

AGENDA ITEM NO. 12A

CASE TYPE AND NUMBER: Environmental Assessment, EAS13-00002
Conditional Use Permit, CUP13-00032
Division of Lot, DIV13-00011

NAME: Torrance Regional Transit Center Project

PURPOSE OF APPLICATION: Request for the adoption of a Mitigated Negative Declaration and approval of a Conditional Use Permit to allow the construction and operation of an approximately 17,800 square foot regional transit facility, 3,100 square feet of which would be for ancillary food and commercial services, in conjunction with a Division of Lot to subdivide two parcels into four, on properties located in the M-2 Zone at the 465 Crenshaw Boulevard (APNs 7352-002-909 and 7352-002-910).

LOCATION: 465 Crenshaw Boulevard (APNs 7352-002-909 and 7352-002-910)

ZONING: M2, Heavy Manufacturing District

ADJACENT ZONING AND LAND USE:

North: M2, Heavy Manufacturing District, Industrial facilities
South: M2, Heavy Manufacturing District, Industrial facilities
East: M2 and R2, Heavy Manufacturing District and Two-Family Residential District, Industrial/Warehouse facilities and Single and Duplex Residential
West: M2, Heavy Manufacturing District, Church, Commercial, and Industrial

GENERAL PLAN DESIGNATION: Heavy Industrial

COMPLIANCE WITH GENERAL PLAN:

This property has a General Plan Land Use Designation of Heavy Industrial. Heavy Industrial uses are characterized by manufacturing industries, which have historically involved the processing of raw or extracted substances. The Heavy Industrial Designation allows a maximum floor area ratio (FAR) of 0.60. The Heavy Industrial land use designation is implemented by the M-2 Heavy Manufacturing District. The proposed Regional Transit Center, ancillary commercial services, and associated subdivision activity, and resulting FAR are consistent with the Heavy Industrial designation.

The Torrance General Plan (2010) identified the objective of expanding and optimizing local and regional transit systems. (Objective CI.7). The General Plan includes Policy CI.7.4, which is the establishment of a transit center within the City. The General Plan identified this project site as being an ideal location for a multi-modal transit station in the future. The General Plan states that a transit center at this location would serve as a hub for bus routes and shuttle services, park and ride facility, and could potentially serve as a light rail station should the Green Line light rail line be extended through the City. The Los Angeles Metro light rail system extends into the South Bay via the Green Line, with the nearest station located at Marine Avenue in Redondo Beach. Torrance Transit provides service to several Green Line stations, as well as the Artesia Blue Line station.

EXISTING IMPROVEMENTS AND/OR NATURAL FEATURES:

The Regional Transit Center (RTC) project site is surrounded by properties developed with Industrial uses to the north, south, west and the majority of the east. A small portion of adjacent land uses, along the southeast corner of Crenshaw Boulevard and Dominguez Street, is developed with a mixture of single-family and two-family residential.

Though currently vacant, the RTC project site was previously developed as an industrial manufacturing facility (PPG Industries, Inc. Coatings and Resins Group Facility), which occupied the site for the second half of the 20th century. Prior site improvements were demolished approximately 14 years ago and the site has remained vacant since.

Shortly after the prior improvements were demolished (circa 2000), site remediation efforts commenced under the supervision of the Los Angeles Regional Water Quality Control Board (LARWQCB) and the California Department of Toxic Substances Control (DTSC). The LARWQCB issued a "No Further Action" (NFA) letter for the Subject Property in 2008. The NFA letter indicated that no further action was required for the petroleum releases and requested the owner at the time, PPG Industries, Inc., to properly abandon all monitoring wells related to the petroleum release investigation. PPG Industries, Inc., abandoned all wells related to the investigation and submitted a well abandonment report to the LARWQCB in 2009.

With respect to the site-wide investigation that has been conducted under the oversight of the DTSC, PPG Industries, Inc. completed the remedial actions, risk assessment and reporting requirements stipulated by the DTSC. The DTSC in turn reviewed all the documents and reports received from PPG Industries, Inc. and issued an NFA letter in 2010. A restriction included in the DTSC's NFA letter, which was ultimately recorded on the property's title, prohibits residential, hospital, school, daycare uses and water wells from being developed on the site.

ENVIRONMENTAL ANALYSIS AND FINDING:

The potential environmental impacts associated with the construction of the proposed development have been assessed in an Initial Study (IS), referenced as EAS13-00002. Independent Noise and Vibration Study, Air Quality and Climate Change Assessment, Biological Resources Report and Traffic Impact Analysis Report were prepared.

As provided in the Initial Study checklist, the project would result in either no impact determination or less than significant impact in the following environmental analysis areas:

- aesthetics, agriculture and forestry resources, air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems.

The project results in less than significant impacts with Mitigation Measure incorporation with respect to the following environmental analysis areas:

- biological resources, cultural resources, hazards and hazardous materials, transportation/traffic, mandatory findings of significance.

Cultural Resources and Hazards mitigation measures have been recommended as precautionary measures.

Two areas of particular importance are that of the Southern Tarplant and Traffic Impacts.

Southern Tarplant

An estimated 350 to 400 southern tarplants have been reported as occurring on the site (Cooper 2014a). Although the southern tarplant is not federally or State listed as endangered or threatened, but is designated as a CRPR 1B.1 rare plant species by the California Native Plant Society (CNPS). The species has been afforded an element ranking score of G3T2/S2, which categorizes the species on a global and state level as being imperiled; at high risk of extinction due to very restricted range; associated with very few populations (often 20 or fewer); experiencing steep declines; or other factors. The ranking score reflects a combination of rarity, threat, and trend factors, with weighting being heavier on rarity than the other two factors. The project is expected to result in direct impacts to the majority of the estimated 350 to 400 southern tarplant individuals on the site. These impacts would be considered significant.

A southern tarplant mitigation plan has been prepared by the City to fully compensate impacts to the species. The plan proposes to establish an approximately 2.0-acre preserve for the southern tarplant in the western portions of the project site. Implementation of the plan will result in the enhancement of the 2.0-acre area by establishing appropriate grades to promote seasonal ponding and seeding the area with southern tarplant collected on the site prior to development. The preserve will be managed to protect its resources in perpetuity. The proposed mitigation will ensure the long-term survival of the species at the site and enhance the function of the seasonal pool already present onsite, which may then be used in the future by a variety of vernal pool, wetland and open-country species in the region. The onsite area is proposed rather than simply relocating the plants to a different location (such as the Madrona Marsh) in order to create a new preservation area and mitigate the impacts of the project.

As identified in the IS, Implementation of mitigation measure BIO-1 would ensure that the tarplant mitigation plan for the project is adopted by the City for successful implementation and that tarplant impacts from the project are fully compensated through on-site relocation and preservation actions. Mitigation measures BIO-4 through BIO-7 would ensure that potential indirect impacts to preservation areas targeted for tarplant mitigation are avoided and minimized during construction activities. With the implementation of mitigation measure BIO-1 and BIO-4 through BIO-7, impacts to southern tarplant would be reduced to less than significant levels.

TRANSPORTATION AND PARKING

The Traffic Impact Analysis analyzed 17 existing area intersections and one future Project driveway. None of the study intersections will have a significant impact under the 'Existing with Project' traffic conditions (ICU Methodology), 'Year 2015 with Project' traffic conditions (ICU Methodology), and 'Existing with Project' Traffic Conditions (HCM Methodology) when compared to the Level of Service (LOS) criteria defined in the report. One of the key study intersections will have a significant impact under the 'Year 2015 with Project' traffic conditions (HCM Methodology) when compared to the LOS criteria defined in this report.

However, as identified in the IS, the widening and/or restripe of Crenshaw Boulevard at I-405 Southbound Ramps (mitigation measure T-1) to provide an exclusive southbound right-turn lane mitigates the impacts of the proposed RTC project and also offsets the cumulative impacts. Staff notes, that in order to proactively avoid construction related congestion during rush hours and ensure the soil related truck trips do not create an impact to analyzed intersections, a condition of approval is being recommended to restrict said truck trips to be outside of the A.M. and P.M. peak hours, limiting such trips to be between the hours of 9:00 am and end prior to 4:00 pm.

The Traffic Impact Analysis analyzed a total of 251 parking spaces being provided. The project plans demonstrate the reduction of available parking to 243 due to the City's direction to increase the amount of available handicap accessible parking spaces from the code required minimum of 7 to 16, the incorporation of motorcycle parking and the placement of EV-charging infrastructure.

This IS and proposed MND were submitted to the State Clearinghouse for distribution to potentially affected agencies and individuals. Notices of the Availability of the IS and the proposed MND for review and comment have been filed with the Los Angeles County Recorder's office, posted at the project site and mailed to property owners within a 500-foot radius of property lines. Physical copies of the IS and the proposed MND for review and comment were made available at the City of Torrance City Clerk's office and Community Development Department. The IS and the proposed MND are also available at the City of Torrance Community Development Department Web-page (www.torranceca.gov/111.htm) for review.

A 30-day public review period was established for the IS and the proposed MND commencing on December 2nd, 2014 and ending on January 2nd, 2015. The review period was established in accordance with Section 15073 of the State CEQA Guidelines. During review of the IS/MND, affected public agencies and the interested public were able to comment on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the potentially significant effects of the project area can be avoided or mitigated.

Submitted Comments

Staff notes that three correspondence items were submitted (Attachment #5). One item was in support of the project. A second requested clarification of the need for the 2.0 acre allocation for the Southern tarplant was necessary, what protection level the Southern tarplant is afforded and who has afforded it that projection, and requesting information on Metro Light rail matters. The substance of the comments relating to the Southern tarplant is addressed above. Regarding the comments on the City of Lawndale and the extension of the Los Angeles Metro line into the City of Lawndale, any such extension is not part of this project. The staff has determined that this project is warranted whether or not the referenced extension occurs.

A third item of correspondence was received from the California Department of Fish and Wildlife (CDFW) on the afternoon of the last day of the Environmental Comment period. The correspondence is included in Attachment #5 and responses to CDFW comments will be provided in a supplemental prior to the public hearing.

Finding

With the incorporation of mitigation measures identified in the IS, the RTC project would not degrade the quality of the natural environment, and would not result in cumulative impacts in consideration with other projects. According to the IS, the RTC project does not result in environmental effects on human beings either directly or indirectly.

As the decision-making body relative to the proposed development, it is the Planning Commission's role to review the information provided within the Initial Study and any submitted comments to determine the extent of potential environmental impacts. If, on the basis of the IS and related public testimony, the Planning Commission finds that there is no substantial evidence that the project will have a significant effect on the environment, the appropriate action would be to approve a Mitigated Negative Declaration, prior to taking action on the project.

PROJECT ANALYSIS:

The RTC project consists of construction and operation of an approximately 17,800 sf facility, of which approximately 3,100 sf would be allocated to ancillary transit oriented commercial services, on property located at 465 Crenshaw Boulevard. A Conditional Use Permit is required to allow the incidental RTC food and service uses and a Division of Lot is required as the project also involves the subdivision of two existing parcels (APNs 7352-002-909 and 7352-002-910) into four parcels. The 15.01 acre site is bounded by Crenshaw Boulevard to the east, an industrial property to the north and existing railroad infrastructure along the west/south sides. The project also includes development of a west-bound extension of 208th Street into a cul-de-sac approximately 750 from Crenshaw Boulevard, widening and upgrades to the intersection via previously acquired right-of-way; constructing dedicated right- and left-turn pockets; restriping, and re-signalizing. Utility relocation would also be required.

The proposed RTC facility is comprised of two buildings, located between the parking lot and a "kiss-n-ride" drop-off area to the north and bus bay terminal to the south. The two structures flank the entrance to the bus terminal area, identified by the curved canopy that extends of the access area and over the lower profile western building. The western 4, 093 sf building is one-story, and will be comprised of the Transit Store, a 1,430 sf future food or commercial service space and a Security office for use by both Torrance Police Department and the Transit Department's contracted security service. The so-called back of house services, such as electrical, trash and janitorial rooms are located to the westernmost edge of the structure away from public visibility. The eastern 13,703 sf building is two-stories. The first floor includes a future 1,617 sf future food or commercial service space, public access restrooms, Bus Driver areas for layovers and lobby with elevator access to the second floor. The second floor includes simulator and training multi-purpose rooms, and a conference room.

The buildings feature a modern design consistent with recent developments and entitlements granted in the City. The exterior of the structures include prefinished corrugated metal siding, sealed concrete block, smooth trowel plaster with aluminum reveals and metal fascias. Storefronts will include clear anodized aluminum storefront systems and white frosted glass in appropriate areas. The eastern building and canopy have an identified maximum height of 32 feet, while the western building will be approximately 17 feet.

In addition to having an attractive and inviting design, the project has been preliminary designed to achieve the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Gold certification. Countless energy and water efficient /savings methods and components have been incorporated into the RTC project's design and layout. Static bulletins and interactive guides are planned to highlight the sustainable practices and increase exposure of such practices to future transit riders and visitors.

Access to the site has been designed to account for two separate forms and needs for ingress and egress. Public ingress and egress to the RTC site would be provided via a driveway along the south side of the 208th street extension, near the center of the public parking lot, and implementation of a dedicated right-turn lane along the west side of Crenshaw Boulevard leading to a single ingress driveway and a single egress driveway along the center of the Crenshaw Boulevard frontage. In addition to on-site parking options, a "kiss-n-ride" area will be situated along the north elevation of the proposed RTC buildings so as to avoid the need for a vehicle to drive to the parking lot to drop-off prospective riders.

Transit Fleet ingress and egress will be provided via a dedicated bus roadway accessed from 208th street, located along the western edge of parking field, proceeds south through the center of the site and circulates the bus bay terminal in a clockwise fashion to a designated berth and allows for egress from the same route to the signalized intersection at 208th Street and Crenshaw Boulevard. All maintenance related service to the bus bay and associated trash areas will be provided via the same manner as the buses. Staff notes that no on-site fueling or bus maintenance will take place at the site. Lastly, an Emergency gate will be located along the southern extent of the site along Crenshaw Boulevard. This gate will be used only during emergencies and not as a part of normal operations.

This RTC is envisioned to be used by multiple agencies, including Torrance Transit, Metro, Gardena Transit, MAX (Municipal Area Express) and Beach Cities Transit. Staff notes that no on-site fueling or bus maintenance will take place at the site. Service will be limited to drop-off and pick-up of passengers. The RTC will be open to the public during transit service hours for the various agencies that will be using the site. These are commonly between 4:00 am to 2:00 am. Contracted 24-hour Transit security will be provided on-site at all times. A public address system will not be used to announce bus arrivals or departures as on-site electronic information boards will include such information. The centralized public address system will be used only for emergency announcements. Some Transit operators do use a small on-board speaker to announce arrival of the bus for the visually impaired; however, the on-board systems are intended to reach waiting passengers in the immediate proximity of the berthed bus unit only and will not be audible beyond the bus terminal area.

As previously mentioned, the site's existing two parcels will be subdivided into four parcels. Proposed Parcel "B" (6.68 acres) is comprised of the two buildings that comprise the RTC buildings, the up-to 12 bus bay terminal, access points from Crenshaw Boulevard and the 208th Street westward extension and the proposed 243 space parking lot intended to serve the RTC project services, as well as a Park and Ride facility for the area. The parking lot will include 16 ADA stalls, 8 Level II EV-charging spaces, and a motorcycle parking area. Staff notes that an additional 20 bicycle parking spaces and 4 additional staff stalls have been incorporated outside of the public parking lot area, within the terminal area, to assist with security operations and relief bus drivers.

The public parking lot area is located in between Proposed Parcel "A" (1.98 acres), located at the northeast corner of the site and Proposed Parcel "C" (2.61 acres), located toward the center of the existing site. No development has been identified for these parcels as of this time. Proposed Parcel "D" (2 acres) is situated at the northwestern corner of the site and has been identified as an area for the establishment of a Southern Tarplant Habitat Restoration to mitigate the impacts associated with the development for the remainder of the site. The resulting Floor Area Ratio (FAR) is 0.061 for proposed Parcel "B" and 0.03 FAR for the site as a whole.

Torrance Municipal Code Section 93.2.32 (Transportation Terminal Facility), grants the Planning Commission the ability to determine the number of parking spaces required for such a use based on the type of transportation, location and number of employees. Although this site would be an ideal location for future extension of the Metro Green line and the RTC bus terminal has been designed to preserve the ability to include a Metro station should that be considered by Metro at a future date, the only form of public transportation currently envisioned is that of Bus and Shuttle service by multiple area providers. As identified in the IS, The RTC project is expected to be staffed by approximately 35 persons after completion of construction and the commencement of operation by the various Transit providers and up to three commercial tenants. Based on the present type of transportation option, the limited projected number of employees, and the incidental nature of on-site commercial services, an argument could be made for the use of the professional office ratio of 1 space per 300 sf for the 17,716 sf building area. This would result in a total parking requirement of 60 parking spaces. Staff recommends the use of a more conservative approach by applying the Commercial Service rate of 1 space per 200 sf for the 14,649 sf of Transit Center related operations and the Food and Beverage rate of 1 space for every 100 sf of future food or retail building area for the remaining 3,067 sf. This would require 74 parking spaces for the Transit Center operations areas and 31 parking spaces for the future commercial tenant spaces for a total requirement of 105 parking spaces. This proposal would allow for up to 138 spaces for use as overflow, park-n-ride to support local residents and businesses in their vanpooling and trip reduction strategies and/or a potential future fly-n-ride service to area Airports.

A summary chart of the RTC Project is provided below:

Area	Lot SF	Lot Acreage	Building (SF)	FAR	Parking Required	Parking Provided
Parcel A	86,129	1.98	-	0.00	0	0
Parcel B	290,841	6.68	17,716	0.06	105*	243
Parcel C	113,817	2.61	-	0.00	0	0
Parcel D	87,120	2.0	-	0.00	0	0
Totals	577,907	13.27	236,380	0.03	105*	243

*Recommended by Staff

SUMMARY

The proposed development of an RTC would be compatible with the heavily industrial area and although within walking or short commuting distance from residential uses, properly buffered from more sensitive land uses. The City has been exploring opportunities to establish a RTC in Torrance for some time, with options focused on a central location that

will serve as a hub for many regional bus lines. This RTC is envisioned to be used by multiple agencies. In addition, a major goal and theme of the Torrance General Plan (2010) was to promote and facilitate travel by alternative modes of transportation such as public transit, walking and bicycling. The General Plan (2010) included several Policy statements that were specifically focused on the need for the establishment of a central Regional Transit center in order to maximize regional mass transit utilization. Central to that objective is the need for connectivity amongst various Transit entities, convenience for pedestrian/bicycle usage in order to reduce single vehicle trips and adjacency to rail infrastructure to accommodate the potential for future light rail service.

As is described within the IS, implementation of the proposed project will achieve an additional objective of the Torrance General Plan 2010 – reduction of greenhouse gas emissions. The project would reduce greenhouse gas emissions by 16.38 metric tons of carbon dioxide equivalent (MTCO₂E) per year from reductions in vehicle trips. The RTC project also allows for the revitalization of a property that has been vacant for more than a decade, and will upgrade the Crenshaw Boulevard frontage in terms of aesthetics, public improvements and landscaping. Furthermore, as concluded in the IS, the proposed RTC project would have no impact or less than significant impact with the incorporation of mitigation in all of the environmental areas.

The RTC project, as described, proposes a FAR considerably less than the maximum allowable of 0.6 and is in conformance with both the Light Industrial Zoning and General Plan designations for the property and the area. For these reasons, staff recommends approval of the request as conditioned.

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

PROJECT RECOMMENDATION: APPROVAL

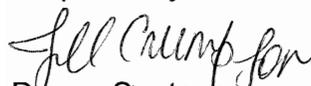
FINDINGS OF FACT IN SUPPORT OF APPROVAL OF THE REQUEST:

Findings of fact in support of the subject request are set forth in the attached Resolutions.

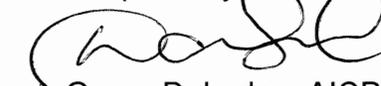
RECOMMENDED CONDITIONS IF THE PROJECT IS APPROVED:

Recommended conditions of the subject request are included in the attached Resolutions.

Prepared by,


Danny Santana
Senior Planning Associate

Respectfully submitted,


for: Gregg D. Lodan, AICP
Planning Manager

Attachments:

1. Resolutions
2. EAS13-00002 Mitigation Monitoring Program
3. Location and Zoning Map
4. Code Requirements
5. Correspondence
6. Environmental Assessment EAS13-00002 (Limited Distribution)
7. Site Plan, Floor Plan, Elevations and Official Subdivision Map (Limited Distribution)

PLANNING COMMISSION RESOLUTION NO. 15-001

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF TORRANCE, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM, AND APPROVING A CONDITIONAL USE PERMIT AS PROVIDED FOR IN DIVISION 9, CHAPTER 5, ARTICLE 3 OF THE TORRANCE MUNICIPAL CODE TO ALLOW THE CONSTRUCTION AND OPERATION OF AN APPROXIMATELY 17,800 SQUARE FOOT REGIONAL TRANSIT FACILITY, 3,100 SQUARE FEET OF WHICH WOULD BE FOR ANCILLARY FOOD AND COMMERCIAL SERVICES, IN CONJUNCTION WITH A DIVISION OF LOT TO SUBDIVIDE TWO PARCELS INTO FOUR, ON PROPERTIES LOCATED IN THE M-2 ZONE AT THE 465 CRENSHAW BOULEVARD (APNS 7352-002-909 AND 7352-002-910).

CUP13-00032: TORRANCE REGIONAL TRANSIT CENTER (RTC) PROJECT

WHEREAS, pursuant to CEQA Guideline Section 15367, the City of Torrance is the lead agency for the project; and

WHEREAS, the environmental impacts of the construction and operation of a of an approximately 17,800 square foot regional transit facility, 3,100 square feet of which would be for ancillary food and commercial services, in conjunction with a Division of Lot to subdivide two parcels into four, was analyzed in an Environmental Assessment (EAS13-00002); and

WHEREAS, the Environmental Assessment has been prepared pursuant to CEQA, as amended (*Public Resources Code* §21000 et seq.) and in accordance with the State CEQA Guidelines (*California Code of Regulations*, Title 14, §15000 et seq.); and

WHEREAS, said Environmental Assessment was filed with the State Clearinghouse (#2014121003) and circulated for Public Review between December 2, 2014 and January 2, 2015; and

WHEREAS, the Members of the Planning Commission have carefully read and considered the Environmental Assessment, and has determined that the document reflects the City's independent judgment and has been prepared in accordance with CEQA; and

WHEREAS, the Planning Commission of the City of Torrance at its meeting of January 7th, 2015, conducted a duly noticed public hearing to consider the Mitigated Negative Declaration and application for the Torrance Regional Transit Center (RTC) Project, which includes Conditional Use Permit to allow the construction and operation of an approximately 17,800 square foot regional transit facility, 3,100 square feet of which

would be for ancillary food and commercial services, in conjunction with a Division of Lot to subdivide two parcels into four, on properties located in the M-2 Zone at the 465 Crenshaw Boulevard (APNs 7352-002-909 and 7352-002-910); and

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

WHEREAS, the RTC Project site was posted along Crenshaw Boulevard frontage on December 22, 2014; and

WHEREAS, notices of the Public Hearing were mailed to property owners and interested parties within 500-feet of the RTC Project site on December 23, 2014; and

WHEREAS, a Notice of Public Hearing was published in the Daily Breeze on December 26, 2014; and

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

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

- a) That the property is located at 465 Crenshaw Boulevard;
- b) That the property is described as Portion of Lot 8, of Tract 7373, as per Map filed in Book 109, Pages 99 and 100 of Maps, Records of Los Angeles County, and a Portion of Parcel 130 of Subdivision of Portions of the 730.61 Acre Tract Allotted to Susana Dominguez by a Final Decree of Partition of a Portion of the Rancho San Pedro in Case No. 3284 of the Superior Court of Los Angeles County, Records of said County;
- c) That the RTC Project, and ancillary commercial services, is conditionally permitted in the M-2 Zone, and complies with all the applicable provisions of this Division;
- d) That the RTC Project will not impair the integrity and character of the M-2 Zone because the use and ancillary commercial services,, as conditioned, are consistent with the Heavy Industrial General Plan Designation, and will provide supportive services for the region;
- e) That the subject site is physically suitable for the RTC Project because the RTC Project is in conformance with the zoning classification, general plan designation, all development standards, and has provided parking in excess of the minimum required;
- f) That the RTC Project, as conditioned, will be compatible with existing and proposed future land uses within the M-2 Zone and the general area in which the proposed project is to be located because the project is located in an area developed predominately with a mixture of industrial, professional office, and commercial uses;

- g) That the RTC Project, as conditioned, will encourage and be consistent with the orderly development of the City as provided for in the General Plan because the RTC Project meets all development standards, exceeds the parking requirements, and provides ample landscape setbacks;
- h) That the RTC Project, as conditioned, will not discourage the appropriate existing or planned future use of surrounding property because the project furthers the goals of the General Plan, complies with applicable development standards in terms of parking and setbacks, and is compatible with both the surrounding properties in the area and recent business park developments within the City;
- i) That the RTC Project was properly analyzed and that the RTC Project's infrastructure requirements adequately provide water, sanitation, and public utilities and services to the project, as identified in the Environmental Assessment, and that the RTC Project, as conditioned, is not detrimental to public health and safety;
- j) That there will be adequate provisions for public access to serve the RTC Project, as conditioned, because the RTC Project will allow for proper pedestrian, bicycle, and vehicular access from public right-of-ways;
- k) That the proposed location, size, design, and operating characteristics of the RTC Project would not be detrimental to the public interest, health, safety, convenience or welfare, or to the property of person located in the area because the RTC Project, as conditioned, complies with all development standards, is consistent with the General Plan designation and represents a significant improvement to the surrounding properties;
- l) That the RTC Project, as conditioned and identified in the Environmental Assessment, will not produce any or all of the following results:
 - Damage or nuisance from noise, smoke, odor, dust or vibration,
 - Hazard from explosion, contamination or fire,
 - Hazard occasioned by unusual volume or character of traffic or the congregating of large numbers of people or vehicle.
- m) That the RTC Project will not be detrimental to the public interest, health, safety, convenience or welfare, as the RTC Project is within the previously approved parameters of the City of Torrance General Plan (2010) in terms of square footage and environmental impacts, and has been appropriately and adequately reviewed under established CEQA guidelines.

WHEREAS, the Planning Commission by the following roll call vote **ADOPTED the Mitigated Negative Declaration and APPROVED CUP13-00032**, subject to conditions:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

NOW, THEREFORE, BE IT RESOLVED that

Section 1. The Mitigated Negative Declaration for the project is hereby ADOPTED, and the Mitigation Monitoring and Reporting Program for project, attached hereto as Attachment 1, is hereby adopted.

Section 2. CUP13-00032 filed by the Torrance Public Works Department for approval of a Conditional Use Permit to allow the construction and operation of an approximately 17,800 square foot regional transit facility, 3,100 square feet of which would be for ancillary food and commercial services, in conjunction with a Division of Lot to subdivide two parcels into four, on properties located in the M-2 Zone at the 465 Crenshaw Boulevard (APNs 7352-002-909 and 7352-002-910), as shown on file in the Community Development Department of the City of Torrance, is hereby APPROVED subject to the following conditions:

1. That the construction and operation of a RTC project shall be subject to all conditions imposed in CUP13-00032 and any amendments thereto or modifications thereof as may be approved from time to time pursuant to Section 92.28.1 et seq. of the Torrance Municipal Code on file in the office of the Community Development Director of the City of Torrance; and further, that the said use shall be established and constructed and shall be maintained in conformance with such maps, plans, specifications, drawings, applications or other documents presented by the applicant to the Community Development Director and upon which the Planning Commission relied in granting approval;
2. That if this Conditional Use Permit is not used within one year after granting of the permit, it shall expire and become null and void unless extended by the Community Development Director for an additional period of time as provided for in Section 92.27.2;
3. That the applicants shall complete the Mitigation Monitoring Plan and all Mitigation Measures noted in the EAS13-00002 (SCH#2014121003) and listed in the Mitigation Measure List (Attachment #2); (Planning)
4. That the maximum height of the structure at the highest point of the roof shall not exceed a height of 40 feet, including roof equipment screening to the satisfaction of the Community Development Director; (Planning)
5. That exterior color and material samples shall be submitted to the Community Development Department for approval prior to the issuance of any building permits; (Planning)

6. That a detail (materials, height and placement) of the perimeter walls and gates shall be provided to the Community Development Department for approval prior to the issuance of Building Permits to assure that there is one cohesive design and finishing/treatment, to the satisfaction of the Community Development Director; (Planning)
7. That a Landscape Plan demonstrating compliance with AB1881 upon project completion, shall be submitted to the Community Development Department for approval prior to the issuance of any Building Permits and shall be implemented prior to occupancy. The plan shall utilize drought resistant/xeriscape plant materials, and shall provide state-of-the-art water saving irrigation system and/or drip irrigation for larger shrubs and trees. Landscaping shall be maintained to the satisfaction of the Community Development Director; (Planning)
8. That the landscape irrigation system used shall be a "Smart" irrigation system in compliance AB1881, to the satisfaction of the Community Development Director; See comments under #10. (Planning)
9. That the parking lot shall have landscape islands with a minimum width of 5 feet and length of the adjacent parking stall, with a 6 inch curb, located at the ends of each row of parking stalls and at every tenth stall adjacent to the front landscaped setback. A minimum of one tree shall be planted in each island. The minimum tree size shall be 15-gallon, with a minimum height of 7 feet; (Planning)
10. That the driveways and pedestrian walkways shall include sections of decorative/stamped concrete or other materials and that a detail of the driveways and pedestrian walkways shall be submitted to the Community Development Department for approval prior to the issuance of building permits; (Planning)
11. That the applicant shall restrict soil import truck trips to be outside of the A.M. and P.M. peak hours, limiting such trips to be between the hours of 9:00 am and end prior to 4:00 pm.; (Planning)
12. That a lighting plan shall be submitted for approval by the Community Development Department prior to the issuance of building permits to demonstrate how no lighting will spill onto adjoining properties or right-of-ways; (Planning)
13. That all heating, cooling and ventilation equipment vents and ducts shall be properly shielded during all tenant improvements so as to maintain maximum efficiency of a building's operating system; (Planning)
14. That the applicant shall show the location of all electrical/mechanical equipment located on the property and the method of screening to the satisfaction of the Community Development Director. Equipment shall not be located within the front setback areas; (Environmental)
15. That mechanical/electrical equipment located on the ground or roof shall be screened from view with architecturally compatible materials to the satisfaction of the Community Development Director; (Environmental)

16. That all roof equipment screening, including elevator penthouses, shall be incorporated into the design of the structure to the satisfaction of the Community Development Department; (Environmental)
17. Landscaping, vines, or overhead trellis and/or architecturally compatible walls shall be used to screen trash enclosures, transformers, site equipment, and service areas; (Environmental)
18. That all trash enclosures using standard trash bins shall be provided with a decorative trellis cover with a solid liner, to avoid the intrusion of rain water, and feature solid roll-up doors to the satisfaction of the Community Development Director. This condition shall not apply to trash enclosures that feature fully enclosed trash compactors; (Environmental)
19. That trash enclosures shall be of an appropriate size to accommodate additional bins within the trash enclosure for the storage and pick-up of recyclable materials to the satisfaction of the Community Development Director; (Environmental)
20. That compliance with the Torrance Noise ordinance shall be demonstrated prior to final to the satisfaction of the Community development Director; (Environmental)
21. That all signs must be approved by the Environmental Division with appeal rights to the Planning Commission; (Environmental)
22. That the following types of signage shall be prohibited: A-frame or free standing; bow or flag banners; air-assisted or inflatables; signs attached to light/utility poles, trees, vehicles, or on the roofs of the buildings; persons holding signs; or any other temporary signage that violates Torrance Municipal Code requirements for temporary signs; permits for banners must be obtained before use; (Environmental)
23. That the applicant shall provide a plan that details the height, design and illumination of lights on the exterior of the main level; (Environmental)
24. That the applicant shall provide four foot address numerals on the roof of the buildings in a contrasting color; (Environmental)
25. That outside display or storage of materials or merchandise shall be prohibited except with an approved Temporary Parking Lot Event Permit from the Community Development Director; (Environmental)
26. That the applicants shall install non-glare security lighting for parking lots and entry/exits; (Police)
27. That the business name and address shall be visible from the street; (Police)
28. That prior to the issuance of the first Certificate of Occupancy for the project, the applicant shall design and construct the proposed traffic signal modifications for the intersection of Crenshaw Boulevard and 208th Street, with the most recent MUTCD

California Edition standards. The traffic signal timing and synchro evaluation must be conducted as part of the signal design. The traffic signal must be designed with video-detection and interconnected (hardwire or wireless) to the City's traffic signals interconnect system (ITS system); (Transportation Planning)

29. That the proposed traffic signal modifications for the intersection of Crenshaw Boulevard and 208th Street, shall be constructed by the applicant prior to the issuance of the first Certificate of Occupancy for the project. The applicant shall enter into agreement with the City of Torrance to entirely fund the design, construction, materials, installation, on-going operation (i.e., electrical bills, maintenance, upgrades, etc.) of the traffic signal; (Transportation Planning)
30. That the applicant obtain a copy of and comply with the City's TDM (Transportation Demand Management) Ordinance; (Transportation Planning)
31. That the applicant shall provide a site plan demonstrating future pedestrian connectivity via sidewalks, walkways, signs, and striping throughout the entire campus; (Transportation Planning)
32. That the applicant shall submit a signing and striping plan for the entire site that includes "No Parking Anytime" signs on the main drive aisle to the satisfaction of the Community Development Director; (Transportation Planning)
33. That the proposed westerly driveway on 208th Street shall be designed as a private street to public standards, minimum 30 feet wide, with 25 foot radius curb returns and wheelchair ramps; (Engineering)
34. That the proposed easterly driveway on 208th Street shall be 25 wide, commercial radius type, with 10 foot radius curb returns, with depressed back of walk and wheelchair ramps; (Engineering)
35. That the proposed northerly and central driveways on Crenshaw Blvd shall be a minimum 25 feet wide with large radius curb returns, designed as a private street to public standards, with wheelchair ramps; (Engineering)
36. That the proposed southerly (emergency) driveway along Crenshaw Blvd shall be minimum 20 foot wide residential "X" type; (Engineering)
37. That the applicant/developer shall design and construct a mainline sewer to public standards in 208th St. The sewer plans, prepared by a professional engineer, shall be submitted by the applicant/developer to the City for review and approval. This effort shall be coordinated with the project to the north; (Engineering)
38. That separate sewer laterals shall be provided for each new parcel from the public sewer mainline in 208th St to the property line; (Engineering)
39. That on-site drainage shall be collected within the lot and drained through the curb to the public street or to be directly connected to the public storm drain system; (Engineering)

40. That the applicant shall complete the design of the sewer improvements to the satisfaction of the Community Development Department, Engineering Division. The applicant is advised that a permit will be required from the Los Angeles County Sanitation Districts for new connections; (Engineering)
41. That the applicant shall complete the hydrology study and submit for final approval by the Community Development Department, Engineering Division prior to issuance of grading permit. The study shall include method of detaining the difference of a Q10 and a Q50 storm for the entire property. Each parcel is to detain and discharge their portion. On-site storm drain detention solution for Parcel B shall be constructed per recommendations of the approved study, prior to occupancy of Parcel B. Determine proposed building finished floor elevation with adequate freeboard; (Engineering)
42. That all proposed and/or existing water meters larger than 2", double check detector assemblies and reduce pressure backflow assemblies shall be located above ground on private property near the public right-of-way. Final location and access shall be approved by the Community Development Director and incorporated into the on-site landscaping plan prior to building permit; (Engineering)
43. That a looped water main through the site shall be provided. North end of loop shall connect to the 12" main in 208th St. east of center line of Crenshaw Blvd. South end of loop shall connect to 12" in Crenshaw Blvd; (Engineering)
44. That the applicant shall perform fire hydrant flow test that determines the capability of the public water system to supply the project; (Engineering)
45. That fire hydrants along Crenshaw Blvd. frontage shall be upgraded; (Engineering)
46. That the Official Map shall be recorded prior to issuance of the first Certificate of Occupancy; and (Engineering) and
47. That all conditions of other City Departments received prior to or during the consideration of this case by the Planning Commission shall be met.

Introduced, approved and adopted this 7th day of January 2015.

Chairman, Torrance Planning Commission

ATTEST:

Secretary, Torrance Planning Commission

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

I, Gregg Lodan, Secretary to the Planning Commission of the City of Torrance, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the Planning Commission of the City of Torrance at a regular meeting of said Commission held on the 7th day of January 2015, by the following roll call vote:

AYES:	COMMISSIONERS:
NOES:	COMMISSIONERS
ABSENT:	COMMISSIONERS:
ABSTAIN:	COMMISSIONERS:

Secretary, Torrance Planning Commission

PLANNING COMMISSION RESOLUTION NO. 15-002

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF TORRANCE, CALIFORNIA, APPROVING A DIVISION OF LOT AS PROVIDED FOR IN DIVISION 9, CHAPTER 2, ARTICLE 29 OF THE TORRANCE MUNICIPAL CODE TO ALLOW THE SUBDIVISION OF TWO PARCELS INTO FOUR, IN CONJUNCTION WITH A CONDITIONAL USE PERMIT TO ALLOW THE CONSTRUCTION AND OPERATION OF AN APPROXIMATELY 17,800 SQUARE FOOT REGIONAL TRANSIT FACILITY, 3,100 SQUARE FEET OF WHICH WOULD BE FOR ANCILLARY FOOD AND COMMERCIAL SERVICES, ON PROPERTIES LOCATED IN THE M-2 ZONE AT THE 465 CRENSHAW BOULEVARD (APNS 7352-002-909 AND 7352-002-910).

DIV13-00011: TORRANCE REGIONAL TRANSIT CENTER (RTC) PROJECT

WHEREAS, pursuant to CEQA Guideline Section 15367, the City of Torrance is the lead agency for the project; and

WHEREAS, the environmental impacts of the construction and operation of a of an approximately 17,800 square foot regional transit facility, 3,100 square feet of which would be for ancillary food and commercial services, in conjunction with a Division of Lot to subdivide two parcels into four, was analyzed in an Environmental Assessment (EAS13-00002); and

WHEREAS, the Environmental Assessment has been prepared pursuant to CEQA, as amended (*Public Resources Code* §21000 et seq.) and in accordance with the State CEQA Guidelines (*California Code of Regulations*, Title 14, §15000 et seq.); and

WHEREAS, said Environmental Assessment was filed with the State Clearinghouse (#2014121003) and circulated for Public Review between December 2, 2014 and January 2, 2015; and

WHEREAS, the Members of the Planning Commission have carefully read and considered the Environmental Assessment, and has determined that the document reflects the City's independent judgment and has been prepared in accordance with CEQA; and

WHEREAS, the Planning Commission of the City of Torrance at its meeting of January 7th, 2015, conducted a duly noticed public hearing to consider the Mitigated Negative Declaration and application for the Torrance Regional Transit Center (RTC) Project, which includes a Division of Lot to subdivide two parcels into four, in conjunction with a Conditional Use Permit to allow the construction and operation of an approximately 17,800 square foot regional transit facility, 3,100 square feet of which would be for

ancillary food and commercial services, on properties located in the M-2 Zone at the 465 Crenshaw Boulevard (APNs 7352-002-909 and 7352-002-910); and

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

WHEREAS, the RTC Project site was posted along Crenshaw Boulevard frontage on December 22, 2014; and

WHEREAS, notices of the Public Hearing were mailed to property owners and interested parties within 500-feet of the RTC Project site on December 23, 2014; and

WHEREAS, a Notice of Public Hearing was published in the Daily Breeze on December 26, 2014; and

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

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

- a) That the property is located at 465 Crenshaw Boulevard;
- b) That the property is described as Portion of Lot 8, of Tract 7373, as per Map filed in Book 109, Pages 99 and 100 of Maps, Records of Los Angeles County, and a Portion of Parcel 130 of Subdivision of Portions of the 730.61 Acre Tract Allotted to Susana Dominguez by a Final Decree of Partition of a Portion of the Rancho San Pedro in Case No. 3284 of the Superior Court of Los Angeles County, Records of said County;
- c) That the RTC Project is conditionally permitted in the M-2 Zone, and complies with all the applicable provisions of this Division ;
- d) That the subdivision of two parcels into four parcels will not interfere with the orderly development of the City as the proposal will be compatible with the existing pattern of development for the area, as conditioned, as all proposed parcels are provided with appropriate street frontage and are of reasonable size;
- e) That the subdivision of two parcels into four parcels, together with the provisions for its design and improvement, is consistent with the City's General Plan designation of Heavy Industrial as it complies with all development standards, Floor Area Ratio requirements and incorporates uses appropriate for the M-2 Zone and Heavy Industrial designation;
- f) That the RTC Project will not be detrimental to the public interest, health, safety, convenience or welfare, as the RTC Project is within the previously approved parameters of the City of Torrance General Plan (2010) in terms of square footage

and environmental impacts, and has been appropriately and adequately reviewed under established CEQA guidelines.

WHEREAS, the Planning Commission by the following roll call vote APPROVED DIV13-00011, subject to conditions:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

NOW, THEREFORE, BE IT RESOLVED that DIV13-00011 filed by the Torrance Public Works Department for approval of a Torrance Regional Transit Center (RTC) Project for approval of a Division of Lot to subdivide two parcels into four, in conjunction with a Conditional Use Permit to allow the construction and operation of an approximately 17,800 square foot regional transit facility, 3,100 square feet of which would be for ancillary food and commercial services, on properties located in the M-2 Zone at the 465 Crenshaw Boulevard (APNs 7352-002-909 and 7352-002-910), as shown on file in the Community Development Department of the City of Torrance, is hereby APPROVED subject to the following conditions:

1. That the four lot subdivision of the subject property shall be subject to all conditions imposed in DIV13-00011 and any amendments thereto or modifications thereof as may be approved from time to time pursuant to Section 92.28.1 et seq. of the Torrance Municipal Code on file in the office of the Community Development Director of the City of Torrance; and further, that the said use shall be established or constructed and shall be maintained in conformance with such maps, plans, specifications, drawings, applications or other documents presented by the applicant to the Community Development Department and upon which the Planning Commission relied in granting approval;
2. That all physical public improvements which are conditions of this planning case must be completed prior to occupancy; (Engineering) and
3. That the applicants shall comply with all conditions of CUP13-00032.

Introduced, approved and adopted this 7th day of January 2015.

Chairman, Torrance Planning Commission

ATTEST:

Secretary, Torrance Planning Commission

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

I, Gregg Lodan, Secretary to the Planning Commission of the City of Torrance, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the Planning Commission of the City of Torrance at a regular meeting of said Commission held on the 7th day of January 2015, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

Secretary, Torrance Planning Commission

Mitigation Measures: Torrance Regional Transit Center (RTC) Project
(EAS13-00002 SCH# 2014121003)

BIOLOGICAL RESOURCES Mitigation Measures

BIO-1 Southern Tarplant Mitigation and Open Space Preserve. The City shall compensate for the loss of southern tarplant and associated habitat through onsite restoration, creation, and preservation. A total of 2.0 acres in the northwestern portion of the site shall be designated as open space preserve and placed within a protective easement for conservation purposes, such as a restrictive covenant or conservation easement. Signage and fencing shall be provided at perimeter locations. Fencing design shall be developed to promote safety of life and property, prevent unauthorized access by pedestrians and vehicles into sensitive areas, and allow limited passage for wildlife species in the local area.

The City or successors and assigns shall fund the long-term management of the open space, which shall include implementation of area specific management directives for maintenance and biological monitoring. At a minimum, maintenance directives shall include trash removal, treatment of non-native invasive and exotic plants, maintenance of operation BMPs, and fencing and signage upkeep. At a minimum, biological monitoring directives shall include periodic botanical surveys, including botanical inventory and vegetation community assessment; general wildlife surveys; inspections for non-native invasive and exotic plants; inspections for pest and nuisance wildlife species; and reporting. Biological monitoring directives shall be performed by a qualified biologist.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Services Dept.
Type of Requirement	Design, Construction, Operation
Implementation Phase	Design, Construction, Operation
Monitoring Phase	Preconstruction, Construction, Operation (+5 years)

BIO-2 Silvery Legless Lizard Avoidance. The City shall retain a qualified biologist to perform a pre-construction survey and relocation efforts for the silvery legless lizard. The survey shall be completed within 30 days of construction activities and during the appropriate times when the species is active and above ground. Individuals shall be relocated within the Open Space Preserve area established through the implementation of mitigation measure BIO-1 or an appropriate off-site location. Appropriate exclusion fencing shall be installed around the Open Space Preserve prior to the relocation efforts and in accordance with mitigation measure BIO-5.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Development Dept.
Type of Requirement	Construction, Operation
Implementation Phase	Preconstruction, Operation
Monitoring Phase	Preconstruction, Construction, Operation (+5 years)

BIO-3 Nesting Bird and Raptor Avoidance. . If initial grading and vegetation activities (i.e., earthwork, clearing, and grubbing) activities occur during the general bird breeding season for migratory birds and raptors (January 15 and September 15), the project applicant shall retain a qualified biologist to perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the Migratory Bird Treaty Act and California Fish and Game Code. The pre-construction survey shall be performed no more than seven days prior to the commencement of the activities. If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, as determined by the qualified biologist.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Development Dept.
Type of Requirement	Construction
Implementation Phase	Preconstruction
Monitoring Phase	Preconstruction, Construction

BIO-4 Preparation of Stormwater Pollution Prevention Plan. Prior to construction, the project Applicant shall develop a stormwater pollution prevention plan (SWPPP). The SWPPP shall be developed, approved, and implemented during construction to control stormwater runoff such that erosion, sedimentation, pollution, and other adverse effects are minimized. The following performance measures shall be implemented to avoid the release of toxic substances associated with urban runoff:

- Sediment shall be retained on site by a system of sediment basins, traps, or other appropriate measures.
- Where deemed necessary by the approved SWPPP, storm drains shall be equipped with silt and oil traps to remove oils, debris, and other pollutants. Storm drain inlets shall be labeled “No Dumping—Drains to Ocean.” Storm drains shall be regularly maintained to ensure their effectiveness.
- The parking lots shall be designed to allow stormwater runoff to be directed to vegetative filter strips and/or oil-water separators to control sediment, oil, and other contaminants.
- Permanent energy dissipaters shall be included for drainage outlets.
- The BMPs contained in the SWPPP shall include, but are not limited to, silt fences, fiber rolls, gravel bags, and soil stabilization measures such as erosion control mats and hydro-seeding.
- The project area drainage basins will be designed to provide effective water quality control measures. Design and operational features of the drainage basins will include design features to provide maximum infiltration and maximum detention time for settling of fine particles; maximize the distance between basin inlets and outlets to reduce velocities; and establish maintenance schedules for periodic removal of sedimentation, excessive vegetation, and debris.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	LARWQCB and Torrance Community Development Dept.

Type of Requirement	Construction
Implementation Phase	Preconstruction
Monitoring Phase	Preconstruction, Construction

BIO-5 Construction Fencing. Prior to construction, the City shall install temporary construction fencing around the perimeter of the Open Space Preserve and wherever the limits of grading are adjacent to sensitive vegetation communities or other biological resources, as identified by a qualified biologist. Fencing shall remain in place during all construction activities.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Development Dept.
Type of Requirement	Construction
Implementation Phase	Preconstruction
Monitoring Phase	Preconstruction, Construction

BIO-6 Best Management Practices. The City shall ensure that the construction contractor implements BMPs including but not limited to: maintaining the project area maintaining sediment and erosion control measures in accordance with an approved Storm Water Pollution Prevention Plan; maintaining effective control of fugitive dust; and properly storing, handling, and disposing of all toxins and pollutants including waste materials.

Prior to construction, the following notes shall be included on the applicable construction plans to the satisfaction of the City (or their designee):

- A qualified biologist shall be on site to monitor all vegetation clearing and periodically thereafter to ensure implementation of appropriate resource protection measures.
- Dewatering shall be conducted in accordance with standard regulations of the Regional Water Quality Control Board. A permit to discharge water from dewatering activities will be required. This will minimize erosion, siltation, and pollution within sensitive communities.
- During construction, material stockpiles shall be placed such that they cause minimal interference free of trash and debris; employing appropriate standard spill prevention practices and clean-up materials; installing and with on-site drainage patterns. This will protect sensitive vegetation from being inundated with sediment-laden runoff.
- Material stockpiles shall be covered when not in use. This will prevent fly-off that could damage nearby sensitive vegetation communities.
- Graded areas shall be periodically watered to minimize dust that may affect adjacent vegetation.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	LARWQCB and Torrance Community Development Dept.
Type of Requirement	Design, Construction
Implementation Phase	Preconstruction, Construction
Monitoring Phase	Preconstruction, Construction

BIO-7 Biological Monitor. Prior to construction, for any areas adjacent to the Preserve, the City shall retain a qualified biologist to monitor a clearing, grubbing, and/or grading activities. The biological monitor shall attend pre-construction meetings and be present during the removal of any vegetation to ensure that the approved limits of disturbance are not exceeded and provide periodic monitoring of the impact area including, but not limited to, trenches, stockpiles, storage areas, and protective fencing. Before construction activities occur in areas containing sensitive biological resources, all workers shall be educated by the biologist to recognize and avoid those areas that have been marked as sensitive biological resources.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Development & Community Services Depts.
Type of Requirement	Construction
Implementation Phase	Preconstruction
Monitoring Phase	Preconstruction, Construction

CULTURAL RESOURCES Mitigation Measures

CR-1: In the event that any archaeological materials are encountered during construction activities, all activities must be suspended in the vicinity of the find. An archaeologist shall be obtained and empowered to halt or divert ground disturbing activities. A plan must be instituted and completed before ground-disturbing activities can recommence in the area of the find to allow for the recovery of the find. The archaeologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. If determined to be of scientific/historical value, recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of the recovered materials shall be determined by the City of Torrance.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Development Dept.
Type of Requirement	Construction
Implementation Phase	Construction
Monitoring Phase	Construction

CR-2: If paleontological resources are found during RTC project construction, the Applicant/City's construction contractor shall immediately stop work in the area. The City shall be notified immediately and work shall be halted until the City can retain a qualified paleontologist who shall determine the significance of the find. If significant paleontological resources are found they shall be salvaged and collected in compliance with the applicable regulations and sent to a designated museum.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Development Dept.
Type of Requirement	Construction
Implementation Phase	Construction
Monitoring Phase	Construction

CR-3: If human remains of any kind are found during construction, the requirements of CEQA Guidelines Section 15064.5(e) and AB 2641 shall be followed. According to these requirements, all construction activities must cease immediately and the Los Angeles County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the NAHC. The NAHC will then identify the most likely descendants (MLD) to be consulted regarding treatment and/or reburial of the remains. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the Native American human remains and associated grave goods shall be buried with appropriate dignity on the property in a location not subject to further subsurface disturbance.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Development Dept.
Type of Requirement	Construction
Implementation Phase	Construction
Monitoring Phase	Construction

HAZARDS AND HAZARDOUS MATERIALS Mitigation Measures

HM-1: Prior to any lane closures City of Torrance (or its contractor) shall prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. The Traffic control Plan shall be approved by the City of Torrance, Engineering Division.

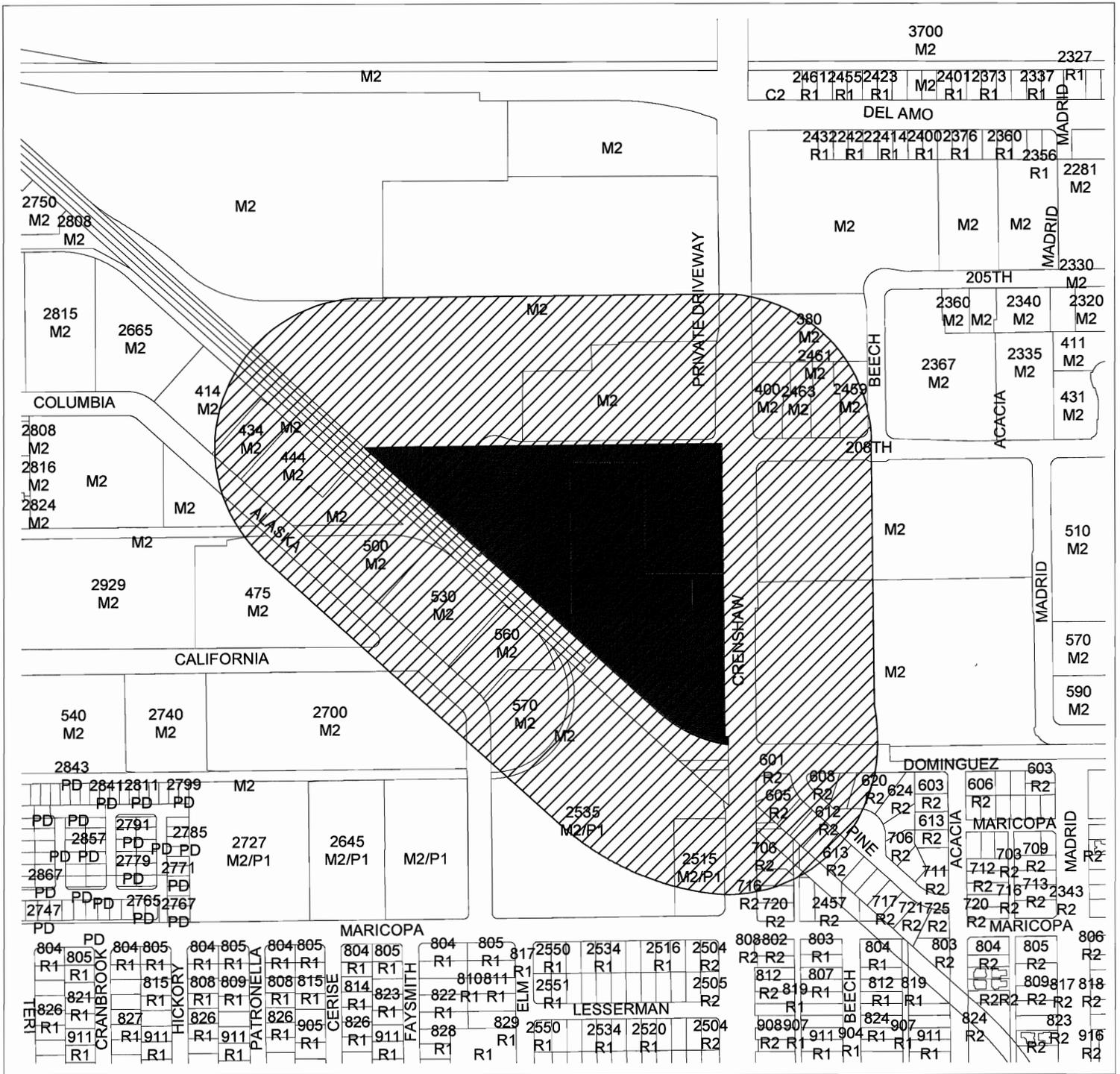
Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Development Dept.
Type of Requirement	Construction
Implementation Phase	Construction
Monitoring Phase	Construction

TRANSPORTATION/TRAFFIC Mitigation Measures

T-1: Intersection 3/Crenshaw Boulevard at I-405 Southbound Ramps: Widen and/or restripe Crenshaw Boulevard to provide an exclusive southbound right-turn lane. Modify the existing traffic signal. The implementation of this improvement is subject to review and approval of Caltrans and/or the City of Torrance. Please note that this improvement is consistent with the proposed improvements now under consideration as a part of

proposed improvements to the Interstate 405/Crenshaw Boulevard Interchange, which also includes the construction of a new I-405 SB on-ramp from NB Crenshaw Boulevard as a part of the improvement alternatives. After implementation of the recommended mitigation measures, the impacted intersection is forecast to operate at better than the pre-Project LOS.

Responsible Entity	Torrance Public Works Dept.
Monitoring Entity	Torrance Community Development Dept.
Type of Requirement	Design
Implementation Phase	Operation
Monitoring Phase	Operation



LOCATION AND ZONING MAP

Torrance Regional Transit Center
 465 Crenshaw Boulevard
 (CUP13-00032, DIV13-00011 & EAS13-00002)



Legend

-  Notification Area
-  Proposed Site



CODE REQUIREMENTS

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

Building and Safety:

- Comply with all current Codes: CBC, CMC, CED, and CPC, 2014.
- Provide underground utilities.
- First handicap parking space to be van accessible.
- Develop and implement a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted onsite or co-mingled so as to recycle and/or salvage at least 50% of non-hazardous construction debris.

Engineering:

- A Construction and Excavation Permit (C&E Permit) is required from the Community Development Department, Engineering Permits and Records Division, for any work in the public right-of-way on Crenshaw Boulevard and 208th Street
- A Grant of Easement for the purpose of street and highway improvements is required for the right turn lane and widened sidewalk along frontage on Crenshaw Blvd, for the 25 property line radius at the southwest corner of Crenshaw Boulevard and 208th Street, and for the southerly portion of 208th Street. Required Grants of easement shall be made on Official map.
- Close abandoned driveways on Crenshaw Blvd frontage with full height curb and gutter to match existing (City Code sec. 74.4.4).
- Design and construct curb & gutter, right turn lane, extra wide sidewalk, driveway aprons, make-up paving and irrigated parkway for the length of the property frontage as per City approved plans along Crenshaw Blvd frontage; plans to be submitted by developer.
- Design the south side of 208 St. extension/cul-de-sac west of Crenshaw Blvd. Construct the curb & gutter, sidewalk, driveway apron(s), concrete pavement and irrigated parkway for the southerly half of the street and cul-de-sac.
- Install a street tree in the City parkway every 50 feet for the width of this lot on 208th Street and Crenshaw Blvd (City Code sec. 74.3.2). Contact the Torrance Public Works Department at 310-781-6900 for information on the type and size of tree for your area.
- Public water facilities needed to serve this site, including as applicable, mains and appurtenances shall be constructed at the cost of applicant/owner per Torrance Municipal Water Department (TMWD) plans and specifications. TMWD shall make final determination/approval for location, type and size of all water facilities.

Environmental:

- All parking spaces must be double-line striped (93.4.6).
- All equipment to be screened from view with materials that are compatible with the development (92.30.2). Staff approval of materials for screening required.

Fire Prevention:

- Fire Department access and water supply required.
- Fire sprinkler system and fire alarm system required.
- Post Fire Lanes as required for Fire Department access.

Grading:

- Notice of intent must be submitted to State Water Resources Control Board and a waste discharger's identification obtained prior to issuance of a Grading Permit.
- Obtain Grading Permit prior to the issuance of Building Permit.
- Submit two copies of grading/drainage plan with soil investigation report. Show all existing and proposed grades, structures, required public improvements and any proposed drainage structures.
- Depth of ponding shall not exceed six inches in any parking or landscape area.
- Comply with requirements of the Development Construction provisions of the Los Angeles County NPDES permit. Provide Standard Urban Stormwater Mitigation Plan. Project must mitigate the first 3/4-inch of rainfall to minimize pollution.
- Provide Storm Water Pollution Prevention Plan.

Planning:

- Comply with State Department of Water Resources Landscape Design & Irrigation requirements.

Public Works:

- Require post-construction BMPs to mitigate stormwater pollution pursuant to Post VI.D.7 of State Ordinances No. R4-2010-0175, NPDES Permit No. CAS004001.

Santana, Danny

From: Lodan, Gregg
Sent: Tuesday, December 23, 2014 10:14 AM
To: Santana, Danny; Sullivan, Patrick; Semaan, Ted
Subject: FW: Southern Tar Plant

fyi

From: Arthur Christopher Schaper [mailto:arthurschaper@hotmail.com]
Sent: Tuesday, December 23, 2014 10:01 AM
To: CommunityDevelopmentDepartment@TorranceCA.gov
Subject: Re: Southern Tar Plant

<http://aschaper1.blogspot.com/2014/12/why-is-torrance-protecting-southern-tar.html>

I am concerned about two acres of city land in the Torrance Regional Transit Center being removed from use over a plant.

I was informed by one of the city council members that the city will not be paying more money to protect the tar plant.

But we are giving up two acres to protect this plant.

Who deemed that this flora was endangered? If it's not on a state or federal list, who deems it endangered?

I contacted the California Native Plant Society, which is a non-profit, yet what authority do they have?

Why not move the plants to another location? - Madrona Marsh or the South Coast Botanical Gardens?

By the way -- I understand that the city saved \$3 million on the transit center.

Has the city of Lawndale agreed to a Metro extension through its city boundaries yet? What is the county and the city of Torrance ready to negotiate in order to make it happen?

Thank you.

Arthur Christopher Schaper is a teacher-turned-writer on topics both timeless and timely; political, cultural, and eternal. A life-long Southern California resident, Arthur currently lives in Torrance.

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Santana, Danny

From: Timur Tecimer <ttecimer@omprop.com>
Sent: Wednesday, December 24, 2014 6:44 AM
To: Santana, Danny
Subject: Torrance Regional Transit Center (RTC) Project

Danny-
Please forward this e-mail to Greg. Merry Christmas and Happy New Year.

Dear Mr Lodan

I am the owner of the property across the street from the proposed project. Our property is located at the NW corner of 208th and Crenshaw Boulevard. I have reviewed all public documents related to the Torrance Regional Transit Center (RTC) Project. As a developer I appreciate the level of detail that you have provided the general public. Our area needs additional mass transit.

I completely support the construction and operation of the RTC. This is a long needed project that will not only benefit the City of Torrance but all surrounding communities and business.
Please feel free to contact me if you have any questions.

Sincerely,

Crenshaw Del Amo Partners II
Overton Moore Properties

Timur Tecimer

Timur Tecimer
CEO
Overton Moore Properties
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Santana, Danny

From: CDD Info
Sent: Friday, January 02, 2015 5:25 PM
To: Santana, Danny
Subject: FW: Torrance Regional Transit Center Project (EAS13-00002, CUP13-00032 & DIV13-00011)
Attachments: City of Torrance - Mr. Gregg Lodan - 01-02-15.pdf

Edith Garcia

Administrative Assistant
Community Development Dept.
Phone ext. 7627

From: Courtney, Betty@Wildlife [mailto:Betty.Courtney@wildlife.ca.gov]
Sent: Friday, January 02, 2015 3:59 PM
To: CDD Info
Subject: Torrance Regional Transit Center Project (EAS13-00002, CUP13-00032 & DIV13-00011)

Mr. Lodan –
Attached is our comment letter on the Torrance Regional Transit Center Project.
Thank you for your time.
Betty Courtney

Betty J Courtney
Environmental Program Manager I
South Coast Region
CA Dept. of Fish and Wildlife
PO Box 802619
Santa Clarita, CA 91380-2619
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State of California – Natural Resources Agency
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South Coast Region
3883 Ruffin Road
San Diego, CA 92123
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EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



January 2, 2015

Mr. Gregg Lodan
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503
Fax number – 310.781.6902

Subject: Comments on the Draft Initial Study and Mitigated Negative Declaration for the Torrance Regional Transit Center Project, City of Torrance, Los Angeles County (SCH# 2014121003).

Dear Mr. Lodan:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Initial Study, Mitigated Negative Declaration (MND,), Biological Assessment (BA), and Southern Tarplant Mitigation Plan for the Torrance Regional Transit Center (Project) prepared by the City of Torrance. The proposed Project site is a 15-acre parcel, owned by the City of Torrance, located on the west side of Crenshaw Boulevard and south of West 208th Street in the City of Torrance. The Project includes a 7-acre transit center for the City of Torrance, a 2-acre southern tarplant habitat preserve, future road expansion of W. 208th Street (0.8-acres), as well as the subdivision and future development of two remaining parcels (5.3 acres total). The site currently contains vernal pool habitat as well as a population of southern tarplant (*Centromadia parryi* ssp. *Australis*), a State Rare designated (California Native Plant Society 1B.1 rank) and supports versatile fairy shrimp (*Branchinecta lindahli*).

This proposed site was developed in the late 1950's and the development was completely removed in 2000. Prior to development of the site, United States Geological Survey maps produced in 1952 and 1954 depict a large, shallow depression at the 70' contour; a similar feature currently exists on the proposed site today. The proposed Project site has restored to a vernal pool complex, as was documented in the area prior to the initial development in the late 1950's.

The following comments and recommendations have been prepared pursuant to the Department's authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.*, and pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) to assist the Lead Agency in avoiding or minimizing potential project impacts on biological resources.

Conserving California's Wildlife Since 1870

Biological Analysis

- 1) Impacts to Vernal Pools - The Department considers the “depressions” found on the Project site to meet the definition for vernal pools in California. The features have an underlying claypan found below the upper 5 feet and clays down to around 10 feet below the surface (Cooper 2014; DiazYourman & Assoc. 2013), are capable of ponding water, supports versatile fairy shrimp (vernal pool associated invertebrate), and southern tarplant (associated with vernal pools and vernal mesic areas). Using a January 19, 2005 Google Earth image, the Department estimates over 7-acres of vernal pool habitat was inundated at the time the photo was taken.

To fully analyze the impacts related to the vernal pool and its habitat, the following items should be considered including:

- a) Vernal pool ecosystems rely on both flood years and dryer years, the Department recommends using the January 19, 2005 Google Earth imagery that captures the extent of inundation during a wet, non-drought year, as well as the 2005 inundation maps included in the BA as a guide in determining the acreage of the vernal pools.
 - b) A map depicting the extent fairy shrimp occupy the site will help delineate the pool boundaries.
 - c) To support the vernal pool ecosystem, the upland drainage area to vernal pool ratio should be analyzed and the upland acres necessary to support the ecosystem set aside and preserved in perpetuity. For instance, a vernal pool is contained within 7 acres. The area that drains towards the vernal pool and supports the existence of the vernal pool is 15 acres. The described vernal pool example would have upland to pool ratio of 1.14 acres. That is, it would take an additional 1.14 acres of uplands to support each acre of pool.
 - d) The depth of each pool and the average duration water ponds in each pool.
 - e) An assessment of the habitat requirements of the fairy shrimp species found on-site, including the minimum and maximum number of days and depth of ponded water and necessary to complete their lifecycle successfully.
 - f) Water quality characteristics of the ponded water including: pH, dissolved oxygen, alkalinity, turbidity and salinity.
 - g) A description of the micro-topography and drainage for the current site, including the minimum, maximum and average slope that currently drains the site into the vernal pools.
- 2) Fairy Shrimp – The BA indicates a dry season fairy shrimp survey was completed in August, 2014 by Jason Kurnow (USFWS Permit TE778195). The BA states “No San Diego fairy shrimp, Riverside fairy shrimp, or any other special-status fairy shrimp species were found during the dry season sampling effort. Special-status fairy shrimp species are currently presumed to be absent from the project site”.

- a) According to USFWS and D. Christopher Rogers, the expert crustacean taxonomist, whom Project samples were sent to, "These analysis are insufficient by themselves to determine that special status shrimp are absent from the habitat on this site. The results of this survey must be combined with a protocol wet season survey, and concurrence must be sought from the USFWS before any additional determinations can be made" (Helix, 2014).

The Department recommends wet season protocol level surveys be conducted to determine if any special-status fairy shrimp occur on the project site. These results should be included in the MND so an accurate assessment of impacts to biological resources can be made.

- 3) Southern Tarplant –The MND states between 350 to 400 individuals will be impacted by the Project.
 - a) Impacts to southern tarplant, including occupied acreage, should be quantified and disclosed in the MND, along with proposed mitigation.
- 4) Spadefoot Toad. – The Department recommends surveys be conducted to determine the presence/absence of spadefoot toad (*Spea hammondi*) on the Project site. The Project site supports appropriate vernal pool habitat, and is located 1-mile south of Madrona Marsh Preserve, which had documented spade-foot toad in 2005.

Proposed Mitigation

- 5) Vernal Pool Habitat - The Department recommends avoiding the on-site vernal pool habitat. If this is not feasible, the Department recommends mitigating the loss of this habitat, at a ratio of no less than 1.5 acres of creation for every 1 acre of impact. The Department also recommends ensuring a buffer is left around the vernal pools to ensure the volume of water necessary to sustain the pools, and ensure optimal water quality is maintained. The upland drainage area should be no less than the current site's upland drainage area acreage. The site should be designed to at minimum mimic the current site's hydrology, including the minimum and maximum pool depth and duration of ponding, volume of water, and water quality. This is important because fairy shrimp need to be inundated for a certain number of days to complete their life cycle. Additionally, if spade-foot toad is found on the Project site, they have certain hydrology requirements that should be incorporated into the mitigation planning. Supporting fairy shrimp is a function and value the existing vernal pools provide.
- 6) Mitigation Monitoring –The Department recommends a monitoring plan with quantitative and qualitative success criteria be developed for any vernal pool restoration/creation efforts. A water quality sampling plan should be incorporated into the monitoring plan utilizing the vernal pools at Madrona Marsh as reference sites. The monitoring plan should include elements such as, the depth and duration

water ponds annually compared to the functioning reference pools. The Department recommends monitoring continue until similar functions and values are met comparative to the reference site, generally speaking a minimum of 10 years after installation. The Department also discourages the use of irrigation in sensitive restoration sites as the adverse effects of irrigation, including attracting and supporting Argentine ants, negatively impact the value the mitigation site provides.

- 7) Southern Tarplant Mitigation – The Department recommends avoiding impacts to southern tarplant. If impacts cannot be avoided, the Department recommends the acreage of habitat occupied by southern tarplant be mitigated at a 1.5-acre ratio for every 1-acre of impact. Additionally, the Department recommends setting quantitative and qualitative success criteria for the estimated 350-400 southern tarplant individuals the MND states will be impacted. The Department recommends a 1.5 ratio of new plants be documented for every 1 plant impacted. It is recommended the success criteria stipulate that the population should be stable, or increasing in number for at least 5 years before the mitigation can be deemed successful. The Department recommends conducting annual surveys with annual reporting to the Department of the progress of any southern tarplant mitigation. The Department is available to assist in developing a mitigation monitoring plan.

Wetland Protection Policy

- 8) Wetlands Resources - Fish and Game Code states that "wetlands" means lands which may be covered periodically or permanently with shallow water and which include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, fens, and vernal pools. (Fish & Game Code §2785).

The Department, as described in Fish & Game Code § 703(a) is guided by the Fish and Game Commission's policies. The Wetlands Resources policy (<http://www.fgc.ca.gov/policy/>) of the Fish and Game Commission "...seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California. Further, it is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion which would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

The Department encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. The Department encourages activities that would avoid or minimize the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, the project should include mitigation

measures to assure a “no net loss” of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions for the benefit to on-site and off-site wildlife populations.

- 9) Regional Water Quality Control Board – The MND states “With respect to regulatory agency jurisdiction, the basin features on the site that show evidence of more frequent inundation or a consistent surface water area could qualify as isolated wetland and non-wetland waters of the State subject to the regulatory jurisdiction of the RWQCB pursuant to the State Porter-Cologne Water Quality Control Act. Based on the best available data for this study, the two lowest-lying basins (corresponding with Sampling Point 1 and Sampling Point 4) situated below the 70-foot contour represent the only areas on the site that show evidence of more frequent inundation and a consistent surface water area. Wet season aerial imagery provides evidence that these two basins become inundated most frequently and an estimated five of the six years sampled for this study. Based on evidence of more frequent inundation a consistent surface water area during the wet season, these two basins could be considered jurisdictional by the RWQCB as waters of the State, although it should be acknowledged that the basins are clearly man-made and provide no beneficial use and limited functions, value, and services to the site and region. The remaining portions of the site, although occasionally subject to inundation or saturation, should not be considered waters of the State.”.

- a) The Department recommends consulting with the RWQCB as it appears the vernal pools on-site may be subject to regulation under the Porter-Cologne Water Quality Control Act.

We appreciate the opportunity to comment on the referenced MND. Questions regarding this letter and further coordination on these issues should be directed to Kelly Schmoker at Kelly.Schmoker@wildlife.ca.gov or (949) 581-1015.

Sincerely,



Betty J. Courtney
Environmental Program Manager I

Mr. Gregg Lodan
City of Torrance
January 2, 2015
Page 6 of 6

References:

Cooper, D. 2014. Final Biological Assessment Torrance Regional Transit Center Site.

DiazYourman & Associates, 2013. Geotechnical Report for Torrance Regional Transit Center.

Helix Environmental. 2014. Torrance Regional Transit Center Dry Season Fairy Shrimp Survey and Hatching Report.

Keeler-Wolf, T., D.R. Elam, K. Lewis and S.A. Flint. 1998. California Vernal Pool Assessment Preliminary Report (1998).

cc: CDFW

Ms. Erinn Wilson, Los Alamitos
Ms. Victoria Chau, Los Alamitos
Ms. Sarah Rains, Newbery Park
Mr. Scott Harris, Pasadena

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