



PLANNING COMMISSION WORKSHOP #6

INDUSTRIAL SUBCOMMITTEE

April 27, 2005



MEETING OBJECTIVES

- Review key facts about industrial development
- Discuss current issues and perceptions
- Identify industrially zoned areas and potential transitions
- Identify areas where change may occur over the life of the General Plan
- Receive community input



INDUSTRIAL DEVELOPMENT FACTS

- Torrance Demographics
- Economic Conditions and Trends
- Trip Generation
- Industrial Zones and Uses in Torrance



Torrance Demographics



AGE and ETHNICITY

- Torrance has a large working-age population
- Torrance's population is older than the county's
- Torrance's population is primarily White (52%)
- Asians (28.4%) and Hispanics (12.8%) are the next largest groups

Sources: Stanley R. Hoffman Associates, Census 2000



HOUSEHOLD INCOME

- Households with annual incomes of \$100,000 or more increased between 1990 and 2000
- Torrance household incomes are generally higher than the county median
- Median Household Income, 2000:
 - City of Torrance: \$63,600
 - Los Angeles County: \$47,500

All figures are in 2004 constant dollars

Source: Stanley R. Hoffman Associates, Census 2000

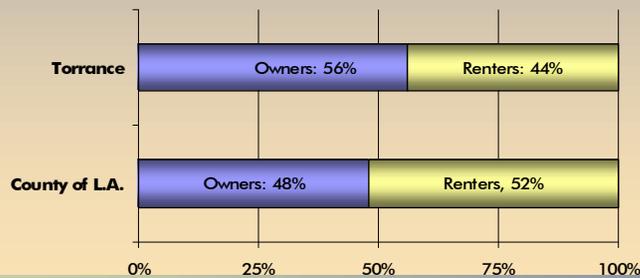


HOUSING TENURE AND TYPE

Between 1990 and 2000:

- Tenure (owners/renters) remained stable
- Torrance's housing stock increased by 1.9%
- The County's housing stock increased by 3.4%

Tenure



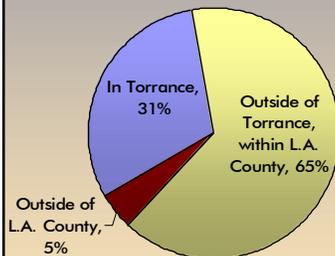
Figures are for 2000

Sources: Stanley R. Hoffman Associates, Census 2000



EDUCATION/EMPLOYMENT

Workplace Location



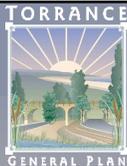
- City residents age 25 years and older are more educated than residents countywide and predominantly work in Management and Professional occupations

- About 6.4% of Torrance's population was living in poverty in 2000 (L.A. County: 17.6%)

Source: Census 2000



Economic Conditions And Trends



INDUSTRIAL MARKET

South Bay Industrial Market 4rd Quarter 2004

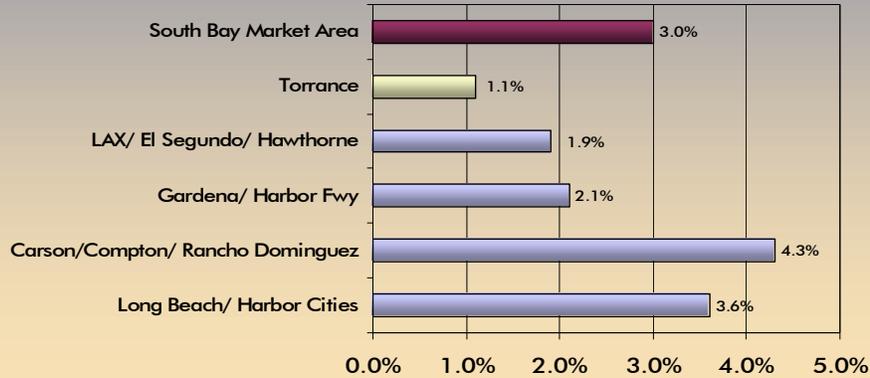
Sub-Market	Total Rentable SF	Total Available SF	Vacancy Rate
Torrance	33,007,900	1,524,500	1.1%
LAX/El Segundo/Hawthorne	30,031,800	1,588,100	1.9%
Gardena/Harbor Fwy	30,894,200	1,624,900	2.1%
Carson/Compton/Rancho Dominguez	74,932,700	801,600	4.3%
Long Beach/Harbor Cities	38,602,000	2,185,900	3.6%
South Bay Total	207,468,600	7,725,000	3.0%

Sources: Stanley R. Hoffman Associates, Colliers Seeley Office Market Report, 4th Quarter 2004.



INDUSTRIAL MARKET

Industrial Vacancy Rates 4th Quarter 2004



Source: Stanley R. Hoffman Associates



INDUSTRIAL MARKET

Average Asking Lease Rate for Industrial Space 4th Quarter 2004 (per sq. Ft.)

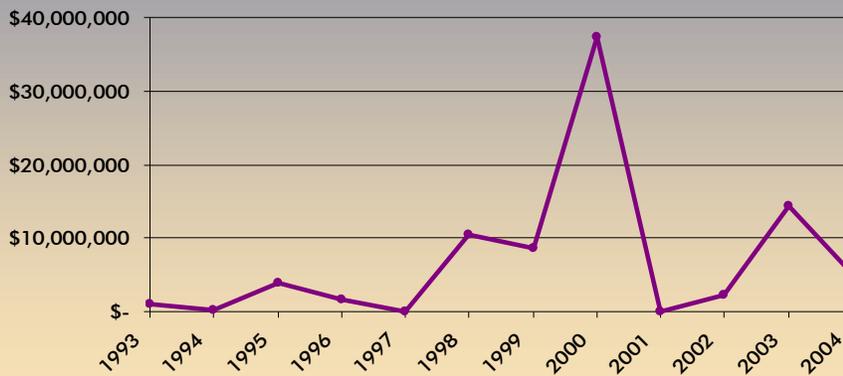


Source: Stanley R. Hoffman Associates

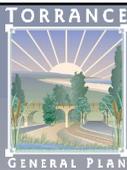


INDUSTRIAL MARKET

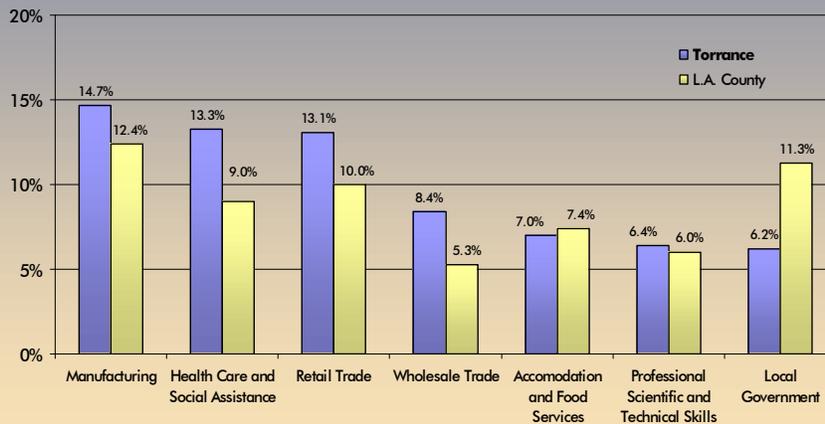
Industrial Valuation City of Torrance 1993- 2004



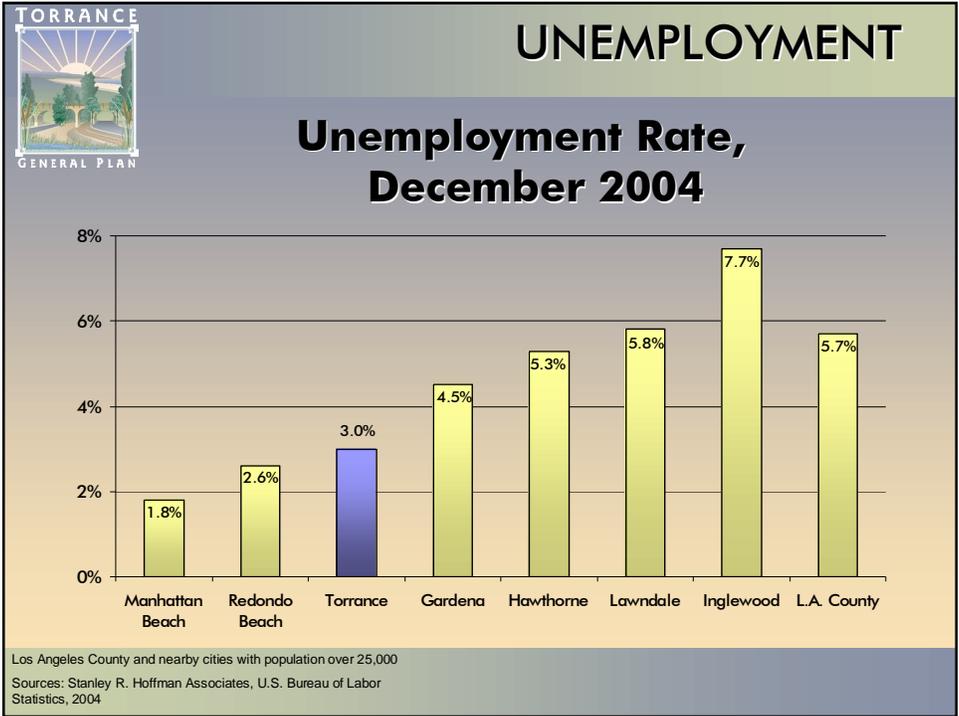
Sources: City of Torrance 2004



EMPLOYMENT BY INDUSTRY



Sources: Stanley R. Hoffman Associates, California Employment Development Department, 2004



TORRANCE
GENERAL PLAN

Trip Generation



ITE TRIP GENERATION EXAMPLE

- Assumptions:**
- 10-acre lot (435,600 sf)
 - Weekday travel

Trip Generation by Land Use:

Residential Trip Generation:

- Calculation yields trips per dwelling units

Commercial and Industrial Trip Generation:

- Calculation yields trips per 1,000 sf of floor area

Open Space Trip Generation:

- Calculation yields trips per acre

Source: Institute of Transportation Engineers, *Trip Generation*, 6th Edition 1997



ITE TRIP GENERATION EXAMPLE

Development Type	GP Land Use Category	Max Density/FAR	Trips/Unit*	Total Daily Trips
Single-Family Detached Res.	Low Density	9 du/ac	9.57	861
Res. Condos/Townhomes	Medium Density	28 du/ac	5.86	1,641
Low-Rise Apt. Building	Medium-High Density	44 du/ac	6.59	2,900
Shopping Center	General Commercial	0.30 FAR	42.92	5,609
Business Park	Industrial-Business Park	0.60 FAR	6.96	1,819
Regional Park	Public/Quasi-Public/Open Space	na	4.57	46

*Trips/dwelling unit for residential uses, trips/1,000 sf for commercial and industrial uses, and trips/ acre for open space

Source: Institute of Transportation Engineers, *Trip Generation*, 6th Edition 1997; P&D Consultants, 2005



Industrial Zones and Uses in Torrance

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- ## INDUSTRIAL USES
- M-L:** Limited Manufacturing
 - M-I:** Light Manufacturing
 - M-2:** Heavy Manufacturing



INDUSTRIAL USES

Torrance Industrial Redevelopment Project

- The Redevelopment Agency has been instrumental in bringing the American Honda national headquarters and many other industries into the Industrial Redevelopment Project Area
- Total property valuation for the Industrial Redevelopment Project has increased from \$112 million dollars in 1982 to **\$397 million dollars in 1992** –ASKED KEVIN FOR UPDATED INFO on 4-19



Key Industrial Issues and Perceptions



ISSUES AND PERCEPTIONS

Residential Development Moratorium

- Temporary moratorium on approval or issuance of permits for the construction of residential developments of 3 or more units (excludes developments with completed applications on file as of August 10,2004)
- Provides city staff, City Council, and residents time to consider a comprehensive ordinance regulating the development of such residential units
- Applies to all zoning districts in the City, including Industrial areas



ISSUES AND PERCEPTIONS

Land Costs

Current high land values have contributed to the conversion of important industrial land to residential uses.

Loss of Industrial Lands

Many underutilized industrial areas are being targeted by the development community for residential development.

Incompatible Land Uses

For pending projects, more attention must be paid to surrounding land uses



ISSUES AND PERCEPTIONS

Port-Related Big Rig Truck Traffic

Big-rig trucks are using City streets, creating both safety concerns and infrastructure impacts in industrial areas.

Railroad Grade Crossings

As growth of the Ports increases, at-grade train conflicts may increase.



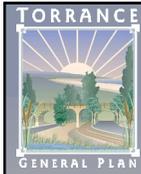
ISSUES AND PERCEPTIONS

Incubator Facilities

Torrance provides a wide range of industrial facilities and is a desirable location for start-up businesses.

Logistics Businesses

Torrance has become a desirable location for this use. However, a balance must be achieved between the infrastructure impacts and the truck traffic generated by such uses.



Marking the Map Exercise