-turn lane with right-turn overlap phase. The feasible improvement will not mitigate the project's impacts at the intersection of Crenshaw Boulevard and Torrance Boulevard. The remaining identified improvements would require acquisition of right-of-way and would require the demolition of existing buildings; therefore, these improvements are not feasible. The project's share at the intersection of Crenshaw Boulevard and Torrance Boulevard is one percent.
- 3.2(9) Crenshaw Boulevard at Sepulveda Boulevard.** The intersection of Crenshaw Boulevard at Sepulveda Boulevard is currently operating at LOS "D" during the AM and PM peak hours. Phase I and II of the proposed project has a significant impact on this intersection during the AM peak hour based on ICU analysis and on the PM peak hour based on the HCM delay analysis under 2012 conditions. Mitigation Measures for Crenshaw Boulevard at Sepulveda Boulevard consist of adding a northbound right-turn overlap phase and a fourth southbound through lane. The northbound right-turn overlap phase can be incorporated into the signal phasing; however, the additional southbound through lane would require the acquisition of right-of-way and, therefore, is not feasible. The feasible improvement will not mitigate the project impacts at Crenshaw Boulevard at Sepulveda Boulevard. The project's share at the intersection of Crenshaw Boulevard and Sepulveda Boulevard is three percent.
- 3.2(11) Crenshaw Boulevard at Pacific Coast Highway.** The intersection of Crenshaw Boulevard at Pacific Coast Highway is currently operating at LOS "F" during the AM and PM peak hours. The proposed project has a significant impact on this intersection during the AM and PM peak hours under 2010 and 2012 conditions based on both the ICU and HCM delay analyses. Mitigation Measures for Crenshaw Boulevard at Pacific Coast Highway consist of adding a northbound right-turn overlap phase, a second southbound left-turn lane, an eastbound right-turn lane, and a westbound right-turn lane with a right-turn overlap phase. These improvements would result in LOS "F" during the AM and PM peak hours. The northbound right-turn overlap phase can be accommodated within the existing right-of-way. The feasible improvement will mitigate project impacts at Crenshaw Boulevard at Pacific Coast Highway. This intersection is under Caltrans jurisdiction, and the identified improvement would require the approval of Caltrans. The remaining identified improvements would require acquisition of right-of-way and the demolition of existing buildings, and, therefore, are not feasible. The project's share at the intersection of Crenshaw Boulevard and Pacific Coast Highway is two percent.
- 3.2(12) Arlington Avenue at Sepulveda Boulevard.** The intersection of Arlington Avenue at Sepulveda Boulevard is currently operating at LOS "D" during the AM and PM peak hours. Phase I and II of the proposed project has a significant impact on this intersection during the AM and PM peak hours under 2012 conditions based on the ICU analysis. Mitigation Measures for Arlington Avenue at Sepulveda Boulevard consist of converting the southbound right-turn lane to a second through/right-turn lane which would result in LOS "D" during the AM and PM peak hours. This improvement is feasible within the existing right-of-way and will mitigate project impacts at Arlington Avenue at Sepulveda

Boulevard. The project's share at the intersection of Arlington Avenue and Sepulveda Boulevard is two percent.

3.2(13) Western Avenue at Sepulveda Boulevard. The intersection of Western Avenue at Sepulveda Boulevard is currently operating at LOS "E" during the AM peak hour and LOS "F" during the PM peak hour. The proposed project has a significant impact on this intersection during the AM and PM peak hours under 2010 and 2012 conditions based on the HCM delay analysis. Mitigation Measures for Western Avenue at Sepulveda Boulevard consist of adding a second eastbound left-turn lane and a second westbound left-turn lane which would result in LOS "E" during the AM peak hour and LOS "F" during the PM peak hour. These improvements would require acquisition of right-of-way and the demolition of existing buildings; therefore, the identified improvements are not feasible. However, a feasible improvement which would mitigate the project impacts at Western Avenue at Sepulveda Boulevard is the addition of a second northbound left-turn lane. The project's share at the intersection of Western Avenue and Sepulveda Boulevard is one percent.

City of Lomita

3.2(15) Pennsylvania Avenue at Lomita Boulevard. Phase I and II of the proposed project has a significant impact on the intersection of Pennsylvania Avenue at Lomita Boulevard during the AM and PM peak hours under 2012 conditions. Mitigation Measures for Pennsylvania Avenue at Lomita Boulevard consist of adding a northbound left-turn lane and an eastbound right-turn lane. The northbound left-turn lane could be installed within the existing right-of-way; however, this improvement does not mitigate the project impacts at Pennsylvania Avenue at Lomita Boulevard. Construction of the eastbound right-turn lane would require acquisition of right-of-way and demolition of an existing building; therefore, this improvement is not feasible. The project's share at the intersection of Pennsylvania Avenue and Lomita Boulevard is three percent.

City of Los Angeles

3.2(19) Western Avenue at Sepulveda Boulevard. The intersection of Western Avenue at Sepulveda Boulevard is shared by the Cities of Torrance and Los Angeles. Phase I and II of the proposed project has a significant impact on the intersection of Western Avenue at Sepulveda Boulevard during the AM and PM peak hours under 2012 conditions. Mitigation Measures for Western Avenue at Sepulveda Boulevard consist of adding a second northbound left-turn lane. This improvement is feasible within existing right-of-way and will mitigate the project impacts at Western Avenue at Sepulveda Boulevard. The project's share at the intersection of Western Avenue and Sepulveda Boulevard is one percent.

3.2(20) Western Avenue at Pacific Coast Highway. Phase I of the proposed project has a significant impact on the intersection of Western Avenue at Pacific Coast Highway during the PM peak hour under 2010 conditions, and Phase I and II has a significant impact on this location during the AM and PM peak hours under 2012 conditions. Mitigation Measures for Western Avenue at Pacific Coast Highway consist of adding a second southbound left-turn lane and a third southbound through lane. The second southbound left-turn lane can be accommodated within the existing right-of-way; however, this improvement does not mitigate the project impacts at Western Avenue at Pacific Coast Highway. This intersection is under Caltrans jurisdiction, and the identified improvement would require the approval of Caltrans. A third southbound through lane would require acquisition of right-of-way, and, therefore, is not feasible. The project's share at the intersection of Western Avenue and Pacific Coast Highway is two percent.

3.2(22) I-110 southbound at Pacific Coast Highway. Phase I and II of the proposed project has a significant impact on the intersection of I-110 southbound at Pacific Coast Highway during the PM peak hour under 2012 conditions. Mitigation Measures for I-110 southbound at Pacific Coast Highway consist of converting the second southbound right-turn lane to a shared left-turn/right-turn lane. This improvement could be accommodated within the existing right-of-way and will mitigate the project impacts at I-110 southbound at Pacific Coast Highway. This intersection is under Caltrans jurisdiction, and the identified

improvement would require the approval of Caltrans. The project's share at the intersection of I-110 southbound and Pacific Coast Highway is one percent.

3.2(23) Figueroa Street at I-110 northbound. The proposed project has a significant impact on the intersection of Figueroa Street at I-110 northbound during the AM and PM peak hours under 2010 and 2012 conditions. This intersection is currently unsignalized. Mitigation Measures for Figueroa Street at I-110 northbound consist of signalizing the intersection. This improvement is feasible within the existing right-of-way and will mitigate project impacts at Figueroa Street at I-110 northbound. This intersection is under Caltrans jurisdiction, and the identified improvement would require the approval of Caltrans. The project's share at the intersection of Figueroa Street and I-110 northbound is one percent.

Revised Project. A Transportation Impact Analysis (TIA) was prepared to analyze the potential traffic impacts associated with the Revised Project and is included in Appendix C. The TIA assesses the incremental difference in trips between the Original Project and the Revised Project and identifies whether the Revised Project results in any new significant environmental impacts or a substantial increase in the severity of impacts set forth in the Certified EIR. The TIA concludes that the severity of the impacts set forth in the Certified EIR will be exceeded by the Revised Project at five intersections; however, no additional mitigations are necessary, other than those in the Certified EIR, to mitigate the increased severity of the impacts of the Revised Project back to the level of impact identified in the Certified EIR.

The TIA evaluates 44 study intersections. All intersections studied in the Certified EIR as well as driveways to the existing Costco were evaluated. To provide a conservative analysis, the TIA also considers the re-purposing of the existing Costco, even though there is currently no proposal for such re-purposing.

According to TIA, the Revised Project would have a significant impact on five of the 22 previously impacted intersections, all during the p.m. peak hour. The locations where the Revised Project would cause a significant impact and the jurisdiction are summarized as follows:

- Hawthorne Boulevard and Lomita Boulevard (Torrance/Caltrans)
- Pennsylvania Avenue and Lomita Boulevard (Lomita)
- Narbonne Avenue and Lomita Boulevard (Lomita)
- Western Avenue and Sepulveda Boulevard (Torrance/Los Angeles/Caltrans/CMP)
- Western Avenue and Pacific Coast Highway (Los Angeles/Caltrans)

The Certified EIR identified feasible mitigation measures at four of the five significantly impacted intersections. These mitigation measures include Mitigation Measures **3.2(5)** (Hawthorne Boulevard and Lomita Boulevard), **3.2(15)** (Pennsylvania Avenue and Lomita Boulevard), and **3.2(19)** (Western Avenue and Sepulveda Boulevard), and **3.2(20)** (Western Avenue and Pacific Coast Highway), identified above. However, only the Revised Project's significant impact at the intersection of Western Avenue and Sepulveda Boulevard would be mitigated to a less-than-significant level. No feasible mitigation was identified at the intersection of Narbonne Avenue and Lomita Boulevard. As a result, significant impacts would remain at four intersections under the Revised Project. Accordingly, no new or substantially increased impacts would occur as a result of the Revised Project. Rather, the number of significantly impacted intersections would be reduced from 15 to 4 under the Revised Project compared to the Original Project.

One CMP arterial monitoring intersections would be significantly impacted by the Revised Project. Feasible mitigation was identified at this intersection to fully mitigate the impact. As a result, no significant impacts would occur at CMP intersections. Accordingly, no new impacts would occur as a result of the Revised Project. Rather, the number of significantly impacted CMP intersections would be reduced from 2 to 0 under the Revised Project compared to the Original Project.

The Revised Project would include a total of 1,229 parking spaces of which 874 spaces would serve the relocated Costco and 355 spaces would serve the proposed medical office buildings. The number of parking spaces provided exceeds the parking requirement of 1,171 spaces based on the provision of 5 spaces per

1,000 square feet. As such, the Revised Project would be provided adequate parking and would not result in impacts related to parking capacity, consistent with the Original Project. Accordingly, no new or substantially increased impacts would occur as a result of the Revised Project.

Consistent with the Original Project, the Revised Project would not result in changes to air traffic patterns or increase hazards due to a design feature or incompatible use. The Revised Project would not create impacts to the pedestrian, bicycle, or transit systems in the area. Planned connectivity between the site and the multimodal infrastructure along Lomita Boulevard will further promote these travel options. Emergency access would be provided in compliance with the Torrance Municipal Code and the Torrance Fire Department. As such, the Revised Project would result in no impacts related to air traffic, hazards, emergency access, and alternative modes of transportation. Accordingly, no new or substantially increased impacts would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None required.

3.16 UTILITIES AND SERVICE SYSTEMS

Certified EIR Conclusions. The Original Project is not expected to exceed the capacity of landfills. The Original Project would be required to find a rubbish service provider, and along with conditions of approval requiring recycling of refuse items, the service provider is required to meet State and local mandates for recycling. Additionally, the Original Project would be required to pay the City's DIF, a portion of which is used towards maintenance and improving infrastructure. For these reasons, the Initial Study determined that the Original Project would result in a less-than-significant impact related to solid waste.

During construction, potable water would be used only as necessary to control fugitive dust at the construction site. Operation of the Original Project would result in increased demand for water at the project site for uses including landscape irrigation, maintenance, and other on-site activities. The water demand at build-out of the Original Project was estimated to be approximately 55,555 gallons per day (gpd) or 62 acre-feet per year (AFY), of which approximately 23 percent would be used for irrigation purposes. According to the Water Supply Assessment (WSA) prepared for the Original Project, the Original Project would account for less than 0.2 percent of total water demands of the Torrance Municipal Water District, of which approximately 68 percent is supplied by the Metropolitan Water District (MWD). As the City of Torrance is a member of the MWD, 100 percent of its projected supplemental demands through 2030 would be met. The Certified EIR assumes that the Original Project was included in the City's Urban Water Management Plan projected demand increases as part of the overall growth and development within the City. Accordingly, the Certified EIR concluded that there would be sufficient water supply to serve the Original Project, and impacts would be less-than-significant.

The Original Project would include the construction of a water piping system within the project area and would connect to the existing eight-inch water supply line along Lomita Boulevard. Accordingly, the Certified EIR concluded that additional water infrastructure would not need to be built to accommodate the Original Projects, and the impact on water services would be less than significant.

Additional wastewater service would not be necessary during construction because there would be no additional facilities to serve. Because the Original Project would not exceed employment forecasts for the subregion, the Certified EIR concluded that the Original Project would result in less-than-significant impacts related to wastewater capacity. The Certified EIR determined that both the existing wastewater infrastructure and wastewater treatment facilities would have adequate capacity to accept average and peak flow increases of wastewater produced by the Original Project, and the Original Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. Accordingly, the Certified EIR concluded that the impact related to wastewater would be less than significant.

Development on the project site would result in increases in the amount of storm water runoff due to an increase in impervious surfaces at the project site. Existing stormwater drains would be unable to accommodate the additional runoff without on-site retention. However, the Original Project would include the construction of a new storm drainage network on site that would allow for stormwater detention and treatment. Construction of the new storm drainage network would not require the alteration of any off-site drainage facilities. In order to protect stormwater runoff quality, a SWPPP would be initiated prior to, during and after construction. Accordingly, the Certified EIR concluded that impacts related to stormwater would be less than significant. Although impacts were determined to be less than significant, the Certified EIR included Mitigation Measures **3.6(1)**, **3.6(2)**, and **3.6(3)**, identified below, to further reduce adverse effects related to the quantity and quality of stormwater on the project site.

Certified EIR 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 Community Development and Public Works Departments.

Revised Project. Similar to the Original Project, the Revised Project is not expected to exceed the capacity of landfills. The amount of solid waste produced in the City would not be significantly increased due to the operation of a Costco. The Revised Project includes approximately 118,713 less square feet of building area than the Original Project, and would therefore; likely generate less solid waste than originally anticipated in the Certified EIR. Further, consistent with the Original Project, the Revised Project would be required to find a rubbish service provider. Along with satisfying the conditions of approval requiring recycling of refuse items, the service provider would be required to meet State and local mandates for recycling. The Revised Project would also be required to pay the City's DIF, a portion of which is used towards maintenance and improving infrastructure. As such, Revised Project would result in a less-than-significant impacts related to solid waste. Accordingly, no new or substantially increased impacts would occur as a result of the Revised Project.

The Certified EIR concluded that there would be sufficient water supplies to serve the Original Project. As the Revised Project includes approximately 118,713 less square feet of building area than the Original Project, demand for water generated by the Revised Project would be considerably less than anticipated in the Certified EIR. Specifically, the water demand at build-out of the Costco Warehouse and medical office building is estimated to be approximately 38,552 gpd or 48 AFY compared to 55,555 gallons per day or 62 AFY.⁵⁶ Compliance with the City's Water Conservation and Water Supply Shortage and Sustainability Program, codified in Torrance Municipal Code Section 76.4, would further reduce the Revised Project's water consumption. It should be noted that the unlike the Original Project, the Revised Project includes a car wash, which would consume significant amounts of water. However, the Torrance Municipal Code Section 76.4.060 prohibits the installation of non-recirculating commercial car wash systems. Compliance with this Code would significantly reduce the amount of water consumed by the proposed car wash. For this reason, consistent with the Original Project, there would be sufficient water supply to serve the Original Project, and impacts would be less than significant. The construction of a water piping system within the project area as part of the Revised Project, consistent with the Original Project would ensure that additional water infrastructure would not need to be built. As such, the Revised Project would result in less-than-significant

⁵Assumes water demand rates and irrigation usage provided in the WSA prepared for the Original Project: 230 gpd per 1,000 square feet of medical office building area, 60 gpd per 1,000 square feet of Costco warehouse building area (consistent with office and industrial water demand rate), and 12,532 gpd for irrigation. Estimated water demand for the Revised Project does not include fuel station or car wash water usage.

⁶Psomas, *Water Supply Assessment for Rockefeller Group Professional Center, Torrance, CA*, November 4, 2008.

impacts related to water supply, consistent with the Original Project. Accordingly, no new impact would occur as a result of the Revised Project.

Because the Original Project would not exceed employment forecasts for the subregion, the Certified EIR concluded that the Original Project would result in less-than-significant impacts related to wastewater capacity. The Revised Project would result in a significantly reduced number of employees compared to the Original Project. Specifically, the Revised Project would generate approximately 605 employees compared to 1,300 employees under the Original Project.⁷ As the Revised Project would generate less than half the number of employees generated by the Original Project, both the existing wastewater infrastructure and wastewater treatment facilities would have adequate capacity to accept average and peak flow increases of wastewater produced by the proposed project, and the Revised Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. As such, the Revised Project would result in a less-than-significant impact related to wastewater. Accordingly, no new or substantially increased impacts would occur as a result of the Revised Project.

The Revised Project includes a gas station and car wash, both of which have the potential to generate sources of polluted runoff. However, these uses are extremely well regulated and would be subject to the provisions of NPDES and the SUSMP, and would be required to implement use-specific BMPs that would be verified by the Torrance Fire Department. Compliance with NPDES and SUSMP and implementation of BMPs would ensure that polluted runoff would not enter the City's storm drain system or otherwise leave the project site. Consistent with the Original Project, the Revised Project would include the construction of a new storm drainage network on site that would allow for on-site stormwater detention and treatment and would prevent the need for the alteration of any off-site drainage facilities. Additionally, a SWPPP would be initiated prior to, during and after construction in order to protect stormwater runoff quality. As such, the Revised Project would result in a less-than-significant impact related to stormwater runoff, consistent with the Original Project. Although impacts would be less than significant, implementation of recommended Mitigation Measures **3.6(1)**, **3.6(2)**, and **3.6(3)** identified in the Certified EIR would serve to reduce adverse effects related to the quantity and quality of stormwater on the project site. Accordingly, no new or substantially increased impacts would occur as a result of the Revised Project.

Revised Project Specific or Modified Mitigation Measures. None Required.

3.17 CONCLUSION

The Certified EIR's findings would be applicable to the Revised Project, and the mitigation measures identified in the Certified EIR would mitigate the impacts of the Revised Project. Changes to the Original Project described in Section 2.3 Revised Project Description would not fulfill any of the conditions for preparation of a subsequent or supplemental EIR outlined in CEQA Guidelines Sections 15162(a). Therefore, with implementation of the mitigation measures identified in this Addendum, the Revised Project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

⁷Assumes that Costco would employ approximately 250 people and the medical office buildings would generate 355 jobs based on the employment rate used in the Certified EIR of 5 jobs per 1,000 square feet of medical office.