

TO: Agencies, Organizations, and Interested Parties

FROM: City of Torrance – Community Development Department (Lead Agency)

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting for the Prologis Del Amo and Prairie Center Project.

DATE: March 28, 2025

The City of Torrance (City) is the Lead Agency under the California Environmental Quality Act (CEQA) for preparation of an Environmental Impact Report (EIR) for the Prologis Del Amo and Prairie Center Project (proposed Project), described below. The City is soliciting input from public agencies, organizations, and other interested parties regarding the scope and content of the environmental information germane to your agency's statutory responsibilities. As a responsible or trustee agency, your agency may need to use the EIR prepared by the City when considering issuance of a permit or other approval for the Project. Information gathered during the Notice of Preparation (NOP) comment period will be used to shape and focus future analyses of potential environmental impacts.

A description of the Project, its location, and potential environmental effects are described below. The City has determined that an EIR is required and no Initial Study will be prepared (see State CEQA Guidelines, Sections 15060 and 15081). The EIR will assess the effects of the proposed Project on the environment, identify potentially significant impacts, identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss potentially feasible alternatives to the Project that may accomplish basic objectives while lessening or eliminating any potentially significant Project-related impacts.

This NOP is subject to a minimum 30-day public review period per Public Resources Code Section 21080.4 and CEQA Guidelines Section 15082. The City will accept comments on this NOP regarding the scope and content of the EIR between March 28, 2025 and April 28, 2025. Please send your comments at the earliest possible date with the subject heading "Prologis Del Amo and Prairie Center Project" to:

Leo Oorts, Senior Planner
City of Torrance Community Development Department
3031 Torrance Boulevard
Torrance, CA 90503
Phone: 310.618.5990
Email: CDDinfo@TorranceCA.Gov

Please include the name, phone number, and address of a contact person in your response; and indicated whether your agency or organization will be a Responsible or Trustee Agency for this Project.

NOTICE OF PREPARATION OF EIR AND SCOPING MEETING

NOTICE OF PUBLIC SCOPING MEETING: The City will host a scoping meeting for the Project to receive comments on the scope and content of the upcoming EIR. The scoping meeting will be conducted in-person in the City of Torrance. You are welcome to attend and present environmental information that you believe should be considered in the EIR. The meeting is scheduled for:

Date: April 9, 2025
Time: 6:30 pm
Place: Torrance City Hall Council Chambers
3031 Torrance Blvd, Torrance, CA 90503

PROJECT LOCATION AND SETTING: The Project site encompasses 31.3 acres of vacant land located at the northeast intersection of Del Amo Boulevard and Prairie Avenue/Madrona Avenue (Assessor's Parcel Numbers [APNs] 7352-015-004, 7352-015-005, and 7352-015-006). The Project site is immediately south and adjacent to the Union Pacific Railroad. The site is bounded by Madrona/Prairie Avenue to the west, Del Amo Boulevard to the south, and railroad tracks from northwest to southwest, forming a triangularly shaped project site. The Project site is located approximately 0.5 miles east of California State Route 107 (SR-107), 1.7 miles west of State Route 213 (SR-213), and 1.8 miles south of Interstate 405 (I-405). See Exhibit 1, *Vicinity Map*, and 2, *Aerial Photograph*. Historically, the Project site was used as an out-parcel ancillary to the Torrance Oil Refinery for the placement or disposal of refinery wastes, which constitutes a recognized environmental condition. As shown on Exhibit 2, *Aerial Photograph*, the existing Project site is largely vacant and undeveloped with various dirt access roads. The majority of the site is vegetated with moderate slopes that generally slope from west to east.

The Project site has a General Plan land use designation of Heavy Industrial (I-HVY) with a max floor area ratio (FAR) of 0.6. Land uses in the proximity of the Project site include Heavy Industrial to the north and east, Light Industrial to the southeast, Business Park and Public/Quasi-Public/Open Space to the south, Medium Density Residential to the southwest, and Business Park to the west.

The Project site is zoned as Heavy Manufacturing District (M-2). Land uses to the south, east, southeast, west, and north are zoned as M-2. Land uses to the southwest are zoned Limited Multiple Family Residence District (R-3).

PROJECT DESCRIPTION: The Project Applicant, Prologis L.P. (Prologis), is requesting the following entitlements: Plot Plan; Conditional Use Permit; Tentative Parcel Map; and Waiver (to allow proposed retaining walls to exceed the maximum 5' height requirement). Approval of the entitlements would allow for the development of 403,033 square feet (sf) speculative, Class A warehouse building, including 15,000 sf of office on 31.3 acres (see Exhibit 3, *Site Plan*). The proposed building would include 56 dock doors on the northeastern portion of the building.

The Project would allow for warehousing, high-cube fulfillment, logistics, and light industrial land uses. Since it is currently unknown whether the Project will be a single tenant or multi-tenant, the analysis will evaluate two options: Option 1 - Single Tenant Building and Option 2 - Multi-Tenant Building.

The Project proposes 477 standard automobile parking stalls including 96 electric vehicle (EV) capable spaces without EVSE, 48 electric vehicle charging station (EVCS) spaces, 23 clean air spaces, and 316 trailer parking stalls (12' x 55'). Trailer parking stalls would be shielded from Prairie Avenue and Del Amo Boulevard via a proposed 14-foot screen wall along the northwestern portion of the Project site and

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southeastern portion of the site. The Project would include approximately 235,237 sf of landscaping that would be incorporated around the Project site boundaries along Prairie Avenue and Del Amo Boulevard.

Vehicular and truck traffic access will be provided via the following driveways: Driveway 1 on Prairie Avenue – Right-in/Right-out access for trucks and passenger cars; Driveway 2 on Del Amo Boulevard – Right-in/Right-out access for passenger cars only; and Driveway 3/Maple Avenue on Del Amo Boulevard – Full Access for both passenger cars and truck.

POTENTIAL ENVIRONMENTAL EFFECTS: An EIR will be prepared to evaluate the Project’s potential impacts on the environment and analyze Project alternatives. The topics anticipated to be discussed in the EIR include:

Air Quality	Hazards & Hazardous Materials
Biological Resources	Noise
Cultural Resources	Transportation
Geology and Soils	Tribal Cultural Resources
Greenhouse Gas Emissions	

ENVIRONMENTAL FACTORS NOT POTENTIALLY AFFECTED: The following environmental factors are anticipated to be less than significant or have no impact, and will be evaluated in the “Other CEQA Considerations” subsection of the EIR:

- **Aesthetics**

According to the City’s General Plan, scenic vistas within the City include distant views of the San Gabriel mountains and the Pacific Ocean.¹ The City has adopted policies to preserve these views for the hillside areas, which typically offer scenic vistas of these resources. The Project site is located in a largely urbanized area bordered by development on all sides, not located on a hillside, and is approximately 2.9 miles east of the Pacific Ocean. Additionally, views of the San Gabriel Mountains from the Project site are blocked by existing development in the surrounding area; thus no scenic views near the Project site would be adversely affected. According to the California Department of Transportation (Caltrans), State Scenic Highway System Map, the Project site is not located near an officially designated or eligible State Scenic Highway.² The nearest officially designated State Scenic Highway is State Route 27 located approximately 19 miles northwest of the Project site. No scenic resources within a scenic highway or special designated area for street trees would be damaged or removed.

The Project site is largely vacant and undeveloped with various dirt access roads within a heavily developed urban environment. The site does not have any unusual characteristics and are not known to be associated with any national, regional, or local figures of significance that would qualify them as a historical resource or of historical significance. The Project would be treated with materials and high-quality finishes similar to existing development, and features varying projections and heights (a maximum of 42 feet in height), which break up massing and make the Project more aesthetically appealing. The Project would also incorporate internal and perimeter landscape/hardscape features acting to screen views of the developed site, enhancing the visual perception of the Project site and vicinity. All final designs of the Project, including but not limited

¹ <https://www.torranceca.gov/home/showpublisheddocument/2722/636302127526600000>

² <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

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to the proposed building and landscape/hardscape features would conform to all applicable City design standards, and would be subject to City review and approval. The Project would not conflict with applicable zoning and other regulations governing scenic quality. The Project would also introduce new sources of artificial light and glare. The Torrance Municipal Code and California Building Code requires that any new lighting be cast downward and shielded so as not to illuminate beyond the Project boundary and to avoid any light from spilling over onto the adjacent properties. Therefore, impacts associated with new sources of substantial light or glare would be less than significant.

- **Agriculture and Forestry Resources**

According to the California Department of Conservation (DOC) California Important Farmland Finder, the Project site is located within Urban and Built-up Land,³ which is land used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes. The Project site is zoned as Heavy Manufacturing District (M-2) and does not conflict with existing zoning for agricultural use or a Williamson Act contract. Additionally, the Project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned production. Accordingly, no impacts to agriculture and forestry resources are anticipated.

- **Energy**

The Project would consume energy resources in the form of non-renewable fossil fuels and electricity for site power. Construction would involve the short-term use of transportation fuels and electricity by various equipment. Operation of the Project would require the intermittent use of fuel for vehicles transporting goods and for other equipment used for warehouse operations. Energy in the form of electricity for warehouse and office operations would also be required. Statewide policies and programs promote the use of renewable resources in the electricity supply and reduction in the carbon-intensity of transportation fuels. Implementation of the State of California's Low-Carbon Fuel Standard regulations and the State's long-term goal for carbon neutrality by 2045 or earlier require transportation fuels used in California to transition to renewable fuel sources or zero-emission technologies. The electricity supply is on a long-term trend of decarbonization as a result of California's Renewable Portfolio Standard. Over time, increasing portions of the Project's on-site and off-site energy use would be provided from renewable supplies that would decrease the Project's use of non-renewable fuels. Construction and operation of the proposed facility would occur on the site in a manner consistent with existing land uses in area and would provide warehouse services. As such, the proposed Project would not use non-renewable energy resources in a wasteful or inefficient manner; therefore, impacts would be less than significant.

The Project would result in the construction and operation of a warehouse facility and not conflict with adopted state or local renewable energy or energy plans. Additionally, the Project would not require the removal of any existing renewable energy infrastructure, such as solar or wind-powered electric generating facilities. The City would need to issue Building Permits for new buildings and would ensure compliance with energy efficiency requirements under the California Green Building Code (Title 24 of the California Code of Regulations). The City is responsible for the design,

³ <https://maps.conservation.ca.gov/DLRP/CIFF/>

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inspection, management, and oversight of construction projects to ensure projects comply with energy efficiency requirements. Energy necessary to develop and operate the proposed facility would be used efficiently and would represent a negligible portion of state-wide energy consumption. Therefore, the Project would not conflict with plans for renewable energy or energy efficiency, and this impact would be less than significant.

- **Hydrology and Water Quality**

The Project would comply with all applicable water quality control and sustainable groundwater management plans. The water quality design for the Project complies with the 2002 Los Angeles County SUSMP Manual and subsequent 2014 Los Angeles County Low Impact Development (LID) Manual, which aims to increase groundwater recharge, enhance water quality, and prevent degradation to downstream natural drainage courses. Implementation of site-specific best management practices (BMPs) and applicable LID treatment control BMPs, including wetland mods would help meet these goals for the Project and limit impacts to hydrology and water quality. Specifically, wetland mods would be used to remove pollutants and treat stormwater from the site before discharging to the municipal storm system. Although groundwater has not recently been encountered within 40-feet of the surface, the site is within the Whittier Narrows area where groundwater has historically risen to within 5-feet of the surface. As such, groundwater recharge quantities or recharge rates cannot be calculated and retaining walls with a stem back-drain system to drain retaining wall backfill is recommended to avoid interfering with groundwater. Additionally, the Project is not within a flood hazard, tsunami, or seiche zone and would not risk release of pollutants due to project inundation or impede or redirect flood flows. Therefore, impacts related to hydrology and water quality would be less than significant.

- **Land Use and Planning**

The existing Project site is largely vacant and undeveloped with various dirt access roads. The site is bounded by Madrona/Prairie Avenue to the west, Del Amo Boulevard to the south, and railroad tracks from northwest to southwest, forming a triangularly shaped project site. The Project would not physically divide an established community. The Project site has a General Plan land use designation of Heavy Industrial (I-HVY) and zoned as Heavy Manufacturing District (M-2). The Project Applicant would develop the Project site in accordance with the underlying land use designations and applicable zoning ordinance development standards. No change to the existing land use designation or zoning is required or proposed by the Project. The Project is consistent with the General Plan and would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. Additionally, the Project would not degrade the character of quality of the surrounding area or conflict with the existing Heavy Manufacturing District zoning controls.

- **Mineral Resources**

According to the City's General Plan Community Resources Element, the Project site is classified as Mineral Resource Zone (MRZ)-3 which is defined as the significance of mineral deposits cannot be determined from available data.⁴ A small strip of land within the City located south of Pacific Coast Highway and roughly east of Hawthorne Boulevard is designated as MRZ-2 which is identified as adequate information indicates that significant mineral deposits are present or

⁴ <https://www.torranceca.gov/home/showpublisheddocument/2722/636302127526600000>

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there is a high likelihood for their presence, and development should be controlled. Accordingly, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State nor would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated in the City's General Plan. No impacts would occur.

- **Population and Housing**

The Project would not require construction of replacement housing and would not displace existing housing or residents as the Project site is currently vacant. Development of the Project would be consistent with the General Plan land use and zoning designation for the Project site. The Project does not involve the development of residential uses and would not directly increase the resident population, but the Project would create jobs and increase employment in the City of Torrance. The Project would create short-term jobs during the construction phase and long-term jobs during the operation phase. These short-term and long-term positions would be filled by workers who, for the most part, would already reside in the local area; therefore, construction and operation of the Project would not generate a substantial temporary or permanent increase in population within the Project area. Therefore, the Project would not induce substantial unplanned population growth in an area, either directly or indirectly. Impacts would be less than significant.

- **Public Services (Fire, Police, Schools, Parks, and Other Public Facilities)**

The proposed Project would not increase the demand for fire protection services that would result in the need for new or expanded fire protection facilities. The Project would be developed in accordance with the applicable provisions of the City's Fire Code (Torrance Municipal Code Division 8, Chapter 5). Project plans would be reviewed and approved by the City's Building and Police Departments, which would ensure that adequate safety and crime prevention measures are provided within the Project's design. The proposed Project would not increase the demand for police protection services that would result in the need for new or expanded police protection facilities. Per Torrance Municipal Code Division 2, Chapter 9, Article 5 (Fire Facilities Impact Fees) and Article 6 (Police Facilities Impact Fees), the Project Applicant would be required to pay fire facilities and police facilities impact fees to offset the incremental increase in the demand for fire and police protection services that would be created by the Project.

The Project does not include any residential land uses and, therefore, is not expected to result in an increase in population or demand for recreational facilities and other public facilities/services, including libraries, community recreation centers, post offices, public health facilities, and/or animal shelters. Additionally, the Project would not directly generate students and is not expected to indirectly draw students to the area within the Torrance Unified School District. Accordingly, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, police protection facilities, public school facilities, park facilities, and other park facilities. Impacts would be less than significant.

- **Recreation**

The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated because the Project does not involve the development of residential uses. The proposed industrial use would not create an increase in the use of such recreational facilities.

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Accordingly, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities and would not require the construction of new or expanded recreational facilities. Impacts would be less than significant.

- **Utilities and Service Systems**

The Project would include utility connections to existing infrastructure to provide electric power, telecommunications services, and water, as well as a sewer lift station at the southeastern corner of the building and extension of existing 8-inch sewer lines to connect to an existing sewer main on Del Amo Boulevard. These activities would occur within a developed area with existing utility facilities and therefore would not cause significant environmental effects. The Project would generate a negligible demand on utility and service systems, including water, wastewater treatment, and solid waste disposal, compared to the overall demand generated by the City of Torrance. Therefore, impacts would be less than significant.

- **Wildfire**

According to the California Department of Forestry and Fire Protection's (Cal Fire) Fire Hazard Severity Zones in State Responsibility Area, the Project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).⁵ The Project site is located within the limits of the City of Torrance, and is therefore not within a State Responsibility Area (SRA), which is the land where the State of California is financially responsible for the prevention and suppression of wildfires. Therefore, the Project would have no impacts related to wildfires.

DOCUMENT AVAILABILITY: This NOP is available for public review at the City of Torrance Community Development Department website: <http://www.torranceca.gov/our-city/community-development/planning-division/reports-land-use-studies/prologis-del-amo-and-prairie-center-project>

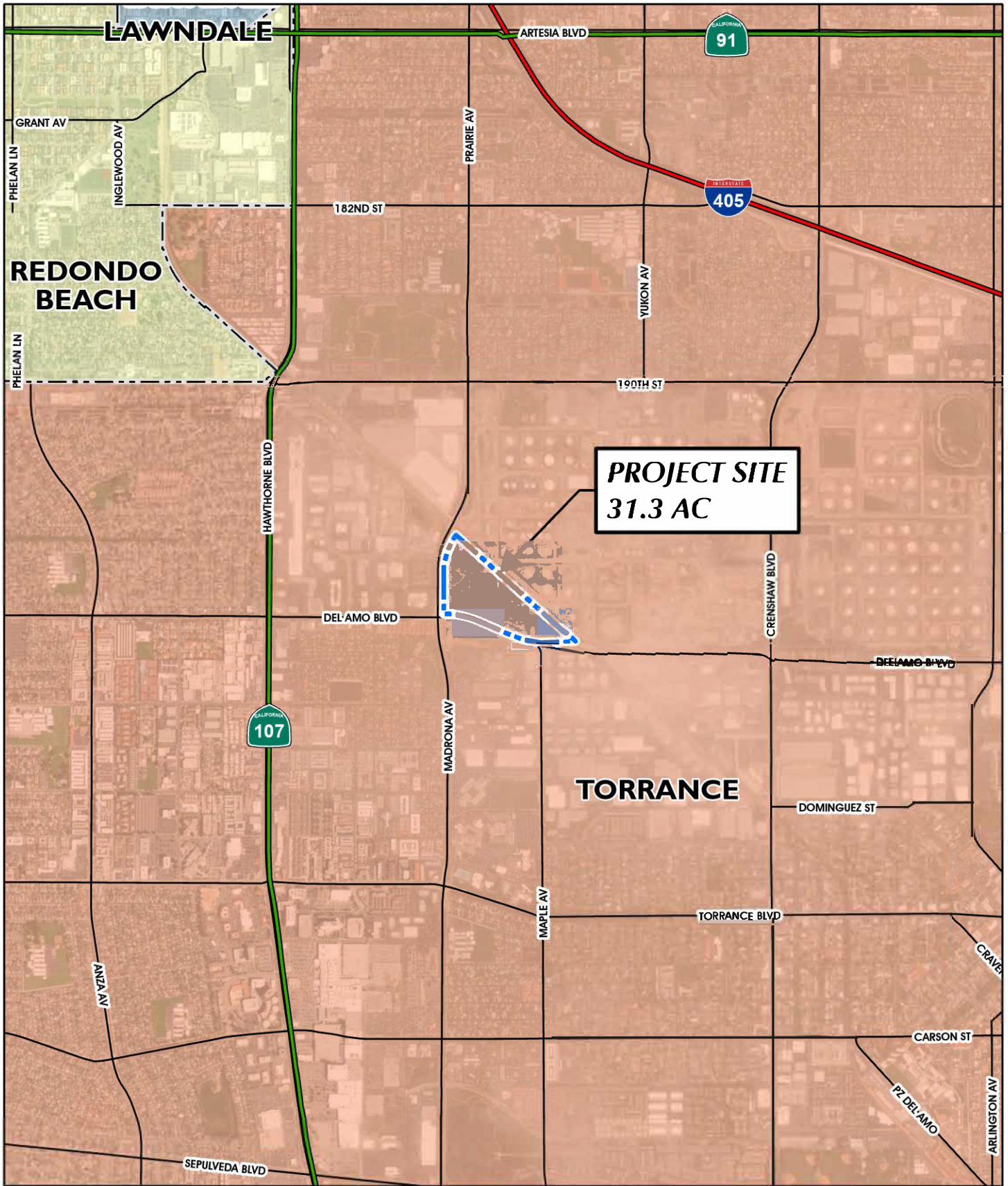
Attachments:

Exhibit 1 – Vicinity Map

Exhibit 2 – Aerial Photograph

Exhibit 3 – Site Plan

⁵ <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>



Source(s): LA County (2024)

Exhibit 1





Source(s): LA County (2024), Nearmap Imagery (Sept 2024)

Exhibit 2

